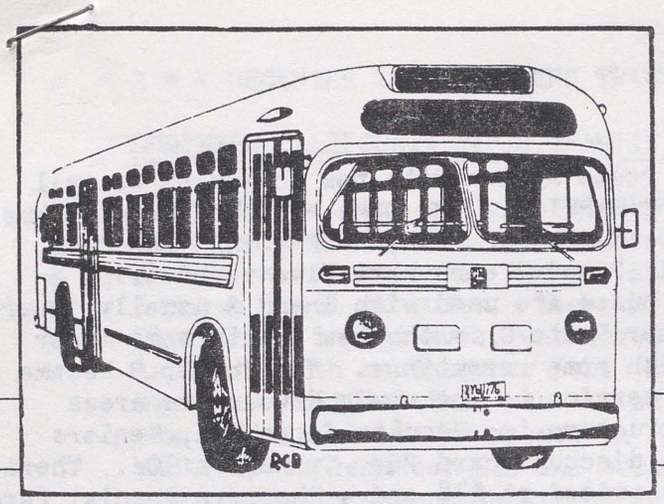


Western Transit

Monthly Publication of The Western Transit Society

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ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD has begun implementing an almost $3 million cutback program by a series of service reductions, possible fare increases and an internal cost reduction program. This is the first time in the district's ten year history that such a program has been undertaken. Ridership growth this year has been smaller than anticipated and farebox revenues are nearly $1 million behind anticipated revenues. If nothing is done to remedy the shortfall OCTD could fail to meet the state requirement that 20 per cent of its operating costs be financed through the farebox. Originally four local lines and seven express lines were proposed for discontinuation (21, 62, 93, 132, 201, 202, 204, 206, 208, 209 and 291) and that Saturday Dial-A-Ride service and one hour of weekday operation be curtailed. Following a public hearing November 1st and additional staff testimony November 15th the OCTD Board adopted, by a 3 to 2 vote, a program calling for discontinuation of 93-ALICIA PARKWAY-MISSION VIEJO, 132-ORANGE AVENUE, 206-MISSION VIEJO-NEWPORT CENTER and 208-COSTA MESA-N.E. ANAHEIM EXPRESS. Except for Line 93 these changes will take place beginning in February. 93 will be discontinued with the close of service on December 12th along with headway reductions on 43-HARBOR BLVD., 55-BRISTOL-FAIRHAVEN and 57-LAGUNA BEACH. Operation of 21-VALLEY VIEW will consist of one weekday round trip coordinated with Cypress High School hours, 62-WEST 5TH-HAZARD will continue but will operate, as originally proposed, to Huntington Center/Golden West College all day and to Santa Ana College midday with peak hour trips to the Civic Center. 201-SAN CLEMENTE-FULLERTON, 209-SAN CLEMENTE-NORTHEAST ANAHEIM and 291-SAN CLEMENTE-SANTA ANA will each consist of one morning northbound and one afternoon southbound trip. 202-LAGUNA HILLS-ORANGE will operate two am northbound and two pm southbound trips but only between Laguna Hills and La Veta & Main in the Fashion Square area. 204-FULLERTON-NEWPORT CENTER will continue as now. There is a public hearing scheduled for December 6th to discuss reduction of service hours on Dial-A-Ride on both Saturdays and weekdays and possible fare increases for regular riders (the other two classifications of riders on DAR is elderly and handicapped). Action is also underway toward another public hearing next January 17th to consider changes in express fares. Under discussion is an increase in the present flat fare of $1.50 for all classes of riders, inauguration of distance based fares or a combination of the previous two. There are no present plans to change the fare structure or monthly pass prices for the local bus system. OCTD Directors have approved action to sell twenty one vans equipped with radios to the Consolidated Transportation Services Agency (CTSA) which is now providing specialized transportation services within the county (WT 7/82). The units involved are Ford Vans 0106-0108 (Van/1091-1093), Dodge Vans 0792-0797 and 0799 (Fortivan/S0145-S0150 and S152)with the other eleven being new Ford vans currently being delivered from Superior Trans Med. The vans were purchased with federal funds. After CTSA buys the vans from OCTD, the district would buy the federal governments share and transfer the vehicles to CTSA. OCTD negotiated with UMTA for the disposition of the 80% funds and UMTA has concurred in the reallocation of the funds to other OCTD projects. Part of the agreement states that if the vehicles are no longer used for the service designated under the AB 120 Action Plan ownership of those vehicles would revert back to OCTD.

THOUSAND OAKS TRANSIT (TOT)

THOUSAND OAKS: September 1st brought a new four bus route system with new schedules as well as a new name for the former CITY OF THOUSAND OAKS BUS SERVICE. The Oaks Mall is the main bus terminal and transfer point. The four routes include: 1-NEWBURY PARK, 2-WEST THOUSAND OAKS, 3-EAST THOUSAND OAKS and 4-WESTLAKE VILLAGE. Lines 1, 2 and 3 each have five round trips on a rough two hour headway while 4 has six trips. Two buses are used with 1 and 3 usually interlined together and 2 and 4 similarly interlined. Former Route C is the new 1 with some minor reroutings while former Route A is the new 4, also with some reroutings. The former B became parts of both new 2 and 3 which now also provide new service to the newly developing areas along Olsen Road, Janss Road and Erbes Road. Fare structure is: Regular fares 50¢, Seniors 25¢, Seniors with discount card 10¢, Handicapped with discount card 25¢, Transfers 10¢. There is a student Discount Card which is good for 40 rides priced at $18 and a Shoppers Special fare of 10¢ for trips between Oaks Mall and Janss Mall. There is also a LIBRARY SPECIAL service which operates two round trips in the late morning and two in the late afternoon beginning at The Oaks Mall via Thousand Oaks Blvd., Moorpark Rd., Janss Rd serving the Library, Erbes Rd., and Thousand Oaks Blvd to the Oaks Mall. There is a special fare - 25¢ except that those over sixty ride free of charge.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: Effective with the close of service on September 17th Line 30-BRADSHAWE was discontinued without replacement. Last July this line had been reduced to weekday only service between 600AM-900AM and 300PM-630PM.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA took delivery of their second order of RTS buses in July (WT 10/82). These buses (#3001-3013) feature 44 padded fibreglass seats - brown frames with blue cushions, one wheelchair position, lift equipped, white walls and roof, simulated wood grain paneling on the lower sides, openable sliding windows, electronic headsigns, Bus Run number boxes and two roof hatches. 3012 and 3013 have only 42 seats and came equipped with a two shelf metal enclosed baggage rack installed just in back of the operators area. These buses are assigned to Line 27-HEMET-RIVERSIDE EXPRESS. As a part of the substantial changes in September Lines 22, 24, 25 and 27 are now being operated directly by RTA instead of a contractor. 23-SUN CITY SHUTTLE which uses a Dodge Van and 30-HEMET-SAN JACINTO LOCAL which uses a lift equipped 23 seat Thomas, usually #971, are both operated by Community Transit Services, Inc. as is the Hemet/San Jacinto and Perris Valley Dial A Ride operations. Line 27-HEMET-RIVERSIDE EXPRESS has been rerouted into the Hemet Valley Mall at Florida and Kirby in West Hemet.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: SMMBL recently purchased twenty two T8H5307As from General Motors of Canada and the buses have now been placed in service. The buses feature 51 dark blue American seats with one wheelchair position, the seats are pedestal mounted with no seat tracks, green starburst melamine sides and ceiling, wood grain paneling on lower sides, glass panel behind the driver, soft ray double tint LOF glass windows, extra vertical standee bars, double hand non air assist push doors, roof vent hatches, Help bumpers, inside and outside speakers, centerline lighting tubes and electronic headsigns.

CALEXICO TRANSIT SYSTEM (CTS)

CALEXICO: The City Council scheduled a public hearing on November 3rd on the application of Luis Castro d/b/a CALEXICO TRANSIT SYSTEM to increase from two to five the number of buses that CTS could operate in transit service within Calexico.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The newly constructed Division 15 located at Branford Street and Glenoaks Boulevard in Sun Valley was officially opened with the September 12th Shake Up. The former division at Penrose and Tujunga will become a storage yard for an active reserve fleet of buses. The other operating division in the San Fernando Valley, Division 8 in Van Nuys, was moved to its new home at Canoga Avenue and Nordhoff St in Chatsworth on December 5th. Normal practice for the December division shake ups has been modified this year to accommodate the start up of the new Division 8 and a new Division 16 to be opened in Pomona next month. Divisions 8 and 15 had their shake up on December 5th and because some lines were reassigned between these locations operators were permitted to bid assignments at either division based upon a merged seniority roster. Moved from D8 to D15 were 86-LA-RIVERSIDE DRIVE-VAN NUYS, 88-LAX-SAN DIEGO FREEWAY-VAN NUYS BLVD, 412-LA-VAN NUYS EXPRESS and 413-LA-NORTH HOLLYWOOD-VAN NUYS EXPRESS. 150-VENTURA BOULEVARD moved from D15 to D8. The following lines now operate from both divisions - 152-FALLBROOK-ROSCOE-VINELAND, 154-TAMPA-BURBANK-OXNARD, 163-SHERMAN WAY, 164-VICTORY BLVD, 165-VANOWEN STREET, 166-OSBORNE STREET and 168-NORDHOFF ST-LASSEN ST. Previously 152 was based at D8 and the others only at D15. There were two service changes implemented at the same time. 426-SAN FERNANDO VALLEY-WILSHIRE-LOS ANGELES EXPRESS was extended westward from its former terminal at Sherman Way and Reseda Blvd via Sherman Way and Topanga Canyon Blvd to Nordhoff Street in Chatsworth. 154-TAMPA-BURBANK-OXNARD ST was rerouted in the Encino area to operate directly along Burbank Boulevard between Yester Avenue and Reseda Boulevard instead of partially along Hatteras Street in a residential area.

There were major revisions to the Bus Express Employee Program (BEEP) beginning the 1st of November as three new lines were started, two old ones were discontinued and three others were rerouted. Former 537-ROLLING HILLS-TORRANCE-LAWNDALE and 543-TORRANCE-EL CAMINO-HAWTHORNE were cancelled. 531-PALOS VERDES-TORRANCE-HAWTHORNE was rerouted from Hawthorne Blvd to Anza and Inglewood Avenues and from Rosecrans to Manhattan Beach. 541-PALOS VERDES-TORRANCE was also rerouted from Hawthorne Blvd to Anza and Inglewood and from Rosecrans to Manhattan Beach. 545-PALOS VERDES-REDONDO-HERMOSA-MANHATTAN was rerouted from Pacific Coast Highway to Prospect and Aviation Blvd. NEW Line 512-TORRANCE-GARDENA originates at the Alpine Village Park/Ride Lot via Torrance Blvd, Crenshaw, Artesia, Prairie, 120th to the El Segundo Employment Center. NEW Line 526-TORRANCE-GARDENA-LAWNDALE begins at Wilmington Blvd and Anaheim St via Anaheim, Avalon, Sepulveda, Anza, 190th, Inglewood, Manhattan Beach, Aviation and El Segundo. NEW Line 546-TORRANCE-GARDENA-HAWTHORNE also starts at Anaheim and Wilmington via Anaheim, Avalon, Sepulveda, Madrona/Prairie, Compton, Aviation and El Segundo. Lines 521-CARSON-GARDENA, 522-CARSON-TORRANCE and 524-LOS ANGELES-INGLEWOOD-EL SEGUNDO remained the same.

Labor arbitrator Richard I. Bloch of Washington, D. C., the man brought in to settle the one outstanding issue of the recent RTD work stoppage, has issued his ruling in the case. In that ruling he allowed the district to increase its per cent of part time bus operators from ten to fifteen of the full time work force. Based on current employment levels this would mean a total of 640 operators. The arbitrator also set a floor of 4090 full time operators before the district could employ part timers.

The new Division 16 in Pomona will be opened on January 30th when the rest of the system has its winter shake ups. D16 will operate service currently based at Division 9 in El Monte and D9 and D16 operators will bid from a combined seniority list. The location is the former Valley International Trucks facility at East End Avenue and Mission Boulevard, about one half mile from Indian Hill Village terminal of Lines 194, 480, 482 and 484.

COUNTY TRANSIT (CT)

SAN JOSE: On July 1st CT took over operation of the rural "mountain route" 76-LOS GATOS-SUMMIT ROAD from PEERLESS STAGES SYSTEM which had operated it under contract to CT since the line's inception on September 2, 1980 using SDM 4501s #131-132 as the regularly assigned coaches with TDM 4512s of the 245 series and occasional PD 4106 and 4107 intercity types as back up equipment. 35 foot RTS II (T7H203) of the 1100-1149 series are being used by CT on this hilly, curvy route. On September 10 CT made application to UMTA to dispose of the 105 Twin Coach TC-31Bs and 4 FMC V-026s remaining on the property as inactive by advertising for bids and selling to the highest bidder. 29 of the Twins have already been sold and 3 have been delivered to MENDOCINO TRANSIT AUTHORITY for their appraisal. Status of these coaches is:

Twin Coach TC 31Bs #400-533 (Serial Numbers 25604-25737)

62 coaches stored at South Yard in running condition: 400,401,403,405,410,413,414, 415,416,417,418,420,422,425,429,432,433,435,436,437,439,440,441,444,447,450,452, 453,454,455,457,464,466,469,470,471,475,476,478,479,486,487,490,492,494,496,497, 500,501,502,504,505,506,509,512,513,515,524,525,526,530,531

40 coaches stored in non running condition at So. County Culvert Yard; 402,404,407, 409,412,423,*426,427 (wrecked),428,430,431,434,443,446,448,449,456,458,459,461,462, 463,465,468,477,482,*483,*484,491,498,*511,514,516,*518,*520,*521,523,*527,*529,533

*-426 has no engine, 483,484,511,518,520,521,527,529 have been stripped

3 coaches to Mendocino Transit Authority for appraisal; 411,480,488

12 coaches previously sold to Golden Empire Transit District (Bakersfield): 406,408, 419,421,424,438,442,460,481,503,517,522

12 coaches previously sold to Santa Cruz Metropolitan Transit District: 445,467,473, 489,493,495,497,507,508,510,519,528

5 coaches previously totaled and sold as scrap; 451,472,474,485,532

All four FMCs (#534-537, Serial Nos. 5-03-V-0784-0787) are stored in non running condition at the South County Culvert Yard, which is located about two blocks from CT's Gladys Jackson (South) Division in San Martin. The FMCs were removed from active service in mid 1978 while the last Twins operated in early September 1981.

Route and service changes effective with the October 4th Sign Up are as follows: 15-MORGAN HILL-JACKSON OAKS reduced weekend/holiday service hours from 8AM-7PM to 9AM-5PM with headways remaining hourly. 36-NO. SAN JOSE-VALLCO PARK is a NEW route operating from North Division Monday thru Saturday from 10th & Hedding via Hedding, N. 1st, Taylor onto Naglee onto Forest, Winchester, Pruneridge and Wolfe to Vallco Fashion Park. Operates 30 minutely weekdays 530AM to 700PM using 3 buses and hourly Saturdays 9AM to 5PM using 2 buses. 38-BRANHAM LANE was extended on its west end from Good Samaritan Hospital in south San Jose to Los Gatos Community Hospital via Samaritan Dr, Los Gatos Blvd, Lark and Winchester to Knowles, looping cw Knowles, Pollard (Los Gatos Hospital), Burrows, Hacienda and Winchester. This loop is enlarged to serve the Dell Ave. industrial area on 5am/4pm weekday peak trips to run Hacienda Dell and Knowles to Winchester. Requirements remain at 3 weekdays (30 minutely) and 2 weekends/holidays (hourly).

COUNTY TRANSIT Continued

41-LAWRENCE STATION-OAKMEAD-SUNNYVALE IND. AREA is one of two weekday peak hour shuttles started with the opening of the new Lawrence Station stop on the S.P./CALTRAIN San Jose-San Francisco commuter rail line on October 13th. This station is designed to serve Peninsula residents commuting to the Silicon Valley industrial area from the north with trains scheduled to stop there in the reverse commute direction only (4 southbound am/5 northbound pm trains). Route is a ccw loop from the station at San Zeno & Lawrence (under the Lawrence Expressway-S.P. overpass) via Lawrence Station Rd, Kifer, Corvin onto Oakmead, Arques, DeGuigne, Pick, Duane, San Xavier, Stewart, Santa Trinita, Arques, Wolfe, Kifer and San Zemo to Lawrence S.P. Station. One coach operates 4 am trips 30 minutely and 5 pm trips at intervals ranging from 35 to 55 minutes (connects with all trains). Operates from North Division. 42-LAWRENCE STATION-OAKMEAD-SANTA CLARA IND. AREA operates on the same schedule as 41 using 1 coach from North Division. Route is a cw loop in am from the station via San Zeno, Lawrence Station, Kifer, Corvin into Oakmead, Arques onto Scott, Walsh, Kifer and San Zeno to station. Pm route reverses the am loop in the ccw direction. 43-MTN. VIEW S.P. DEPOT-SUNNYVALE IND. AREA operates on the same frequency as 41/42 connecting with the same commute trains that stop at Lawrence Station (arrive Mtn. View 8 minutes earlier am/8 minutes later pm). Route is from S.P. Depot at Evelyn & View via Evelyn, Castro, Central Expwy, Whisman, Middlefield to Hwy 237, then looping cw 237, Maude (Sunnyvale), Mary, Almandor, Mathilda, Indio, Soquel, Central and Middlefield to Whisman, thence Whisman, Dana, Pioneer and Evelyn to S.P. Depot. One coach operates from North Division. 63-SAN JOSE STATE-ALMADEN VALLEY VIA MERIDIAN and 81-EAST SAN JOSE-VALLCO were both rerouted in downtown San Jose to serve the S.P. Depot and now run on San Fernando St instead of Santa Clara St. 83-10TH & KEYES-GOOD SAMARITAN HOSPITAL dropped last weekend/holiday trips from 10th (634PM) and hospital (745PM) with last trips from each end one hour earlier. 84-PALO ALTO S.P. DEPOT-MAYFIELD MALL had weekday headway midday (9A-3P) lengthened from 30 to 60, dropped last two pm trips from the mall (636P and 701P) and last from S.P. at 730P weekdays and last weekend/holiday trip from the mall at 630PM. 86-STANFORD UNIVERSITY-MAYFIELD MALL extended alternate (60 minutely) midday trips weekdays from Mayfield Mall to El Camino Real (San Antonio Shopping Ctr) via San Antonio and looping cw Showers and El Camino to San Antonio. Also dropped first weekend/holiday trip from S.P. to Stanford at 822AM. 91-CAMBRIAN PARK-MONTEREY HWY (midday off peak only route) was extended eastward and became 91-CAMBRIAN PARK-EASTRIDGE with the route from Bluefield & Vista Park changed to run Vista Park, Branham, Snell, Skyway, Monterey Hwy, Capitol Expwy, McLaughlin, Tully and Quimby to Eastridge Shopping Ctr. Bus needs remain at 2 and headways lengthened from 45 to 60. 94-PRUNEYARD-LOS GATOS COMM. HOSPITAL (midday off peak only route) was rerouted to continue on Campbell Ave from Hunt to Fenian. 99-SUNNYVALE S.P. DEPOT-VALLEY FAIR (midday off peak only route) had its routing simplified within Sunnyvale and was completely altered south and east of Stelling and Stevens Creek, eliminating the routing via Vallco Park to Valley Fair and the 4 northbound/3 southbound Bubb Rd/Prospect Ave/Blaney Ave trips. Redesignated 99-SUNNYVALE S.P. DEPOT-WESTGATE the new route is from Sunnyvale SP via Washington, Bernardo, Heatherstone, Mary, Homestead, Stelling (Cupertino), Stevens Creek, Bubb, Rainbow, Sunnyvale-Saratoga Rd, Prospect (San Jose) to Saratoga and looping cw at Westgate Shopping Ctr. Saratoga, Atherton, Hamilton and Campbell to Saratoga. Headways increased from 45 to 60 and coach requirements reduced from 3 to 2. 101-WEST-STANFORD IND. PARK EXPRESS had two of ten am and pm trips extended south from Westgate Shopping Ctr thru Campbell to the Park & Ride Lot in Cambrian Park at Camden & Branham. Northbound am route is from Branham via Camden, River, Ross, Hillsdale onto Camden, Winchester, Hamilton to Saratoga and regular route to Stanford Ind. Park. Southbound pm route extends from Atherton & Hamilton via Hamilton, Campbell, Orchard City, Railway, Campbell, Bascom, Union, Foxworthy, Ross, Branham to Camden.

COUNTY TRANSIT Continued

126-CAMPBELL-LOCKHEED EXPRESS VIA LAWRENCE had its southern terminus cut back from Camden & Branham Park & Ride Lot to Campbell & Center Plaza Park & Ride Lot at Latimer and Winchester and was rerouted in the Sunnyvale industrial area. Number of trips remain at 4 am north/6 pm southbound. 127-CAMBRIAN PARK-LOCKHEED EXPRESS VIA SAN TOMAS EXPWY & GREAT AMERICA is a NEW route operating over the same northbound am/ southbound pm route as the new extension of 101 between the Camden & Branham Park & Ride and Winchester & Hamilton, then Hamilton, San Tomas Expwy, Walsh, Scott, Great America Pkwy, Patrick Henry, Tasman, Lawrence, Caribbean, Crossman and Java to Mathilda, then looping thru the Lockheed Missles & Space Co. complex via Mathilda, 5th, C, 6th, Mathilda, Lockheed Way, 11th, G and 3rd onto Java. 2 am north/3 pm southbound trips at roughly 60 minute intervals. Operates partially from both Chabova and Central Divisions. 128-CAMBRIAN PARK-LOCKHEED EXPRESS VIA SAN TOMAS & LAWRENCE EXPWYS had the 1 am north/pm south trip deviation thru Great America discontinued (replaced by new 127), was rerouted in the Santa Clara industrial area. While am northbound trips remained at four, pm southbound was increased from 3 to 6. 140-BART/FREMONT-MAYFIELD MALL EXPRESS had reverse peak direction trips (3 am from Mall/pm from BART) discontinued leaving 3am west/pm east trips. The abandoned trips had operated via Hwy 237 instead of the more circuitous peak routing via Santa Clara and Sunnyvale industrial areas. 141-BART/FREMONT-GREAT AMERICA EXPRESS (wee ends only) now runs year around since Marriott's Great America Theme Park will remain open weekends from November thru March this year, but the last two evening trips in each direction were dropped (750 & 900PM from BART and 820 & 930PM from Great America) due to the winter operating hours. 142-SOUTH SAN JOSE-STANFORD INDUS. PARK EXPRESS had reverse peak direction peak (southbound am/northbound pm) service considerably altered including providing service to Oak Creek Industrial area. 161-PALO ALTO-SAN JOSE EXPRESS VIA I-280 (3 am south/pm northbound trips) was discontinued due to low ridership. 185 was redesignated LOS GATOS-IBM EXPRESS as it was cut back from West Valley College to central Los Gatos Park & Ride Lot on its west end. In other CT news fares were increased November 1 for the second time in 17 months with the basic adult fare going from 50¢ to 60¢ (Day Pass from $1 to $1.20) and seniors (65 and over) and handicapped now charged 10¢ (20¢ Day Pass) instead of riding free. Transfers are no longer issued (passengers desiring to transfer may use the Day Pass) and persons 62 to 64 who are retired no longer qualify under the senior category in line with all other Bay Area transit agencies under the Metropolitan Transportation Commission (MTC) umbrella. Express fares remain at $1 (they were even reduced to 50¢ as a special promotion during "Commuter Salute Month" in October to encourage ridership) and student (5-17 yrs) fares stayed 25¢. Other increases are Regular Flash Pass (monthly) from $17 to $20, 22 Ride Regular Ticket from $10 to $12 with a new Senior/Handicapped monthly Flash Pass at $3 and 10 Ride Ticket at $1. On November 22 the new commuter (HOV) lanes were opened on San Tomas Expwy. for multiple rider cars and transit vehicles during commute hours with Express routes 127 and 128 benefiting from its use.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The Public Utilities Commission has voted to reroute the 58-L AVENWORTH on Russian Hill apparently bringing to an end a dispute of neighbors pitting the pro bus against the anti bus groups. The pro bus group prevailed. 58 will run on Vallejo to Larkin northbound and on Polk southbound. On Nob Hill the line will run on Bush and Pine Streets instead of Post and Sutter. The 33-ASHBURY is to be extended from the present Haight and Stanyan terminal west along Fulton, north on Arguello to California to serve Childrens, Marshal Hale and St. Mary's Hospitals. Residents along Arguello opposed the extension as they did not want trolley coach wires strung along their street, but again the pro bus faction was the victor.

CITYCRUSIER DELIVERIES IN THE WEST

Shown below is the delivery of the Citycruiser model T-30 buses through all of 1981 and early 1982 in the area including California, Oregon, Washington, Arizona, Nevada, Idaho, Montana and Colorado.

SERIAL NOS.	PROPERTY	FLEET NOS	DATE
T5-590 & 591	Pueblo Transportation Co (Colo)	150,160	4/81
T5-600 to 605	Grand Rent A Car (Avis) (where?)	-	5/81
T5-617 to 624	Valley Transit (Walla Walla, WA)	101-108	5/81
T5-625	Twin Transit (Chehalis, WA)	-	5/81
T5-659	Vail Muni Bus System (Colo)	-155	7/81
T5-663 & 664	"	-154,153	7/81
T5-669 & 670	"	-152,151	8/81
T5-675 & 676	"	-156,158	8/81
T5-681 & 682	"	-157,159	8 & 9/81
T5-683 to 686	Steamboat Springs Transit (Colo)	11-14	8 & 10/81
T5-687 & 688	Vail Muni Bus System (Colo)	-160,162	10/81
T5-689 to 691	Steamboat Springs Transit (Colo)	15-17	10/81
T5-692	Beaver Creek II (Colo)	8115	10/81
T5-693 & 694	Vail Muni Bus System (Colo)	-161,164	10/81
T5-695 to 697	Beaver Creek II (Colo)	8116-8118	10/81
T5-698 & 699	Vail Muni Bus System (Colo)	-163,165	10/81
T6-709 to 712	Beaver Creek II (Colo)	8119-8122	11/81
T6-717	Intercity Transit (Olympia, WA)	-	12/81
T6-727 & 728	Ketchum/Sun Valley Public Trnst (ID)	-	11/81
T6-755 to 761	Intercity Transit (Olympia, WA)	-	12/81
T6-773 to 787	Great Falls Transit Dept (Montana)	051-078	1/82

051-054 056-059 071-074 076-112

GILLIG CORPORATION BUSES

The following serial numbers of the new Gillig Phantom coaches have not been accounted for as yet. Do any of our readers know the disposition of 80052, 80123, 80149 (all previously demonstrators) and 80218-80230 and 80294? If you do please advise the Editor.

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AS THE GM SEES - BY BILL VALLOW, GENERAL MANAGER

Perhaps I should place a classified ad in the Los Angeles Times: WANTED: MISSING WTS MEMBERS. Our last two meetings have been woefully low in attendance. Your help is needed. Please come to a meeting and bring slides, films, whatever - or just yourself. It is amazing what a difference people make.

There will be no excursion to mark the twentieth anniversary of the Western Transit Society. Because I am returning to college in January to pursue a credential in secondary education administration, I will have no time to work on an excursion and, besides, no response was received to requests for ideas. Instead, one of the 1983 meetings will begin at a restaurant, then adjourn to 272 Alpine Street in Pasadena for business and entertainment. More information will be forthcoming.

Continue to support local transit. Hopefully, if the five cent tax is added to gasoline prices, some of the revenue will assist mass transit. Let your representatives know how you feel about this. We need to get the message across.

Meetings are second Sunday each month, 730PM, 272 Alpine Street, Pasadena, California

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Alaska-Yukon Motorcoaches	4901-4902	GMC	H8H649/A152-A153	
Santa Monica Muni Bus Lines	5101-5122	GMD	T8H5307A/773-794	C3500773-C3500794
Mendocino Transit Authority	28	Gillig	3596T6V92/80057	
Lompoc Transit System	1684-1686	Gillig	3596T6V92/8012A-126	
City of Commerce Muni	321-323	Gillig	3596T6V92/80231-233	
Regional Transit (Sacto)	4700-4722	Gillig	4096TA6V92/80385-407	
Calif Parlor Car Tours	40-47	TMC	MC9/T9/0/3228-3236	
Empire Lines, Inc.	863	TMC	MC9 T10/10/3340	
Goodalls Chtr Bus Service	1982,1959	TMC	MC9 T10/10/3341-42	
Kerrville Bus Company	V691-V692	TMC	MC9 T10/10/3354,3423	
Arrow Coach Line	932	TMC	MC9 T10/10/3395	
Westside Charter	4729	TMC	MC9 T10/10/3430	
Greyhound Lines-West	(8848-8857	TMC	MC9 T10/10/3385-94	
	(8858-8878	TMC	MC9 T10/10/3402-22	
	(8879-8882	TMC	MC9 T10/10/3426-29	
	(8883-8889	TMC	MC9 T10/10/3431-37	
Express Tours Unlimited (SF)	703	MCI	MC9 35231/S15279	
Arizona Bus Lease	710-719	Eagle	AE10/30247-51,87-88,91-93	
Travelines, Inc (Puyallup,Wa)	unkn	WideOne	B33U9CK122642	14 psgr w/lift
City of Merced	unkn	WideOne	B33U6CK163827,829	17 psgr
City of Lafayette	unkn	WideOne	B3310DK301882	16 psgr w/lift
El Dorado Transit (Placerville)	unkn	WideOne	B33U8CK163828	14 psgr w/lift
City of Santa Maria	unkn	WideOne	B3314DK313757,758	15 psgr w/lift
Western Contra Costa Trnst	unkn	WideOne	B3314DK301884,886	14 psgr w/lift
USED				
Mendocion Transit Authority	(18-20	Twin	TC3X/25684,615,692	ACT 480,411,488
	(24	Gillig	3596T6V92/05296	ex Demo
	(27	GMC	SDH4502/026	ESL 451
	(29-30	GMC	SDM4501/073-074	ACT 178-179
Vista Tours & Charters	(111	GMC	TDH4517/132	SAMTRANS 111
	(444	GMC	P8M4108A/004	Texas MC 5208
	(555	GMC	SDH4501/030	ACT 100
Royal Coach	511	GMC	PD4107/309	Chtr Coach 86

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