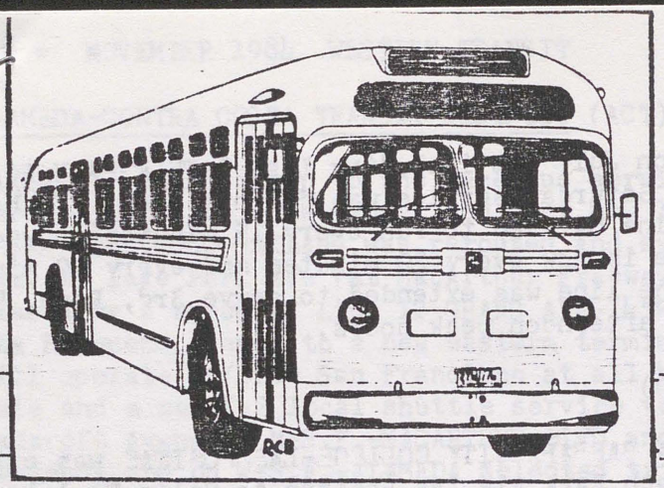


Western Transit

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AMBUS TRAIN CONNECTING SERVICE (AMBUS)

For the past two years AMBUS service has been operated over four routes (SAN FRANCISCO-OAKLAND, LOS ANGELES-BAKERSFIELD, HANFORD-PORTERVILLE and CHICO-SACRAMENTO-STOCKTON) connecting with the SAN JOAQUIN ROUTE trains between Bakersfield and Oakland. This service is operated exclusively for passengers transferring to and from the trains and is provided by various carriers under contract to AMTRAK. This bus service was expanded to a fifth route on September 4th and to a sixth route in October. New in September was the LONG BEACH-TORRANCE-L.A. INTERNATIONAL AIRPOR WEST LOS ANGELES-VANNUYS-BAKERSFIELD line operating one daily round trip. Stops include Long Beach Plaza at 4th and Long Beach Boulevard, Del Amo Center, LAX Parking Lot C at the RTD City Bus Terminal, West Los Angeles Flyaway Terminal, Van Nuys Airport Flyaway Terminal and AMTRAK Station in Bakersfield. The LOS ANGELES-GLENDALE-SAUGUS-BAKERSFIELD route was realigned and now serves the Glendale AMTRAK Station as the Van Nuys Airport Flyaway Terminal is now served by the LONG BEACH line. These buses connect with Trains 708 and 709 in Bakersfield in the afternoon. The overnight trip continues to serve Bakersfield, Saugus, Van Nuys and Los Angeles at the Union Station. Prior to October 1st (the start of the AMTRAK fiscal year) AAA CHARTER LINES was the contractor for the Los Angeles-Bakersfield corridor and operated the new service using a mixture of MC 5As and MC 8 buses. Beginning October 1st new operating contracts became effective and it is understood that ORANGE BELT STAGES was reawarded the HANFORD-PORTERVILLE contract and GREYHOUND LINES, INC. received the other three contracts - SAN FRANCISCO-OAKLAND, LOS ANGELES-BAKERSFIELD and CHICO-SACRAMENTO-STOCKTON. OBS has assigned Bus # 162, P8M4005A/878, which has been repainted blue and white with black window treatment with the words "San Joaquin Train Connection" painted on both sides to the rail connecting service. GL 8100, an MC 9, has also been spotted operating with the words "San Joaquin Train Connection" in place of the Greyhound name, but it is not presently known how many GL buses might be so lettered. It is understood that the buses may be reseated to 47 passenger capacity. Beginning October 1st was new service MODESTO-RIVERBANK operating three daily round trips between downtown Modesto at 9th and I Streets and the rail station at Riverbank connecting with all four San Joaquin trains. (Ed. Note: The contractor for this service is not presently known but it may be the city operation INTRACITY TRANSIT). One way fares for this interline service are $2.00 for adults and $1.00 for children. Revised schedules were implemented October 28th with the return to Standard Time and the major AMBUS change involved the former HANFORD-PORTERVILLE route which now only serves Hanford and Visalia at the Convention Center with service to Tulare (Tower Square), Lindsay (Hermosa at Elmwood) and Porterville (OBS Bus Station) discontinued.

NATIONAL CITY TRANSIT (NCT)

NATIONAL CITY: NCT's new Bluebird Citybird buses have arrived and are now in revenue service. They are painted white and blue with black window treatment and are wheelchair lift equipped. The Flxible F2D6V buses which they replaced are currently in service periodically. Last July 1st NCT's passenger fares were increased from 60¢ to 70¢ for regular adult customers while the senior and handicapped fare of 40¢ remained the same.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: SCAT made two service changes beginning on July 1st including Line 2-TELEGRAPH ROAD-SATICOY and 6A-COLONIA (Oxnard local). On Line 2 Saturday service was discontinued. It had been hourly service 700AM-700PM using one bus. Line 6A used to run every 15 minutes on weekdays and half hourly on weekends. Weekday service is now every 20 minutes and every 40 minutes on weekends but the mileage has been doubled as the line was extended to serve 3rd, Rose, 5th and Mountain View and Richmond during morning and afternoon peak hours.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: On September 4th Line 5-MESA-SANTA BARBARA CITY COLLEGE-LAS POSITAS was extended from its former outer terminal at Arroyo Burro Beach Park via Las Positas to Calle Real looping via Calle Real, La Cumbre Road, State and Las Positas to Calle Real. Saturday service frequency was improved from 45 minutely to half hourly. Lines 23/28-OLD MISSION-HIDDEN VALLEY-SAN ROQUE is a two way loop operation with 23 traveling clockwise and 28 the opposite. Weekday service on each is now two hourly using one bus 630AM-600PM instead of each line operating hourly with its own bus. During the 1984 Summer Olympics SBMTD operated a special service - 84-SANTA BARBARA-GOLETA-UCSB OLYMPIC VILLAGE - between July 14th and August 12th. The service operated every half hour between 515PM and 1245AM each day and Olympic athletes were eligible for a free ride by showing the bus operator their Olympic Village Badge Pass. The regular SBMTD fare of 50 cents was charged to other riders.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: HTA has entered into a new labor contract with Local 1684, A.S.M.C.E. which calls for no hourly wage increases for the coming fiscal year but the employees will each receive a $225 one time bonus. Useage of the Bicycle Racks on HTA buses has been very satisfactory. Over 1,000 bicycle trips have been made since the start of service (WT 9/84) and the only problems have occurred when a cyclist attempts to put on or take off a bicycle without informing the bus operator of the intended action.

FUN BUS SYSTEMS, INC. (FBS)

ANAHEIM: FBS has expanded its Los Angeles International Airport service - AIR LINK - to serve the Hilton Tower, Disneyland Hotel and Buena Park Holiday Inn in addition to the Fun Bus Depot. Service now departs Anaheim at 500AM and every hour until 800PM. Departures from LAX begin at 630AM and hourly through the last bus at 930PM. (Ed. Note - There has been no news on the issue of whether the Public Utilities Commission should or should not have jurisdiction over this service since our last report).

SOUTHWEST COACHES, INC. (SWC)

SAN DIEGO: On March 2nd adult cash fares on Line 901-SAN DIEGO-CORONADO-IMPERIAL BEACH were increased from 80 cents to $1.00 with no change to the 40 cent fare for senior/student/handicapped persons. Evening service (after 600PM) is no longer being provided to the National Avenue and Crosby Street area with no changes to daytime service.

PACIFIC COAST SIGHTSEEING TOURS LTD. (PCST)

ANAHEIM: PCST has filed an application to operate between Anaheim and Buena Park using two 19 passenger intercity type vehicles providing hourly service during the operating hours of Knotts Berry Farm charging round trip fares of $4 for adults and $3 for children. The proposed route is from Harbor and Freedman Way via Harbor, Ball, Walnut, Cerritos, West, Katella, Harbor, Convention Way to Marriott Hotel and return to Harbor, Katella and Beach to Knotts turning around on the property and returning over the reverse of the going route.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: In addition to the numerous service changes detailed (WT 9/84) eight existing lines were adjusted in some manner and four new lines were established beginning September 4th. A-SAN FRANCISCO-OAKLAND was rerouted and extended to operate via 14th Street and Lakeshore Ave. to Lake Park Ave (at MacArthur Freeway) and former A-1 service to Kaiser Center was replaced by a rerouted Line 12-GRAND AVE-14TH-ARMY BASE. G-S.F.-BERKELEY EXPRESS was extended via Richmond Avenue to a new eastern terminal at Richmond and Potrero Aves. K-HEAVENSCOURT will operate to/from San Francisco at all hours with east terminal relocated to BART/Fruitvale and a new K-2 local shuttle service to BART/Fruitvale will replace off peak Line K on Bancroft Avenue. N-S.F.-MACARTHUR BLVD and O-S.F.-ALAMEDA received improved frequencies on weekends and on W-S.F.-ALAMEDA selected trips were extended from High Street and Otis Drive to serve Bay Farm Island. Line R-S.F.-HAYWARD will now operate to and from San Francisco only during weekday commute hours (except for a 1250AM trip from the Transbay Transit Terminal daily and four Sunday morning trips before the 900AM start up of BART service). Off peak Line R has been discontinued. 86-SOUTH HAYWARD received two new branches - 86C operating during commute hours at half hourly headway between BART/Hayward and Cabot Blvd & Depot Rd via West Winton Avenue and 86S which operates during midday hours (10AM-3PM) connecting West Winton and Southland Shopping Center with BART/Hayward and the City Center complex. NEW Line 89-HAYWARD INDUSTRIAL connects BART/South Hayward with the Crocker Industrial Park including limited service to the BART shops and runs about every fifteen minutes. NEW Line 10-HOFFMAN-CUTTING is designed to link BART with industrial areas along Hoffman Blvd in Richmond with buses running every 15 minutes during commute hours between BART/El Cerrito Plaza and BART/El Cerrito Del Norte primarily along Hoffman and Cutting Blvds. NEW Line 39-UC VILLAGE runs during off peak hours from BART/El Cerrito Plaza via Central, Pierce, Solano looping via San Pablo, Harrison and Jackson to Solano providing service to and from UC Village housing area. NEW Line 62-BALLENA BAY-BART/LAKE MERRITT is a midday shuttle connecting Alameda, College of Alameda, Laney College and BART service. ACT and the SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT have signed a $11.2 million agreement that has launched a closer working relationship between the two agencies. The "purchase of service" agrement includes $8.1 million for continuation of AC operated BART Express Bus service in outlying areas and $3.1 million to cover the costs of nine new local bus lines and feeder service routes to take AC patrons to/from BART stations during non commute hours. As reported in WT 10/84 the 13 recently purchased Gillig buses have been received and placed into service. 1400-1483 have been used on traditional AC lines while 1500-1549 were painted blue and white and assigned to BART service. A number of buses in the fleet are now scheduled for retirement including all remaining 300 series TDH5301s, all remaining 600 series TDH5305s, all 35 foot GMC New Looks below #790, a TDH4519 and all 8000 series Flxible 53102-8-1 buses which have been assigned to BART express service.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Several lines were changed effective with the September 5th fall schedule change. Minor reroutings were effected on 39-COIT and 42-DOWNTOWN LOOP while all trips on 19-POLK which used to terminate at the U. S. Postal Facility on Evans Avenue were extended to Hunters Point and Triple A Shipyard. 58-LEAVENWORTH which had been inaugurated during the cable car shutdown as replacement service was discontinued. M-OCEAN VIEW is now served by two car trains all day long and trips from downtown terminate at San Jose & Geneva no longer continuing on as K cars. K-INGLESIDE is now served by two car trains during peak hour and the line terminates on the loop track inside the Metro Center at BART/Balboa Park rather than continuing as the M line. Four MUNI lines were recently renamed/renumbered including 25-47-30 Owl service between The Marina and Bayshore & Arleta over portions of those lines was renumbered/named 90-OWL. The three cable car lines which were formerly numbered 59, 60 and 61 are now PM-POWELL-MASON, PH-POWELL-HYDE and C-CALIFORNIA. The one hundred MAN articulated motor coaches and 180 Flyer motor coaches are presently arriving and will be placed into service as soon as they have been tested and accepted.

EAST SAN GABRIEL VALLEY TRANSIT NEEDS STUDY

Eight cities in the area and the county hired Dave Consluting, Inc. in the fall of 1983 to study transportation needs and propose a program to provide transit using the proceeds of the Proposition A funds which will exceed $3.7 million this year in the area. The study contains a number of non binding recommendations affecting Azusa, Baldwin Park, Covina, Glendora, Irwindale, La Habra Heights, La Puente and West Covina and the unincorporated areas of Bassett, Charter Oak, Rowland Heights and Hacienda Heights. The conslutants said that SCRTD provides good east-west service in the area but that service on north-south lines should be restructured with emphasis on establishment of transfer centers at Puente Hills Mall, Eastland Shopping Center and West Covina Fashion Plaza. The Los Angeles County Transportation Commission recently requested that RTD consider establishment of a timed transfer operation in the East San Gabriel Valley and RTD has suggested three transfer centers be considered at Puente Hills Mall and Eastland but at the Foothill Freeway in Glendora rather than Fashion Plaza. This study is now getting underway. It was recommended that West Covina expand the present Dial-A-Ride program open to elderly and handicapped only operated by the East San Gabriel Valley Consortium to a system open to the general public operating Monday-Saturday on a zonal basis and including West Covina and Valinda using a fleet of twelve vans. Irwindale does not receive enough money for its own program but could afford to purchase six hours of DAR service per week for residents who are elderly or handicapped. It was suggested that Azusa establish a general Dial-A-Ride while La Habra Heights, Hacienda Heights, Rowland Heights and Bassett establish DAR for elderly and handicapped only. Midday elderly/handicapped DAR and commute hour DAR for workers was suggested in La Puente. Shuttle bus lines were proposed in Baldwin Park, Covina and Glendora using small buses on fixed routes. The Baldwin Park bus would include the city's three high schools and commercial areas along Maine Avenue and Ramona Boulevard with buses running half hourly most all day. The Covina shuttle would serve Badillo Avenue and Covina Boulevard but would also extend south to Eastland and serve high schools and hospitals. Two shuttle loops are proposed in Glendora. Cities could operate the systems individually or jointly or contract with other firms. It was recommended that La Puente and West Covina operate one DAR and the Covina and Glendora consider joint operation of shuttles and DARs. After all the councils have heard the recommendations it is proposed that actions be taken on a consolidated basis with some programs being able to be implemented rather soon and those requiring procurements of capital items needing up to one year for implementation.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: Funding requests from operators in the county were recently approved by LACTC as the agency responsible for programming all state and federal public transit funds within the county. RTD received $185 million for operations and $63 million for capital projects including rebuilding 30 buses, purchasing 130 new buses, construction of a transit center in East Los Angeles and upgrading of a center in Universal City. LONG BEACH TRANSIT was given $11 million for operations and $3.6 million for capital including four wheelchair lift vans and building 20 bus stop shelters. SANTA MONICA MUNICIPAL BUS LINES received $8.7 million for operations and $5.7 million in capital including purchase of 20 new buses and rehabilitating of ten others. MONTEBELLO MUNICIPAL BUS LINES was allocated $2.1 million in operating funds and $495,000 in capital money including purchase of two wheelchair lift equipped buses. GARDENA MUNICIPAL BUS LINES was given $2 million ofr operations and $740,000 for purchase of capital items including two new buses. CULVER CITY MUNICIPAL BUS LINES and NORWALK TRANSIT SYSTEM both received monies for operating expenses and capital purchases although no new buses will be purchased. CITY OF COMMERCE MUNICIPAL BUS LINES received similar funding. LA MIRADA DIAL-A-RIDE, ARCADIA DIAL-A-RIDE and CLAREMONT DIAL-A-RIDE all received funding for their operating expenses. The funding allocations are based on the transit operator's mileage and ridership totals. The money comes from federal gasoline taxes, state sales tax and state gasoline sales tax sources. The LACTC also disburses the Proposition A monies to the county's transit operations.

WTS MONTHLY ENTERTAINMENT MEETINGS-SECOND SUNDAY EACH MONTH AT 730PM AT 272 ALPINE PL PASADENA

CITIFARE (CF)

RENO: The March 1984 schedules brought some major system changes including abandonment of three routes in the southern Reno suburbs, four new Reno local routes, reorganization of of Sparks service with three new local lines and a central transfer site with Park And Ride lot, and relocation and enlargement of the downtown Reno transfer site, all bringing the number of routes to 21. Relocation of the downtown terminal involved removal of all service on No. and So. Virginia St., the city's famed "Casino Row" between 4th and Liberty Sts and shifting the central transfer point from 2nd & Virginia two blocks east to a triangular block bounded by 2nd, Lake and 1st where it diagonals northeast from Lake to intersect 2nd at Evans. The enclosed block is a city parking lot whose site once included the garage of RENO BUS LINES a long ago CITIFARE predecessor which gave up service in mid 1960s. In addition to rerouting all lines in the Reno CBD to the new terminal the following changes were made to the system: 1-RENO-PARK LANE-MEADOWOOD was changed to run on Liberty and Lake instead of Virginia between Liberty and 2nd and added Mon-Sat night service 30 minutely 815PM-915PM and 50 minutely 1015P-300AM and 30 minutely Sun-Hol evening service 645PM-745PM. 2-RENO-ODDIE-GREENBRAE added Mon-Sat night service 50 minutely 915PM-1245AM. 3-RENO-KING'S ROW-VIEWCREST was changed to run on 5th instead of 2nd between Ralston and Lake and improved Mon-Sat peak headways (715AM-915AM and 245PM-615PM) from 60 to 30 minutely and added Sunday/Holiday service (hourly 715AM-615PM). 4-RENO-KEYSTONE-7TH was changed to run inbound from Arlington via 4th and Lake to 2nd and outbound 2nd and Arlington to 4th. 5-RENO-SUTRO-SUN VALLEY was shifted from Virginia to Lake between 2nd and 6th and added Mon-Sat night service (50 minutely 915PM-1245AM). 6-RENO-OLD TOWN-MEADOWOOD was changed to run inbound only on 1st from Arlington instead of 2nd and added a last Sun/Hol trip at 715PM (last was 610PM). 7-RENO-UNR-RALEIGH HTS-STEAD changed outer end (Stead loop from cw to ccw via Stead Blvd, Mt. Charleston, Echo, Mt. Babcock and Mt. Anderson to Stead changed southbound route into Reno to run on No. Virginia (same as northbound) instead of No. Sierra and improved Mon-Sat headways from 60 to 30 minutely. 8-RENO-RALEIGH HTS-LEMMON VALLEY was reduced to a 30 minute shuttle between Lemmon Valley and its connection with Rt. 7 at Raleigh Hts (Golden Valley & No. Virginia) Mon-Sat except for two evening trips departing Reno at 645 & 745PM. Sun/Hol service (hourly) operates thru to Reno alternating with 7 to give half hourly service along their common route between Reno and Raleigh Hts. 9-RENO-KIETZKE-NEIL MEADOWOOD added Mon-Sat 50 minutely night service 915PM-135AM. 10A-MEADOWOOD-DONNER SPRINGS and 10B-MEADOWOOD-HUFFAKER HILLS were abandoned without replacement due to low ridership. 11-RENO-NUGGET-SILVER STATE is a shortened version of 11A-RENO-NUGGET-GREENBRAE and 11B-RENO-NUGGET-BARING which terminates in East Sparks at Howard & Prater (looping cw Howard, Prater, Marracco and Camino Real to Howard) near the point where former 11A and 11B branched. 11A between downtown Sparks and Greenbrae Center was replaced by more direct service on new 22 via 4th Street and 23 via Pyramid Way. A portion of 11B on Howard (Greenbrae to Goldy) was also replaced by 23 but 11A & 11B on Howard between Prater and Greenbrae and 11B east of Goldy & York including Baring Blvd. and the complex eastern terminal loop was abandoned without replacement. Other rerouting included shifting from Virginia to Lake in downtown Reno and detouring off B St. in Sparks via 10th, C and Pyramid to serve the new Sparks transfer site/Park & Ride lot on C between 9th and 10th. 50 minute Mon-Sat late night service was added 1015PM-215AM. 12-STEAMBOAT-MEADOWOOD-PARK LANE and its peak hour extension to Reno CBD, 12-RENO-STEAMBOAT EXPRESS, were abandoned without replacement due to low patronage. 13-RENO-PARK LANE-FRANKTOWN CORNERS had its southern cw terminal loop changed and simplified to run Kirman, Apple, Kietze, Grove and Apple to Kirman. Mon-Sat peak service (645-945A and 245-645P) was improved from 60 to 30 minutely and Sun/Hol service was added hourly 645AM-645PM. 15 was renamed RENO-UNR-VALLEY RD-WEDEKIND and had its eastern terminal loop rerouted to cw Wedekind, Tripp, Patton, Wedekind. 16 was also renamed to RENO-VILLAGE CENTER-IDLEWILD and was rerouted on the western end (west of California & Hunter Lake) to run Hunter Lake and Idlewild looping cw Shamrock, Allen and Idlewild. The NEW CF routes are: 17-RENO-UNR-TMCC serves University of Nevada/Reno (UNR) and Truckee Meadows Community College (TMCC) from Reno terminal via 2nd, Evans, Commercial Row, Lake (returns Lake to 2nd), 6th, Evans, Sadlier, Valley, Timber, No. McCarran, US 395 and Dandini to TMCC campus. Operates 45 minutely 815AM-245PM, then 630, 845 & 930PM Monday-Thursday only during college semesters using one bus.

CITIFARE Continued

18-RENO-GLENDALE-DEMING-GREG serves East Reno from 2nd & Lake via E. 2nd onto Glendale Blvd to Linda looping ccw Linda, Greg, Deming and Glendale. Returns Glendale onto 2nd, Giroux, Kuenzli onto 2nd to Lake. Operates 30 minutely 630-730AM and 355-455PM and hourly 730AM-355 PM weekdays only. One coach alternates with Rt. 19 with a second bus added for the 700AM and 425PM trips. 19-RENO-W. 2ND-W.4TH serves west central Reno from 2nd & Lake via W. 2nd to Keystone, looping cw Keystone, W. 4th to Stoker and returning W. 2nd (which converges with W. 4th at Stoker). Operates hourly 715AM-1215PM, 1230PM and 140-540PM weekdays only. 20-SPARKS-PRATER-PROBASCO-PALMWOOD is a Sparks local starting at Sparks transfer site (10th & C) via C, Pyramid, Prater, Probasko, Emerson and Palmwood to Goldy, looping cw Goldy, Pinewood and Rockwood to Palmwood. Returns same route to Prater, thence Prater, 11th and C to 10th. Runs 60 minutely Monday-Saturday 554-1154AM and 108-608PM. 22-SPARKS-4TH-QUEENS-MACARTHUR is another Sparks local and runs from transfer center via C, Pyramid, B and 4th to MacArthur looping ccw MacArthur, Keogh and Milroy to 4th. Returns same route to Pyramid & B, thence B and 10th to C. Operates hourly Monday-Saturday 624-1124AM and 1238-638PM. One coach serves 20 and 22 alternately. 23-SPARKS-GREENBRAE-HOWARD is the third new Sparks local which replaces parts of former 11A/11B and runs from transfer center via C, Pyramid, Greenbrae and Howard to Goldy, looping ccw Goldy, York and Glen Vista to Howard. Returns same route to Pyramid and C, then Pyramid, B and 10th to C. Runs Monday-Saturday with 1 bus providing 30 minute service 554A-1224P and 108-608P. 24-RENO-WELLS-VASSAR-TERMINAL-PLUMB is a new route serving southeast Reno and connecting the downtown terminal with the new CITIFARE operations base. From 2nd & Lake loops cw 2nd & 1st to Lake, then Lake, Pyland, Wells, Vassar and Terminal Way to Plumb, looping cw Plumb, Durham and Villanova to Terminal. Operates daily 20 minutely (2 buses) 725A-405P and 40 minutely (1 bus) 645-725A and 405-805P. To meet the additional fleet requirements for the expanded system, CF purchased seven new GMC T7060As (#120-126) which differ from earlier coaches #101-119 of this model in having "dot" type electronic head and side destination signs and partial split sliding windows (1st and 2nd panes on street side and 2nd pane on curb side). The CF fleet now totals 37 RTS 04 buses consisting of 35 footers #101-126 and 40 footers #401-411. With the rapid fleet growth over the past year CF outgrew its downtown Reno operating base at 90 East 5th (at Lake), a converted automotive repair shop, and has moved into an attractive new UMTA funded $4.5 million Regional Transportation Center in southeast Reno at 2050 Villanova Drive adjacent to and beneath the I-580 (US 395) elevated freeway. The 6.7 acre site includes a 9780 square foot Reno Transportation Commission administration building, a 30000 square foot CF operations and maintenance building and a 20736 square foot bus garage, which uses the elevated freeway structure as its roof and has storage capacity of 42 buses. Additional outside storage for 28 buses is located under the freeway immediately south of the garage. Formal dedication of the new facility was held during a public open house on July 13 and 14. On June 25 CF opened a satellite information/ticket sales office on the north side of East 2nd across from the downtown terminal and on August 27 sale of commuter discount books by drivers was discontinued and their distribution is now handled only at the downtown office and the RTC.

LAMY SHUTTLE (LS)

LAMY, NEW MEXICO: Effective last July 16th a new shuttle service was inaugurated between Santa Fe, the State Capitol, and Lamy, the railroad point serving Santa Fe. The shuttle meets the Southwest Limited in both directions. Fares are $8.00 one way and $15.00 round trip and tickets need to be purchased from the LS driver. Passengers can be picked up and delivered anywhere in the City of Santa Fe.

TIME TO RENEW MEMBERSHIPS AND SUBSCRIPTIONS FOR CALENDAR YEAR 1985 -- DON'T MISS ISSUES OF WT

MONTHLY ENTERTAINMENT MEETINGS - SECOND SUNDAY OF EACH MONTH AT 730PM AT 272 ALPINE STREET IN PASADENA, CA. SHARE YOUR HOBBYIST INTERESTS WITH OTHERS.

GREYHOUND LINES, INC. (GLW)

SAN FRANCISCO: Effective October 9th following Public Utilities Commission approval GLW implemented a seven per cent increase in California intrastate passenger fares (both one way and commutation) with a minimum fare of $1.05. Round trip fares remained at 100 per cent of one way prices. Beginning October 28th with the return to standard time came new schedules although there were only two major adjustments. On the BOZEMAN, MT-WEST YELLOWSTONE-SALT LAKE CITY route service north of St. Anthony, Idaho through Yellowstone Park to Bozeman (one daily round trip) was discontinued for the winter season. The RENO-BISHOP-LOS ANGELES route was completely rescheduled. The route consists of one daily round trip between Reno and Los Angeles and a similar round trip between Bishop and Los Angeles. The southbound Reno to Los Angeles trip is now a daytime schedule (800AM-905PM) and the Los Angeles to Reno schedule now departs Los Angeles 620PM arriving Reno 645AM. The southbound Bishop to Los Angeles car departs Bishop at 430AM arriving Los Angeles 1155AM and the northbound trip leaves Los Angeles 845AM arriving Bishop at 430PM. Prior to October 28th the trips operated just about the reverse pattern and the Bishop schedule operated only as far north as Ridgecrest.

SIMI VALLEY TRANSIT (SVT)

SIMI VALLEY: SVT's Line D-SIMI VALLEY-MOORPARK was altered substantially last July 2nd although it continues to operate hourly between 700AM and 530PM on Monday through Friday. The line now begins at Moorpark College (instead of operating downtown) via Campus Park Dr., Highway 118 Freeway, First, Cochran, Erringer, Alamo, Sycamore, Avenida Simi, Sequoia, Alamo and looping in north Simi via Lemon, Avenida Simi, Tapo Canyon and Alamo to Lemon Drive. Supplemental school service was instituted in September to serve both Royal High School and Simi High School. One morning trip to each school is operated over the A line using one bus with afternoon service operating on the B line with one trip from each high school.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Recent SDTC service changes have affected Lines 15-CITY OF EL CAJON, 34-LA JOLLA and 90-SAN DIEGO-EL CAJON EXPRESS. Night service (after 900PM) trips on Line 34 now divert from the regular route along Sports Arena Blvd via West Point Loma Blvd and Sunset Cliffs. All trips on Line 15 were rerouted in El Cajon via Main, Marshall, Interstate 8 and Grossmont Blvd. to serve the new Transit Center with its own Park and Ride Lot. Line 90 was also rerouted (90A branch) to serve the Transit Center with the trips beginning (AM) or ending (PM) there instead of the regular Parkway Plaza terminal. Lines 3-MISSION HILLS-OCEAN VIEW BLVD and 25-CLAIREMONT-LINDA VISTA-SAN DIEGO are now totally lift equipped. Line 38-HEARTLINE SPECIAL, a downtown area shuttle, has apparently been discontinued. SDTC's new Gillig Phantom buses are now in service and have been observed on Lines 2-30TH STREET, 7-UNIVERSITY AVE, 15-CITY OF EL CAJON, 20-RANCHO BERNARDO EXPRESS, 27-TIERRA SANTA, 34-LA JOLLA and 35-OCEAN BEACH. The buses feature 48 seats, American brand red and blue fibreglass with padded inserts, air conditioning, lift equipped with one wheelchair position, white over tan interiors, dark blue floors, electronic destination and side signs, rear route number signs, openable windows, push doors and "Next Stop" signs.

GRAY LINE OF SAN FRANCISCO (GLOSF)

SAN FRANCISCO: GLOSF, which for many years has stationed one of its buses, currently a Leyland double decker, at the corner of Powell and Geary at Union Square as an office and ticket booth, is currently fighting a proposal before the San Francisco County Board of Supervisors which would allow GLOSF's competitors to also station buses there to sell their tickets. Supervisor Bill Maher is proposing the change and LORRIE'S TRAVEL AND TOURS, one of those competitors to trying to drum up support for the ordinance but forces including St. Francis Hotel, Sir Francis Drake Hotel, Macy's, the Taxicab Drivers' Alliance and the San Francisco Labor Council have all come out favoring the status quo. A final decision has yet to be made.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
So Calif Rapid Transit Dist	(4100-4131	Carpenter	1V9DT8147/D8019025-056	27 seats, lift
	(4132-4161	Carpenter	1V9DT8147/E8019068-097	27 seats, lift
Alaska-Yukon Motorcoaches	4601-4603	Prevost	LeMirage/-	
Central Contra Costa Trnst Authority	(600-609	Gillig	40TD9066V92/E1081133-81142	
Tri Delta Transit	1001-1007	Gillig	35TB966V92/E1080832-80838	
San Diego Transit Corp	(501-542	Gillig	40TB1026V92/D1080727-80768	addtl info
	(543-545	Gillig	40TB1026V92/E1081025-81027	addtl info-48 seats, lift
Greyhound Lines-West	(8983-8986	TMC	MC9/ER004337-ER004340	
	(8987-8993	TMC	MC9/ER004342-ER004348	
	(8994-9002	TMC	MC9/ER004383-ER004391	
	(9003-9005	TMC	MC9/ER004393,04395,04397	
	(9006-9009	TMC	MC9/ER004399-ER004402	
	(9010-9011	TMC	MC9/ER004405-ER004406	
	(9012-9013	TMC	MC9/ER004408-ER004409	
Citizens Auto Stages	unkn	TMC	MC9/ER004413-ER004411	
Kerrville Bus Company	unkn	TMC	MC9/ER004420	
-DISPOSITIONS-				
Airport Service, Inc.	(5201-5202	GMC	P8M4905A/152-153	sold to party in Tucson
Omnitrans	(5104	GMC	TDH5105/3270	to pvt party in Fontana
Greyhound Lines-West	(7300	MCI	MC6/87851 U20077	to Mennonite Disaster Service (Pa.)

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Motor Coach Age

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