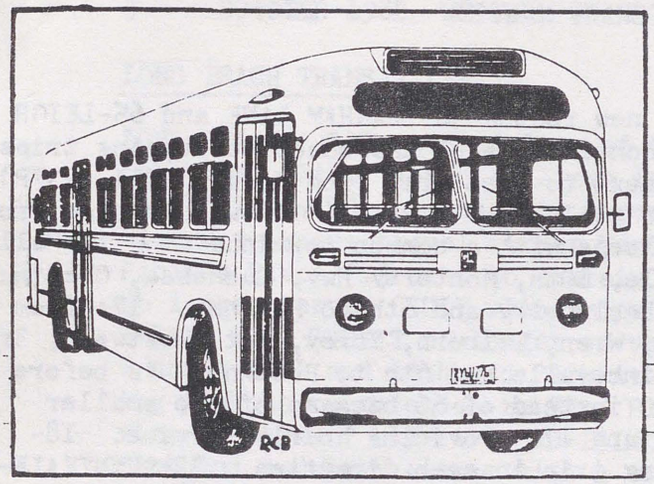


Western Transit

Monthly Publication of The Western Transit Society

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RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: September 12th brought substantial changes to the RTA system including inauguration of four new lines, discontinuation of four existing ones, full size air conditioned buses on some county routes and a four zone fare system which affected, primarily, the county area. 1-MAGNOLIA AVENUE had all trips on the 1 extended to Pierce and Magnolia while 1A was extended from Tyler Mall to Corona along the alignment of former Line 14. Saturday night service was reduced to hourly and Sunday daytime service was stretched to 65 minutely. 12-CALIFORNIA AVE. was shortened to operate to downtown Riverside and hourly Saturday service 7AM-7PM was added. 13-ARLANZA was rerouted between downtown Riverside and Canyon Crest Town Center via 7th, Orange Lemon (westbound), 14th, Pennsylvania, Chicago, Central, El Centro, Canyon Crest and Central. 14-INDIANA AVENUE was shortened to operate between Tyler Mall and 7th & Market and Saturday service is now hourly (was 90 minutely). 15-ARLINGTON AVENUE no longer provides service to the Riverside Municipal Airport. 16-SUNNYMEAD was rerouted to serve the developing residential and shopping areas along Perris Blvd. and was rerouted in Riverside along Canyon Crest and University Avenue. The 16A operates weekdays providing the equivalent of 30 minute service from Canyon Crest to downtown, thence hourly via Market, 1st, Orange, Center, Stephens and La Cadena (North Riverside). On Saturday the regular 16 from Sunnymead services this routing. NEW is 17-CANYON CREST operating between the Riverside Plaza and UC Riverside hourly on weekdays using one bus. Route is from Riverside Plaza via Central, Alessandro, Chicago, Central, Canyon Crest, W. Campus, University, Canyon Crest, Linden, Aberdeen, N. Campus, Big Springs, Watkins, Mt. Vernon to Big Springs. 21-JURUPA LOOP was discontinued without replacement. 22-RIVERSIDE-PERRIS follows the same route as before but is using a large air conditioned bus and the headway was changed from 120 minutely to 135 minutely. NEW is 23-SUN CITY SHUTTLE operating between the Perris station at 4th and G and the Sun City Terminal at Sun City Shopping Center via 4th, Interstate 15E and McCall Blvd. The headway varies from 30/60/90 as the schedule is timed to connect with buses to and from downtown Riverside, Tyler Mall, Lake Elsinore and Hemet. 23 replaces part of the old 28. 24-LAKE ELSINORE-TYLER MALL VIA PERRIS is the old 24 between Tyler Mall and Perris, then extended via Highway 74, Interstate 15E and Main to Graham (Lake Elsinore Service operates every 90 minutes using two full size buses (was two hourly using one small bus This line replaces former 26 which was otherwise discontinued. There were no changes on 25-RIVERSIDE-HIGHGROVE-LOMA LINDA. Former 26-LAKE ELSINORE-CORONA-TYLER MALL, 27-SAN JACINTO-HEMET-SUN CITY and 28-SUN CITY-PERRIS-TYLER MALL were partially replaced by the NEW 27E-HEMET-RIVERSIDE EXPRESS which has two branches each operating four round trips Monday thru Saturday using two full size air conditioned buses equipped with wheelchair lift and luggage racks. From the Sears Plaza in Hemet buses to downtown Riverside and Tyler Mall travel via Florida, Highway 74, Interstate 15E, 4th (Perris), D Street, Interstate 15E to Van Buren where downtown stay on I-15E, Hwy 60, Hwy 91, 7th to Market. Tyler Mall buses follow Van Buren, Hwy 91 and Tyler Street to Tyler Mall. NEW 30-HEMET-SAN JACINTO LOCAL operates every 90 minutes (1 bus) from Hemet High via Dartmouth, Johnston, Buena Vista, Stetson, State, Latham, Laursen, Devonshire, Weston, Oakland, San Jacinto, Shaver, Hewitt, Main, DeAnza, State, Ramona, Tiger, Idyllwild, State into San Jacinto Community College. Connections with 27E made at Sears Plaza. Line 30 has a special fare (50¢ regular, 40¢ student, 25¢ elderly and handicapped). Transfers are not honored between Lines 22, 23, 24 and 27E and 27E does not honor Dial A Ride transfers.

COUNTY TRANSIT (CT)

SAN JOSE: The July 5 Sign Up saw the introduction of new routes 38-BRANHAM LANE and 65-LEIGH AVENUE in San Jose, reroutings of seven lines and discontinuance of unproductive evening trips on seven lines. 15-MORGAN HILL-JACKSON OAKS dropped next to last trip from Morgan Hill (737P) and last trip from Jackson Oaks (805P). 17/17A-GILROY BUSINESS DISTRICT LOOPS was changed from one large loop (17cw/17Accw) to two interlocking ccw loops with a common terminus at City Hall as follows - 17 from 6th & Rosanna via 6th, Princeville, 10th, Monterey Hwy, Luchessa, Chestnut 6th, Forest, IOOF, Murray, Leavesley, Monterey, 4th, Eagleberry and 6th to Rosanna. 17A from 6th & Rosanna via 6th, Eigleberry, 4th, Monterey, 1st, Wren, Welburn, Morey, 1st, Westwood, 3rd Santa Barbara, Monte Bello, Wren, Uvas Park, 10th, Princevalle and 6th to Rosanna. As before two buses are required on weekdays but headways are 30 instead of 60 because of the smaller loops. On weekends/holidays one bus alternates on 17 and 17A providing hourly service. 18-STANFORD-EASTRIDGE "HANDY BUS" dropped the last evening trip in each direction. 32-SUNNYVALE-SANTA CLARA VIA MONROE ST changed route of weekday peak extension from Sunnyvale SP Depot to So. Palo Alto (Ford Aerospace) to serve additional industrial areas in northwest Sunnyvale by running Washington, Mathilda, Almanor, Mary, Maude, Logne (returns Cal 237) to Middlefield. Last weekday pm trips and first weekend/holiday am trips in each direction dropped. 34-SANTA CLARA-MAYFIELD MALL VIA FREMONT AVE eliminated last weekday trips in each direction and first and last weekend/holiday trips from Mayfield Mall (805A and 605P). 38-BRANHAM LANE is a NEW south San Jose crosstown line connecting Good Samaritan Hospital on the west with Monterey Hwy on the east beginning with a cw western loop Branham, Elester, Samaritan, Bascom, Woodard and Union to Branham, thence Branham and Snell looping cw, Capitol Expwy, Monterey Hwy, Skyway and Snell. Operates thirty minutely 530A-730P weekdays (3 buses) and 45 minutely 900A-500P weekends/holidays (2 buses) and is stationed at Chaboya Division. 52-MOUNTAIN VIEW-FOOTHILL COLLEGE reduced weekday evening service (7P-10P) from 30 to 60 minutely and dropped first weekend am trip from Mountain View and first and last weekend trips from Foothill. 55-LAKEWOOD VILLAGE CUPERTINO reduced headways on weekends from 45 to 50 minutely to improve on time performance. 65-LEIGH AVENUE is a NEW line connecting downtown San Jose (San Jose State Univ) with Almaden Valley and runs from 4th & Santa Clara via S 4th, E. San Fernando (SJSU) and S 7th to Santa Clara to Montgomery, Crandall (SP Depot), Cahill (returns Cahill to The Alameda to Santa Clara) W. San Fernando, Montgomery, Bird (returns Autumn between Park and W. San Fernando), I-280, Leigh, Camden, Coleman, Rednond and Camden to Almaden Expwy, looping cw Almaden, Crown and Camden to Expwy. Runs 30 minutely 6AM to 8PM weekdays using 4 buses and hourly 845AM to 645PM on weekends/holidays using 2 buses and operates from Central Division. 67-SANTA TERESA dropped the last two weekday evening trips each way and 76-LOS GATOS-SUMMIT ROAD (operated under contract by PEERLESS STAGES) reduced service from 14 to 9 trips for the summer effective June 21. 83/83A-10TH & KEYES-GOOD SAMARITAN HOSP curtailed weekday evening trips by dropping last three from the hospital and last from 10th & Keyes. 91-CAMBRIAN & UNION-SEVEN TREES was replaced by new Line 38 on Branham betweem Camden and Pearl and shifted north parallel to Branham from Camden via Hillsdale, Cherry, Foxworthy, Almaden Expwy (returns Old Almaden Rd), Newberry and Capitol to Pearl. Headway reduced from 30 to 45 and buses reduced from 3 to 2. 126-CAMBRIAN PARK-LOCKHEED EXPRESS VIA LAWRENCE and 128-CAMBRIAN PARK-LOCKHEED EXPRESS VIA SAN TOMAS both had their Cambrian Park terminus extended from Handyman Park & Ride Lot (Hillsdale & Poss) south via Poss to Branham, looping cw Branham, Camden and Fiver to Poss and also changed to run both directions on Camden between Union and Poss instead of eastbound on Foxworthy. 144-SOUTH SAN JOSE-MOUNTAIN VIEW EXPRESS was rerouted in Sunnyvale between California and Middlefield to run Mathilda, Almanor, Mary, Maude and Logue (returns Cal 237) instead of Mathilda, Indio (returns San Anselmo) and Central Expressway.

SUPPORT WTS - ATTEND MONTHLY MEETINGS - SECOND SUNDAY OF EACH MONTH - 272 ALPINE IN PASADENA MEETING TIME IS 700PM - BRING ENTERTAINMENT AND GUESTS

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT revised five of their existing lines and inaugurated one new one on September 12th. Affected lines included 4, 5, 8, 13 and 14. 4-ANAHEIM ST-MAGNOLIA AVE-PACIFIC AVE continues to serve the Anaheim Street corridor, but on the west side alternate buses travel either Magnolia or Pacific to the terminal at Wardlow Rd and Pacific Place (13 used to operate on Pacific). 5-LONG BEACH BLVD-EAST 4TH-SEAL BEACH no longer serves CSULB with trips either ending/starting at 4th & Ximeno or Seal Beach. 8-EAST 10TH STREET no longer serves the Queen Mary but instead operates between the Transit Mall and 10th and Park Avenue on all trips with selected trips weekdays during peak hours extended to 72nd Place and Ocean (previously there was seven day service on Ocean.) 13-EAST 3RD-BELMONT SHORE now operates between the Transit Mall and East 2nd and Park Avenue with 4 operating on Pacific and new 12 serving CSULB. 14-SAN PEDRO-NAVY BASE-DOWNTOWN runs between Ports O' Call in San Pedro, Terminal Island, Navy Base and downtown in a fashion similar to the original TERMINAL ISLAND TRANSIT COMPANY route of the past. NEW Line 12-EAST OCEAN BLVD-CSULB-LEISURE WORLD operates between the Queen Mary and two eastern terminals via Queens Way South, Queens Way North, Queens Way, Ocean (diverting thru the Transit Mall), Livingston, East 2nd to Pacific Coast Hwy with alternate trips operating either along PCH, Loynes, Bixby Village, Channel and 7th to CSULB or on Westminster and Seal Beach to Seal Beach Leisure World. Of these revised lines 4, 12 and 13 are advertised as accessible.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD also made a number of services the 12th of September. Selected peak hour trips on 21-VALLEY VIEW-SPRINGDALE were rerouted into the McDonnell Douglas Plant while all 43A trips were rerouted in Fullerton from Brea Blvd to Harbor Blvd between Bastanchury Road and Brea. 68-FIRST STREET CROSSTOWN was shortened to operate between Tustin's Larwin Square and Beach & Bolsa in Midway City no longer providing service west of Beach Blvd to Westminster Mall which area still has Line 64. 80-HUNTINGTON BEACH-SANTA ANA VIA VICTORIA & FLOWER now operates end to end all day long on weekdays on a 45 minute headway using three buses instead of peak only service south of South Coast Plaza to Huntington Beach hourly. 132-ORANGE AVENUE had midday trips extended north from Anaheim Plaza along Euclid to serve the Martin Luther Hospital. Peak hour trips to/from Northeast Anaheim bypass the hospital directly and run $\frac{1}{4}$ mile away on Euclid. Former 145 and 146 were combined into one line - 146-SOUTH COAST PLAZA-S.E.SANTA ANA VIA DOWNTOWN operating over the previous alignment between SCP and St. Andrew and Main, beyond that point buses operate two directional along St. Andrew, Standard, Warner, Halladay, Dyer to Main returning Main, Central, Halladay, Standard and St. Andrew. 161-NEWLAND STREET-TRASK AVENUE was reinstated for the winter season. 208-COSTA MESA-NORTHEAST ANAHEIM INDUSTRIAL EXPRESS was shortened to no longer operate between Hamilton & Magnolia and the Orange County Fairgrounds - one am northbound and one pm southbound trip are provided on this commuter service.

OMNITRANS (OT)

SAN BERNARDINO: All Sunday bus service in OMNITRANSland (San Bernardino County) was discontinued effective September 26th as one way to deal with a cutback in subsidy funds. Sunday and holiday service was only provided on selected lines in the OT system including 20-NORTH FONTANA, 21-SOUTH FONTANA, 23-WEST FONTANA, 24-EAST FONTANA, 33-NORTH YUCAIPA, 34-WEST YUCAIPA, 35-CALIMESA, 36-SOUTH YUCAIPA, 60-CHAFFEY COLLEGE, 64-CHINO, 65-LOS SERRANOS, 66-N.E. ONTARIO-AIRPORT, 67-EAST ONTARIO, 68-S.W. ONTARIO-CHINO and 69-S.E. ONTARIO. This is the second OT cutback program this year as on July 12th a number of service adjustments and reroutings and recombinations took place in order to better matbh ridership with dwindling funds.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The strike by the United Transportation Union against RTD commenced September 15th and concluded September 19th with operators returning to work the next day after ratifying a pact 1839-347 which includes six 20¢/hour wage increases over the life of the 32 month contract. This means that the top rate of $11.28/hour will rise to $12.48. The pact includes no cap on cost of living adjustments (a key RTD desire) and the issue of hiring more part time operators will be decided by a one man arbitrator. On the previous Friday the RTD Board of Directors voted 9 to 2 to accept the pact. This is the first time that either RTD or the union has submitted any issue to binding arbitration. The srike and contract settlement again became a political issue with both the conservatives, led by County Supervisor Pete Schabarum, and liberals, led by County Supervisor Kenneth Hahn, pointing the finger at the other side for either causing the walkout or the type of settlement.

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: The City Council has approved, on a 4 to 1 vote, the purchase of three Continental Motors Model 825 buses at a cost of $285,437. The buses will be propane powered, have air conditioning and air brakes for the steep terrain in the city. The other bidder was United Bus Sales offering the 30 foot Bluebird unit. The buses will join a fleet of Flxettes, Transcoaches and Minibuses.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: GMBL revised its fares a second time this year on July 1st as the base fare became 50¢ including rides to/from Los Angeles (i. e., no zone fare), all local and interagency transfers are 10¢, elderly and handicapped local fare 10¢ with zone fare to/from Los Angeles 20¢. Students, up to high school, are 20¢ with 40 ride ticket book for $8 available. Last May 30th fares were changed to 50¢ base with 15¢ zone, elderly and handicapped 10¢ local and 30¢ zone, 10¢ local transfer and 20¢ interagency transfer fee and students were 25¢ with 40 ride ticket book at $10.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: With the institution of the winter schedules on September 8th a new Los Angeles-Fresno-Modesto-Santa Rosa routing was instituted. Between Los Angeles and Modesto the schedules (a one way trip each way daily) serve Bakersfield, Visalia, Fresno, Merced as well as some of the smaller San Joaquin Valley cities. North of Modesto the schedules stop at Pleasant Hill, Concord, Vallejo, Napa, Sonoma and Santa Rosa. This is the first direct service between these cities and central and southern California cities.

TRAILWAYS, INC. (TWI)

LOS ANGELES: A number of schedule changes took place last April 25th including dropping of one semi express on the LOS ANGELES-SAN DIEGO route, elimination of service to Laguna Beach and discontinuation of one Interstate 5 express round trip on the LOS ANGELES-SAN FRANCISCO route. In San Francisco four new agencies were opened and selected SAN FRANCISCO-RENO-SPARKS schedules serve these located at 22nd & Irving, 8th & Geary, Persia & Mission and Union Square (Hilton). The SAN FRANCISCO-SOUTH LAKE TAHOE service now has three daily round trips over three routings. One trip serves Sacramento, Rancho Cordova and Tahoe. A second routing serves Oakland, Alameda, Hayward, Walnut Creek, Concord, North Sacramento, Rancho Cordova and Tahoe. The last serves the four new San Francisco locations plus the Transbay Terminal Depot, Oakland, North Sacramento, Rancho Cordova and Tahoe. The terminal at South Lake Tahoe is Harrah's Tahoe.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Beginning September 22nd the entire cable car system was shut down for about twenty months in order to allow the system to be rehabilitated. All t e track will be replaced along with its underground support system. To offset the loss of cable cars MUNI inaugurated a NEW line 58-LEAVENWORTH, extended 83-PACIFIC and placed additional buses on 1-CALIFORNIA, 30-STOCKTON and 41-UNION. The 25-SAN BRUNO branch to Hyde and Chestnut will not be operating however as Hyde Street will be under construction. 58-LEAVENWORTH begins at 5th & Market operating via Market, Turk, Taylor, Sutter, Leavenworth, Vallejo, Larkin, Francisco, Polk, Bay, Columbus, Jones and Francisco to Leavenworth. Return trips operate via Leavenworth, Bay, Polk, Vallejo, Leavenworth, California, Hyde, Post, Mason, Eddy and 5th to Market. Fither 10 or 15 minute headways are operated seven days per week depending upon time of day. The 83 was extended from its former terminal at Kearny along Broadway to Battery returning Battery and Pacific to Kearny, then as before and frequency has been doubled. Line 48-QUINTARA-24TH STREET was extended, weekdays only 6A-9A and 2P-7P, from the West Portal Station via Ulloa, 14th Ave, Santiago, 17th Ave, Quintara, Sunset, Pivera, 39th Ave, Quintara, 46th Ave, Rivera, 48th Ave and Quintara to 46th Avenue. Hours and days of the extension could be expanded in the future depending upon patronage demands. Ridership on the 58 line has not lived up to expectations, but since the Board of Supervisors, reacting to political pressure told MUNI how much service to program, there are no extra buses left to provide substitute bus service along California Street without reducing service somewhere else. As a result there has been discussions about jitney service being operated along California in a manner similar to the Mission Street Jitneys. Student fares on MUNI were recently raised from 10¢ to 25¢ with a new student pass priced at $5 being introduced. The student rate applies to anyone under the age of 18.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT plans to purchase sixty additional Advance Design buses, equipped to handle wheelchairs, if the federal government has sufficient funds to fund 80% of the cost of the buses. The buses would have mostly reclining forward facing seats. Twenty of the buses would have two wheelchair positions which translates into 37 reclining seats and three folding seats. The other 40 would have one wheelchair position with the ability to have a second position installed and would have 39 reclining seats and one folding seat. Twenty five of the buses would replace members of the existing fleet and the other 35 would be additions to the present 279 bus fleet. The state Public Utilities Commission has ruled that Harbor Carriers, operated by Crowley Maritime, can operate its red and white ferry boats between Fishermans Wharf and Sausalito and use the GGT ferry terminal in Sausalito. Under the PUC order HC must pay $2639 per month for use of the terminal and the City of Sausalito has ordered it to also perform $200,000 worth of improvements on the terminal. GGT has forecast a loss of patronage when the HC service begins. Less ridership would translate into less revenue which could mean a trimming down of ferry service or eventually its discontinuation.

MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: MCTD directors have voted to turn over local bus service to GGT, but the action did fall short of actually dissolving the MCTD. This action is, however, a possibility, GGT has operated local service in the county under a contract with the district for as long as it has operated the trans bay service. The Over-The-Hill Stage service began September 7 providing Mon-Wed-Fri service between Inverness and San Rafael and Tues-Thur service between Bolinas and Strawberry using one 11 passenger van. The van will divert up to one half mile off the route for passengers (WT 8/82).

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART fares were increased September 1st, the second price increase in seven years. The minimum fare of 50¢ rose to 60¢ with all fares rising. The Fremont to Daly City fare of $1.75 increased to $2.15, for example. Regular riders will be able to purchase BART $21 tickets for $20. Elderly, handicapped and children carrying the Bay Region Transit Discount Cards will still receive a 90% discount of BART fares. The BART Excursion Fare which allows a patron to ride the entire system as long as they enter and exit at the same station was raised from $1 to $2. BART Express Bus fare was increased from 50¢ to 60¢ for the first zone and to 90¢ for a two zone ride.

TRINITY VALLEY TRANSIT (TVT)

WILLOW CREEK: TVT was expected to start operation October 18th of a scheduled service between Willow Creek and Hoopa five days per week with one day per week making the trip to Orleans. This is the first regular scheduled service between these communities, however, PACIFIC GREYHOUND LINES did operate to Orleans via Weitchipec and Bald Hills Road in 1931-32, but did not serve Hoopa Indian community. TVT is a contract operation of the HUMBOLDT TRANSIT AUTHORITY being operated by a joint committee composed of Hoopa tribe people and citizens of Willow Creek. The service will feed into the route of REDWOOD EMPIRE LINES between Eureka and Redding. A leased van, from the local school district, will start service until specifications are prepared, bidding and delivery of their own vehicle is completed.

SANTA BARBARA COUNTY TRANSIT (SBCT)

SANTA YNEZ VALLEY: SBCT operates two 16 passenger Dodge vans, lift equipped, in a demand/response mode among the five communities in the Santa Ynez Valley. One runs primarily in the Solvang area and the other in the Vanderberg Village-Mission Hills area near Lompoc. Fares are 75¢ for regular riders, 35¢ for seniors and free for children under 6 when accompanied by an adult. 24 hour advance reservations are required and service is available Monday thru Friday 830AM to 430PM. The service is operated by the CAC Nutrition Center and although service is available to anyone the ridership in Solvang is 99% senior while in Lompoc there are regular riders and also a number of youth riders. The program was instituted about five years ago using state Transportation Developement Act funds.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

LOS ANGELES: After a six year legal battle which is still not over commuter passenger train service between Oxnard and Los Angeles began October 18th. The trains, which will operate over SOUTHERN PACIFIC main coastal tracks, depart Oxnard at 530AM and 640AM arriving Los Angeles Union Station at 710AM and 820AM after stopping in Simi Valley, Panorama City and Glendale. Evening trains leave Los Angeles 429PM and 541PM. Sponsored by CALTRANS the trains will eventually also stop in Camarillo, Moorpark, Chatsworth, Northridge, Burbank Airport and Burbank. SP has contended that this service will disrupt AMTRAK and feight service and CALTRANS denies this. The California Public Utilities Commission has ruled that CALTRANS has the authority to force SP to comply with its orders to operate commuter train service. SP now has appeals pending before the California Supreme Court and the United States 9th Circuit Court of Appeals. One way, weekly and monthly tickets are available with Oxnard-Los Angeles one way fare at $6.50. The fares are subsidized by CALTRANS. The State Legislature has committed $3 million this year and $6 million per year through 1984.

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LTR)

LAS VEGAS: LTR filed, in September, a proposal with the Nevada Public Service Commission that called for a number of service changes including deletion of the morning round trip Reno-Carson City-Yerington-Schurz (Schedules 5 and 6). That would have left Yerington without bus service from Reno although an afternoon trip from Las Vegas to Reno would continue to serve the city. It has now been proposed to reroute Schedule 411 (Reno to Las Vegas) from Fallon through Yerington. Fallon would still have the two remaining Las Vegas-Reno schedules serving it. The PSC has yet to set hearing dates in the matters.

SASNETTE TRANSPORTATION SERVICE (STS)

ELY, NEVADA: STS started service September 1st on four routes radiating out of Ely. (1) Ely to Salt Lake City four days per week, one of those days operating via Delta, Utah and U. S. 50, other trips via Wendover and one day per week via Wells, Nevada and Wendover (2) Saturday only service between Ely and Lehman Caves National Monument, (3) Saturday only service Ely to Tonopah, (4) Ely to Las Vegas three days per week via Pioche, Caliente and Alamo.

BUS CARRIERS IN ARIZONA

Although we do not have all of the details it has been reported that three carriers, CHAPMAN TRANSPORTATION at Kingman, SAFEWAY SUBURBAN STAGES at Mesa-Apache Wells, and PRESCOTT-WHIPPLE STAGES at Prescott have all shut down operations (Ed. Note - If any readers have details please forward so that we can include such information).

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GENERAL MANAGERS REPORT BY BILL VALLOW

I hope that many of you were able to attend the Bus Bash West in Fresno on September 5th. The variety of buses, antique, modern and conversion, was quite impressive. It would be difficult to pick out one coach as most memorable, but host Allstate Charter Lines' equipment was truly immaculate.

Thanks to member Charles Brown for driving some of us up in his former Greyhound Mack. I was able to help with the driving and had a ball. Unfortunately, we had to leave the Mack in Fresno, but we did return in a former Key System GMC which I also helped drive. Just give yours truly a bus to drive and I am in my glory.

Member Larry Plachno wants any information you have on GMC deliveries in the west since WW II. ANYTHING you have and can document he would welcome. As you may know, Larry publishes the excellent National Bus Trader magazine at Route 3, Box 349B, Theatre Road, Delavan, Wisconsin, 53115.

Does anyone have any material on Colorado Springs transit operations since the beginnings of the city? I am planning to do an article for Motor Coach Age and would appreciate pictures, maps, timetables, reference sources - anything you might have.

Our attendance has been good. How about more of our members attending?

Meetings are second Sunday each month, 700PM, 272 Alpine Street in Pasadena. Next dates are November 14 and December 12.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Airporter	344-348	MCI	MC9/-	
Storer Transp Service	121	MCI	MC9/-	
Kopecky Corp Chtr Buses	2421	MCI	MC9/-	
Nava-Hopi Tours	94-95	MCI	MC9/CP0 37041,042	47,RR, 5 speed
New Mexico Transp	276-279	TMC	MC9/T10/10 3269-3272	V8
Kerrville Bus Company	V689-V690	TMC	MC9/T10/10 3273,3326	
Greyhound Lines-West	(8764-8801	TMC	MC9/T10/10 3287,3289-3325	
	(8802-8814	TMC	MC9/T10/10 3327-3339	
	(8815-8817	TMC	MC9/T10/10 3350,52,53	
	(8818-8847	TMC	MC9/T10/10 3355-3384	
Express Tours (SF)	747,757	MCI	MC9/-	
Golden Tours	1001-1004	Eagle	10AE/-	
Western Charter	821	Eagle	10AE/-	
Suhline Transit Agency	1468-1474	Gillig	9640TA6V02/80202-208	addtl info
Humboldt Transit Authority	27	Gillig	9640TA6V02/80560	fwd facing sts
Hertz at LAX	(1-20	GMC	T70604/820102-106,-,-,	serial nos.
	(		820221-225	not in order
Riverside Transit Agency	(3001-3013	GMC	T80204/820811-823	openable windows
	(			
Tri Met (Portland)	900-974	GMC	T80204/820872-946	
North County Transit District	801-808	GMC	T70604/821026-1033	
Golden Gate Transit	1015-1016	GMC	T80204/821006-1007	
Arcata & Mad River Trnst Sys	907	Ford	1FDKE3024CHB37745	Natl Coach body called Escort 15 pax & lift
USED				
Eastshore Lines	351	GMC	PD4107/001	Ever Trails 7988
Allen Transportation Co	(5509,5522	GMC	TDM5301/010,023	RTD 5509,5522
	(6583	GMC	TDH5105/2525	RTD 6583
Royal Coach	554	GMC	SDM5302/1068	
Golden Tours	137	GMC	S8M5303A/001	Achors Gray Ln 49
Western Charter	890-892	B&C	05SE/-	Ex Twys
Guiton Charter Lines	(6909	B&C	05SE/7710	Ex CWL 14508
	(7004,7008	B&C	05SE/-,8450	-,CWL 14523
	(unkn	B&C	05SE/7988	Ex ABL 25574

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