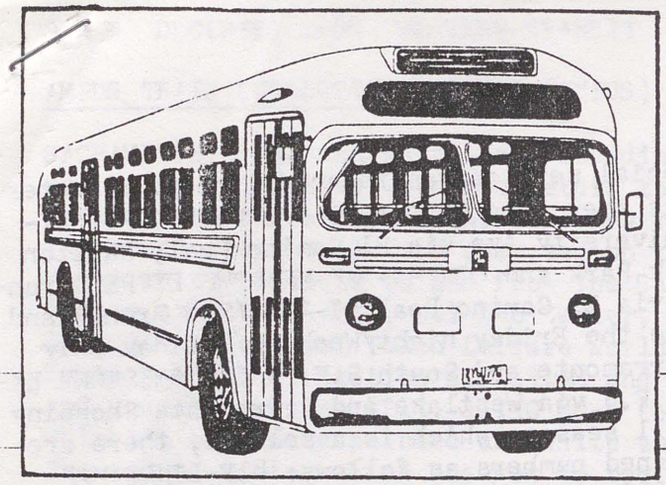


Western Transit

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BELLFLOWER TRANSIT SYSTEM (THE BUS)

BELLFLOWER: Local fixed route transit came to this southeastern Los Angeles County city on November 4th as THE BUS, a four route intracity system began operations. THE BUS operates Monday through Saturday between 700AM and 600PM with all four buses departing the Bellflower Transit Center (at the foot of Belmont Street and an unnamed alley behind the Bellflower Boulevard shopping area) beginning at 700AM with the last departure at 530PM. The four routes are color coded rather than named and generally serve different communities within Bellflower. The BLUE ROUTE generally serves the southern part of town while GREEN ROUTE traverses the east side RED ROUTE travels in the northwest area and ORANGE ROUTE makes a counterclockwise loop running on major streets like Bellflower Blvd, Artesia Blvd., Lakewood Blvd., Rosecrans Ave, and Woodruff Avenue. THE BUS fare is 25 cents with children under ten riding with an adult traveling for free. Intra system transfers are free while interagency (to SCRTD, LONG BEACH and NORWALK transfers are ten cents. COMMUNITY TRANSIT SERVICES, INC. operates the system under contract to the city supplying the buses, the operating personnel and supervisory staff. The bus fleet numbers five including four Econoline 350/El Dorados and one Dodge Sportsman/Microbus unit. The Ford Econoline 350s are numbered 1 thru 4 which are painted all white with a blue belt rail outlined in yellow with decals reading "THE BUS" - Shop Bellflower - The Friendly City". The buses seat 21 with blue tweed upholstered forward facing seats, air conditioning, white interiors, Diamond fareboxes, AM/FM radios and two way radios. The units are not lift equipped. The buses do not have headsigns but use windshield cards with the name of the bus route on the The fifth unit, the Dodge/Microbus, seats 18 in brown leatherette longitudinal seats, has air conditioning, Diamond farebox and the two radios. This vehicle has a rear door, literally in the back of the vehicle and it is used as the spare bus. THE BUS is being funded by Bellflower using a share of the city's Proposition A sales tax money. WT is unaware if the former citywide Dial A Ride program has been continued with the start up of THE BUS.

PARAMOUNT NEIGHBORHOOD SHUTTLE (PNS)

PARAMOUNT: Another use of Proposition A money is the new PNS which also began on November 4th. This is a fixed point Dial-A-Ride system with the system's five vehicles making a circuit of the city along Jackson, Downey, Alondra, Paramount, Rosecrans, Orange and Jackson diverting off the route to pick up and discharge riders as necessary. There are nine pick up points where you may pick up the Shuttle in addition to calling in for a ride either on an as needed basis or a reservation basis. PNS operates on weekdays between 700AM and 800PM and on Saturday between 900AM and 600PM. The fare is fifty cents, except for seniors going to or from the Elderly Nutrition Center who travel free of charge. PNS is also operated by COMMUNITY TRANSIT SERVICES, INC. using a fleet of five 16 passenger Ford Econoline 350/Diamond units which are painted in a generally white body with a blue band below the belt rail and green below the rub rail. The buses are all two way radio equipped and two of them have lifts for wheelchair passengers. For the most part PNS operates within the City of Paramount, however, senior citizens may preschedule trips to approved medical facilities outside the city limits. CTS is providing all operating and supervisory staff, maintenance and storage facilities with the city providing the vehicles.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: San Francisco Giants baseball Express Special service was reduced from four routes to two for the 1985 season. Operated on all game days they were PALO ALTO CALTRAIN DEPOT EXPRESS running from the Palo Alto Transit Center at University Ave via El Camino Real, Palston Ave (Belmont) and US 101 (Bayshore Fwy) to Candlestick Park and CINEMA-BAY MEADOWS EXPRESS running from the aforementioned stop in south San Mateo via El Camino Real, I-380 (San Bruno) and 101 to Candlestick. Dropped from the 1984 season were the Friday night/Weekend/Holiday only LINDA MAR EXPRESS from Pacifica via Pacific Manor, Serramonte and South S.F. and STONESTOWN EXPRESS from Stonestown Shopping Center (southwestern S.F.) via Westlake and Serramonte Shopping Ctrs (Daly City) and South S.F. For the 49ers football season, which is a sellout, there are five routes which, for the first time, have been assigned numbers as follows: 81F-LINDA MAR from Linda Mar Park & Ride via Cal Hwy 1 thru Pacifica (stopping at Pacific Manor), Serramonte Blvd to Serramonte Ctr, I-280 and Westborough Blvd to Westborough Ctr at Arroyo & El Camino Real (So S.F.), thence thru So S.F. via Chestnut and Grand to U.S. 101 and Candlestick. 82F-BART from Daly City BART Station via I-280 and U.S. 101 to Candlestick. 83F-ARROYO/EL CAMINO which is a shortened version of 81F running from/to Westborough Center. 88F-MURCHISON/BAY MEADOWS has two routings, one beginning at Murchison & El Camino Real in Millbrae and running via El Camino Real thru San Bruno to I-380, thence I-380 and US 101 to Candlestick: and the other from Bay Meadows Race Track parking lot (25th & Delaware) in San Mateo via 25th Ave and El Camino Real thru San Mateo and Burlingame to Peninsula Ave and US 101 to Candlestick. 89F-PALO ALTO from Palo Alto Transit Center at Caltrain Depot via El Camino Real thru Menlo Park, Atherton, Redwood City, San Carlos and Belmont to Palston Ave and US 101 to Candlestick. An era has ended after twenty years. All of the TDM 5303s, originally GREYHOUND LINES, INC. 9600-9659 and later, after the sale of ten units, SAMTRANS 9801-9850, have been taken out of service and retired with sales of these buses expected. These units were the last vestige of the former GREYHOUND LINES' San Francisco Bay Area Commute Region (SFBACR) operations including peninsula service through San Mateo County and Santa Clara County as far as downtown San Jose. These buses have always been operated by GREYHOUND drivers as part of the contract operation between SAMTRANS and GL. There were gaps in the fleet numbers as some of the 5303s had already been retired and sold. The retired buses are being replaced by AM Generals (9500s), Flyers (9600s) and Neoplan articulateds (9100s). All buses operated by GL for SAMTRANS have four digit fleet numbers beginning with a "9" and then the three digit SAMTRANS number. In the days of SFBACR operations most of the commute buses were also numbered in the 9000 series.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART has begun a six month test program of extending direct service between Daly City, San Francisco and Fremont and Richmond for one hour each evening Monday thru Friday. The last trains now leave Richmond and Fremont for Daly City at 6:46PM and 658PM respectively. This means that direct service from Embarcadero Station to Richmond is now extended until 813PM and to Fremont until 826PM. An additional 700 riders per day will be needed to pay for the $142,000 cost of the experiment. The Colma BART station recently approved by San Mateo County voters will not be built until there is also money for three east bay stations in North Concord, Castro Valley and Irvington, all on BART line extensions. BART officials are working out a financing agreement which would allow all this. Those East Bay areas paying property taxes but not receiving rail service are at the top of BART's priority list. San Mateo County will also have to pay BART millions of dollars in "connection fees" which will be matched with federal and other funds to finance improvements. State law requires outsiders (other than San Francisco, Alameda and Contra Costa Counties) to pay fees to cover some of the cost of building the original rail syste The first four of 150 Type C rail cars are now undergoing six months of testing prior to BART giving the approval to the builder, the French owned Alsthorm Atlantique, the construct the othe cars which will be assembled in Union City in southern Alameda County in a factory owned by AA's U. S. subsidiary, Soferval, Inc. Except for a minor change in location of seats near the doors there are no significant interior changes. Outside, however, is a different story. Rather than the slanted fiberglass cabs on the lead and end cars, the new units will have flat aluminum cabs so that any car can go anywhere on a train saving $1 million annually because of the manpower and electricity used in shortening trains after the rush hours.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: New contracts for providing AMBUS train connections were awarded during October and became effective with the return to standard time and new rail schedules and new connecting service on October 27th. Two new routes have been authorized, one of which is operating. Two round trips daily are operated on the new LAX-TORRANCE-LONG BEACH-SEAL BEACH-SANTA ANA route which connects to and from The San Diegans. Bus stop locations include RTD City Bus Center at Lot C - LAX, Del Amo Center, Long Beach Plaza, Queen Mary (one trip only), Cal State-Long Beach and Seal Beach Leisure World. The trips depart LAX at 932AM and 308PM and leave Santa Ana AMTRAK Station at 1131AM and 635PM. COMPLETE CHARTER LINES is operating the service and usually assigns #213, a TMC MC-8 (serial 1216 unit T 35-336, former GREYHOUND LINES 5287) which is currently painted all white and uses a windshield card reading "All Aboard Amtrak Bus' The second route, which has yet to begin, is STOCKTON-SACRAMENTO-NORTHEAST SACRAMENTO-ROSEVILLE. Successful bidders for the contracts include: ALL CAL TOURS for Stockton-Sacramento-Roseville and Stockton-Sacramento-Chico; COMPLETE CHARTER LINES for Bakersfield-Los Angeles, Bakersfield-Long Beach, Oxnard-Los Angeles and LAX-Long Beach-Santa Ana; ORANGE BELT STAGES for Hanford-Visalia-Porterville and EASTSHORE LINES, INC. for Oakland-San Francisco. During May, June and July the bus feeders produced a profit even considering only those revenues attributed to the bus portions of trips. The total amount of train plus bus revenue generated by new bus routes is about three times the expense and expansion of bus feeders is likely to continue. A number of changes are now being planned to begin next March 17th. Three new services would be SAN JOSE-FREMONT-PLEASANTON-STOCKTON, SANTA ROSA-ROHNERT PARK-PETALUMA-VALLEJO-MARTINEZ and LAX-SANTA MONICA-WESTWOOD-LOS ANGELES (LAX to be removed from TORRANCE-SANTA ANA). At the same time there would be a restructuring of Bakersfield service into four routes to include BAKERSFIELD-VAN NUYS-WESTWOOD-SANTA MONICA-LAX, BAKERSFIELD-LOS ANGELES (Non Stop)-LONG BEACH-TORRANCE, BAKERSFIELD-PASADENA-LOS ANGELES and BAKERSFIELD-GLENDALE-POMONA-RIVERSIDE-SAN BERNARDINO.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: Members of Teamsters Local 952 representing bus operators and ticket clerks struck ASI on November 7th after labor contract talks broke down. The labor agreement expired September 30th and the union had asked to extend the contract for another year while the company had offered an 11.5 per cent pay reduction. Top salary for bus operators is now $10.95 and $10.10 for ticket clerks. ASI is operating on a greatly reduced scale on the LAX-LOS ANGELES, LAX-PASADENA, LAX-DISNEYLAND, LAX-ORANGE COUNTY AIRPORT and DISNEYLAND-ORANGE COUNTY AIRPORT routes each using the equivalent of one bus. LOS ANGELES buses depart LAX at 500AM, 650AM, 845AM, 1130AM, 130PM, 315PM, 515PM, 810PM, 1010PM and 1155PM from the Bonaventure Hotel (only pick up point) for LAX with return trips departing LAX at 610AM, 555AM, 750AM, 1035AM, 1230PM, 220PM, 415PM, 710PM, 910PM and 1105PM. PASADENA buses leave LAX at 650AM, 710AM, 1100AM, 130PM, 450PM and 750PM. DISNEYLAND buses depart LAX at 700AM, 950AM, 100PM, 350PM, 650PM and 1000PM and leave Disneyland at 530AM, 830AM, 1145AM, 230PM, 530PM and 845PM. DISNEYLAND-O.C. AIRPORT buses leave Disneyland at 830AM, 950AM, 1115AM, 115PM, 245PM and 615PM and depart the airport at 910AM, 1030AM, 1201PM, 200PM, 330PM and 500PM. Passengers can travel between LAX and John Wayne Orange County Airport by transferring buses at Disneyland with three round trips each day offered. LOUNGE CAR TOURS and FUN BUS SYSTEMS AIRLINK, which both operate between the Disneyland area and LAX, have experienced increases in ridership caused by the walk out although they are offering the same schedules. SIMS EXECUTIVE AIRPORT SHUTTLE has added service between LAX and downtown Los Angeles using a rainbow colored fleet of assorted Dodge Ram and Ford Econoline vans.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: NTS Line 5-NORWALK-DOWNEY-LAX was discontinued with the close of business on November 30th . Line 5 had operated six daily round trips at a $6.00 one way fare connecting Norwalk's Saddleback Inn, Downey Travel Lodge and Parking Lot C at LAX using one TMC Citycruiser. Ridership had dropped thirty per cent in the last three years.

KERN COUNTY PUBLIC TRANSIT (KCPT)

BAKERSFIELD: The KERN RIVER VALLEY system now is operating service from Lake Isabella to Riverkern at 800AM and 400PM and to North Burlando Road and Kern Valley Airport at 700AM, 930 AM and 200PM. All of these services need a reservation made twenty four hours in advance. The one way fare for any of these points is 75¢. Service to Onyx continues to require reservations also. The LAMONT system continues to operate three weekday round trips between Lamont Weedpatch, Hilltop, Kern Medical Center and downtown Bakersfield and the Lamont Dial-A-Ride. On the intercity line a youth category has been added to the discount fare group which formerly included seniors and handicapped persons. NEW is the WASCO-SHAFTER-BAKERSFIELD system which is limited to seniors and handicapped persons only and operates two round trips on Tuesday and Thursday only. Service is offered on the basis of 24 hour in advance arrangements and stops to pick up and discharge will be made anywhere along the route. Stops include Wasco City Hall Shafter City Hall, Kern Medical Center and Trailways Depot in Bakersfield. Wasco-Shafter fare is 75 cents and it costs $1.50 to/from Bakersfield.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Beginning last August 7th the first phase of a Transit Thoroughfare allowing four lanes of transit on Market Street from Van Ness to the Embarcadero was implemented for a nine month test. Market Street buses and trolley coaches will operate in two lanes in both directions. They will stop at either the curb or at concrete islands in the center of the street. Coordination of stop locations and traffic light timing will allow transit vehicles to operate more smoothly with less congestion and minimal delay. Some lines will use the curb or the island depending upon the particular stop and/or direction. Owl buses on rail lines will always use the islands. All curb stops are accessible while island stops are not. Inbound 31-BALBOA buses will pull to the curb at the request of a wheelchair passenger wishing to get off. Following the test period it is intended that the Transit Thoroughfare become permanent and that the Market Street Beautification Project be completed. Streets will be resurfaced, islands will be widened, crosswalk and sidewalk bricking will be finished, granite curbs and gutters will be installed and transit shelters will be redesigned and installed as part of a new, citywide program. Line 76-MARIN HEADLANDS has been extended at Fort Cronkhite to include Pt. Bonita service via Field Road to Battery Alexander parking lot (near YMCA). Accessible service (Flyer 40 foot motor coaches and MAN articulated motor coaches) is now provided on 9-SAN BRUNO, 17-PARK MERCED, 29-SUNSET, 31-BALBOA, 32-EMBARCADERO (weekends only), 38-GEARY (until 730PM), 42-DOWNTOWN LOOP, 43-MASONIC, 44-O'SHAUGHNESSY, 52-EXCELSIOR, 71-HAIGHT/NORIEGA and 76-MARIN HEADLANDS (Sunday/holiday only).

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA made a number of route and service changes on September 8th including 21-TYLER MALL-COUNTRY VILLAGE which now begins service at 700AM instead of 1000AM weekdays and Saturday operating every 90 minutes until 530PM trip. Line 2-MAGNOLIA AVE-CORONA lost its Fairmount Park and La Cadena branches (to Line 16) and added (from Line 16) trips now operate from downtown to DPSS via University, Brockton, Tequesquite, Pine and 14th to Brockton. Line 18-MORENO VALLEY LOCAL was rerouted to accommodate NEW Line 19-MORENO VALLEY-PERRIS which runs every 60 minutes between 700AM and 700PM weekdays and Saturday using one bus. From Edgemont & Cottonwood the line runs via Cottonwood, Ellsworth, Bay, Frederick, Cottonwood, Perris Blvd to 4th and G Streets terminal. 27-RIVERSIDE-HEMET EXPRESS added two later trips weekdays and Saturdays from Hemet to Perris leaving Perris at 607PM and 720PM, the previous last trip was 430PM. For the Christmas season RTA will run from December 14 until Christmas Eve "THE SANTA EXPRESS" offering free rides as it connects Downtown Riverside, Hardman Center, Tyler Mall and Riverside Plaza. TSE will operate from noon until 800PM weekdays and between 1000AM and 600PM on weekends and will be driven by an operator outfitted in red suit, black boots and white beard. On Sundays from November 24th through December 22nd Line 1-MAGNOLIA AVENUE extra service has been added between 1050AM and 555PM dividing the normal 65 minute headways in roughly half for the Christmas shopping season.

* DECEMBER 1985 WESTERN TRANSIT

SUPERSHUTTLE (Wilmington Cab Company of California, Inc. dba) (SS)

WILMINGTON: Recently the Public Utilities Commission authorized SS to operate around the clock and to begin picking up passengers at the same luxury hotels previously served exclusively by various taxicab operators and the buses of AIRPORT SERVICE, INC. ASI President Don Boyles has said that a decision to appeal the ruling would have to await study of the full taxt of the Commission's order. Under its previous temporary authority SS was allowed to operate between 600AM and 1000PM and was unable to pick up passengers at those points already served by ASI. ASI had sought to limit SS operations at locations it already served and two taxicab cooperatives had asked the PUC to find SS "unfit" to provide further service. The Commission instead decided to seek civil penalties totaling $15,000 for violations of the TA including providing service outside its authorized area, improperly leasing vehicles to its drivers and approving discounts for tickets sold through a travel agent. The PUC also noted allegations that SS had improperly solicited passengers at LAX in violation of airport rules and directed its staff to determine "whether this is a problem". For fixed fees of $10 and $15 SS is allowed to transport passengers from many points in Los Angeles County to and from LAX, Long Beach Municipal Airport, Port of Los Angeles and Port of Long Beach for cruise ships. SS plans to expand its service to other western cities and become a national ground transportation company likely by franchising existing services in the manner of rent-a-car companies. On September 27th SS took over the former LUXOR VAN operation between San Francisco International Airport and San Francisco. BAY AREA SUPERSHUTTLE is using fifteen 7 passenger Dodge Ram 150 Royal vans with ten more on order. The one way fare to/from SFO is $7.00 and to reduce the number of stops the city has been divided into four passenger districts: Wharf/Lombard, Downtown/Hotels, Sunset/Richmond and Castro/Mission. SS plans to apply for expanded authority to serve the Peninsula, San Jose and the East Bay.

GREYHOUND LINES, INC. (GL)

PHOENIX: GL employees represented by the Amalgamated Transit Union (drivers, maintenance personnel and terminal workers) are presently voting on a proposal from the company which would implement a four year wage freeze (through October 1989) as well as give the company the right to franchise routes, facilities and charter bus operations. The proposed contract would supersede a three year pact approved in December 1983 following a bitter seven week long strike (WT 11/83, 12/83, 1/84) which included a 7.8 per cent wage reduction and concessions on fringe benefits. This pact was originally to continue in effect for another year, but GL officials informed ATU that if the union would not agree to reopen negotiations to discuss the proposal then GL would unilaterally abandon a significant number of bus routes and stations and that substantial layoffs would occur. While there are several opinions within ATU over how to react to GL's latest hard line management style, a majority of ATU business agents agreed to reopen negotiations which led to the above mentioned agreement. Officially, the Amalgamated Council of Greyhound Locals has not made a recommendation to employees voting on the proposal. Although there is a proposal for a profit sharing plan and a guarantee of no lay offs for those with more than ten years service for GL union officials have indicated that they do not feel these provisions offset any of the negative provisions.

COMPETITION BETWEEN DISNEYLAND AREA AND KNOTTS BERRY FARM AREA

ANAHEIM: Two competiting area companies, FUNBUS SYSTEMS, INC. and PACIFIC COAST SIGHTSEEING TOURS, have gone to court to determine whether both should be allowed to operate between the Disneyland and Knotts transporting primarily tourists. FBS filed suit against PCST claiming it has created illegal competition and that FBS has lost up to $1,000 a day because of it. FBS is suing for $100,000 general damages and $500,000 punitive damages. FBS claims that it has exclusive rights and that PCST has failed to abide by a recent PUC decision to discontinue operations until a final decision is rendered by the Commission on PCST' application to run on the route (WT 11/84, 4/85). PCST owner Gerald O'Connell said that he was surprised by the lawsuit because both sides knew that the PUC was going to issue its decision soon and that he was confident that PCST would be successful in its application.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning November 24th three RTD lines were extended to serve the newly opened Montebello Town Center Shopping Mall located at Montebello Boulevard and the Pomona Freeway. Line 68-WEST WASHINGTON BLVD-BROOKLYN AVENUE was extended eastward from Garfield and Piggin via Garfield, Via Campo (eastbound) Pomona Blvd (westbound), Pomona Freeway, Paramount Blvd, Town Center Drive and Montebello Blvd to the Town Center bus layover zone. Line 170-HELLMAN AVENUE-EL MONTE VIA SOUTH EL MONTE was extended from Paramount and San Gabriel Blvds via Paramount, Town Center Drive, Montebello Blvd and Paramount to San Gabriel. Line 264-ALTADENA DR-SAN GABRIEL BOULEVARD was rerouted and extended southward from San Gabriel Blvd and Rush Street via Rush, Walnut Grove, San Gabriel Blvd, Paramount Blvd, Town Center Drive and Montebello Blvd to the Town Center bus zone.

RTD officials have recommended postponing a new round of service reductions and fare increases (WT 10/85) which were originally scheduled to be implemented, likely in phases, beginning this December 29th because it appears that the U. S. Congress will not be reducing federal assistance to the extent originally proposed. Except for a 1.5 per cent across the board reduction to all systems, the Senate has proposed keeping assistance at the same levels as this year which is $47.5 million for RTD.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent applications to or decisions of the Commission:

Application of GOLDEN EAGLE BUS LINES for a certificate between Bakersfield and Los Angeles

Application of D. Willman et al (BOB'S RIDE) to lift restrictions on size of equipment that can be used and to increase fares by $3.00 between Camp Pendleton and San Diego Lindbergh Field.

PEERLESS STAGES, INC. has applied to increase one way passenger fares by 25 per cent on its routes between Oakland and Santa Cruz.

W. D. Thomas (FOSTER TRANSPORTATION SERVICE) has applied to eliminate Saturday service between Taft and Bakersfield.

EUREKA-REDDING STAGES d/b/a REDWOOD EMPIRE LINES filed an application to increase passenger fares by 7 per cent.

J. Joyce et al (Jack's Shuttle) has been issued a certificate between points in Kern County and Ontario International Airport.

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BUS PHOTO LIST of Jim Husing, 1118 Blackfield Drive, Santa Clara, CA, 95051 (photos for sale - all color 35 mm = 3½ x 4 3/4"). Photos are 75¢ each except for Hawaii buses which are $1.00. Shots include AC TRANSIT, COUNTY TRANSIT, SAN FRANCISCO MUNICIPAL RAILWAY, PEERLESS STAGES, INC, SAMTRANS, GOLDEN GATE TRANSIT, MTL, INC. (THE BUS) and BUSES OF MAUI. Choice of action or yard photos. Send to Jim Husing for additional information. All orders will need to be accompanied with check or money order (US funds).

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Renew Now For 1986 - You Do Not Want To Miss WESTERN TRANSIT Each Month Next Year

WTS Monthly Meetings Are Held Second Sunday Each Month At 730PM At 272 Alpine Street in Pasadena

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND: September 1st saw changes in some TRI MET fares. The adult cash fare was increased ten cents which means that a one or two zone fare is now 85¢ with $1.10 for three zones and $1.35 for all zones. Adult ticket and monthly pass prices remained as before. There no longer is a youth reduced cash fare or ticket (adult rates now charged) although there is a $20 youth Monthly Pass. Schedule and route improvements designed to make travel to and from the Milwaukie Town Center and Clackamas Town Center faster and easier highlighted the service adjustments made on September 29th. Line 31-ESTACADA now provides express service between Clackamas Town Center Park & Ride and downtown Portland, some trips non stop and others via the Milwaukie Transit Center. All day service to and from Estacada continues as before. Line 71-KILLINGSWORTH-60TH AVENUE was extended to Clackamas Town Center and Kaiser Sunnyside Medical Center along Bell Avenue and Causey Road. Line 19-WOODSTOCK was extended along SE Duke between 72nd Avenue and 82nd Avenue. Line 78-LINWOOD became 28-LINWOOD with a minor change to serve La Salle High School. NEW is Line 29-LAKE-WEBSTER operating between Milwaukie Transit Center and Clackamas Town Center via Lake, Webster, Roots and 82nd Drive. Line 20-BURNSIDE-STARK, on Sundays, has been extended from Mall 205 to SE 162nd Avenue and Stark Street via Stark, 148th Avenue, Mill/Main and 162nd Avenue to Stark. The two midday trips to the community of Willamette were eliminated. Line 70-12TH AVENUE was shortened to operate between the Milwaukie Transit Center and the Coliseum area with the new north end of the line at North Dixon and Larabee Streets.

NEVADA NORTHERN (NN)

RENO: A new charter and tour service has been established in the Reno area named NEVADA NORTHERN. The firm is affiliated with the ROBERTS HOLIDAY LINES and the equipment (unknown makes and models) is in the same livery.

CITIFARE (CF)

RENO: The Regional Transportation Commission has announced the award of a bid for twelve 40 foot Advanced Design buses to General Motors. This award will increase the CF fleet to 40 buses. With delivery scheduled for next spring the buses will include wheelchair lifts, electronic destination signs and public address systems. The entire CF fleet is comprised of GMC Advanced Design buses, both 35 and 40 foot varieties.

BITTERROOT STAGES (BS)

MISSOULA: Since the abandonment of MISSOURI VALLEY TRAILS service between Missoula and Darby, Montana there has been no bus service into the Bitterroot Valley. Hamilton and Darby are the major cities in the area plus several smaller communities. BS commenced service on September 15, 1985 running south from Missoula through Hamilton and Darby and over the mountain pass terminating at Salmon, Idaho. No schedule connections are made with SALMON RIVER STAGES which by the way, still maintains their schedules with Flxible Clippers. Recent observation of the BS equipment showed an International with a Superior body.

CITY OF EL PASO, TEXAS

EL PASO: The November 5th vote to create an EL PASO RAPID TRANSIT AUTHORITY failed by only 16 votes out of about 25,000 votes cast and by a 4 to 1 vote the City Council has called for a public hearing on December 17th as the first step towards another vote. The council must appoint an interim transit authority board by the end of this year and that board would then have up to three years to call a new referendum, the only power it would have. If an authority was created it would take over transit operations from the city and levy a 3/4 per cent sales tax to finance improved and expanded transit service county wide.

REMEMBER TO RENEW YOUR MEMBERSHIP OR SUBSCRIPTION - DONT MISS WESTERN TRANSIT IN 1986

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Folsom Stage Lines	45	Flxible	30096-6T/DF96012	
Houston Metro	2200-2356	Flxible	40102-6T/DF96013-07060	
Montebello Municipal Lines	0339-0345	Flxible	40102-6T/07105-07111	
Santa Monica Muni Bus Lines	5123-5153	GMD	T8H5307A/C3500016-0046	
City of Commerce MBL	324-325	Gillig	35TA96TA6V02/80702-03	correction
Via Charter Lines (Merced)	87	MCI	0643/FB04028	
Express Tours	727	MCI	10243/FB04046	
Starline Tours	(STAR 84	TMC	0643/-	
	(2001-2005	Neoplan	N116-3/-,FS51070,-,-,-	Intercity Liners
United Charter	814-815	Neoplan	N216-3H/FB41027,41033	Jetliners
Americoach	78-79	Prevost	2P0A/F1001002,1003	correction
Abilene Transit System	(unkn	Bluebird	Citybird/F48283-48204,	
	(		/F50574-50575	
Brownsville Urban System	unkn	Bluebird	Citybird/F50625-F50634	
Waco Transit	unkn	Bluebird	Citybird/F55503-F55508	
Amarillo Transit	unkn	Bluebird	Citybird/F60180-F60105	
Greeley (Colo) Transit	unkn	Bluebird	Citybird/F50635-F50647	
Fort Collins (Colo)	(unkn	Bluebird	Citybird/F57857-F57860,	
	(		/F59107-F59201	
Telluride (Colo)	unkn	Bluebird	Citybird/F59260-F59263	
-USED-				
Vallejo Transit Lines	(II35-36	GMC	TDH4519/462,460	AC Trnst 765,772
	(III37-38	GMC	TDH4519/472,467	AC 775,770
	(III39	GMC	T6H4521A/500	LBT 4581
San Simeon Stages	391	GMC	PD4107/794	GLW 7014
Autobuses International	(77	GMC	TDH5103/109	EPCL 4133
	(79	GMC	TDH5105/905	EPCL
Roberts Hawaii Tours	278,279	Gr Flx	53102-8-1/90860,90674	Houston 1078,892
Guiton Charter Lines	(508,509,	Eagle	10AE/-,-	Northside Apt Exp
	(511,514		/-,EP03144 31	"
American Sightseeing (SF)	(63,64,66,	MCI	MC9/S13619,S13756,BP03654 6	orig Falcon 63,
	(91		/S15476	64,66,91
-DISPOSITION-				
San Diego Transit Corp	324	GMC	TDH5303/6178	to pvt party

"

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