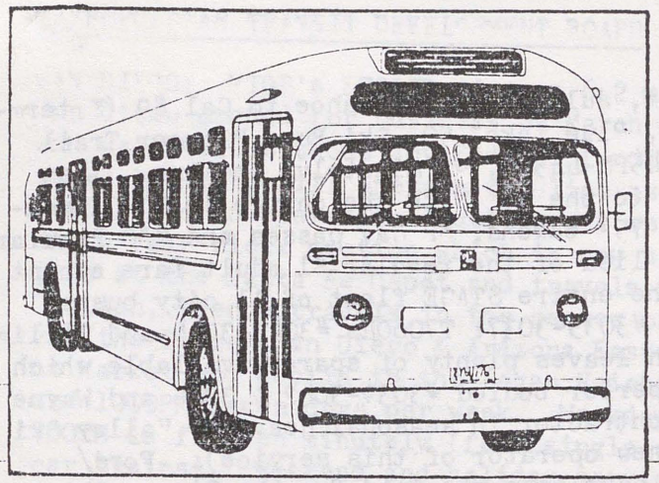


# Western Transit

Monthly Publication of The Western Transit Society

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SOUTH TAHOE AREA GROUND EXPRESS (STAGE)

SOUTH LAKE TAHOE: On October 23, 1985 the financially strapped City of South Lake Tahoe turned the operation of STAGE over to Area Transit Management, Inc. (ATM), an employee cooperative. The buses are still garaged, serviced and operated from the existing STAGE base in the city corporation yard, but the system was totally restructured with the number of daytime routes reduced from 5 daily to 3 weekdays/2 weekends-holidays and all night "Graveyard" routes reduced from 2 to 1 daily. All lines still terminate at Stateline Ave and Lake Tahoe Blvd (U.S. 50), but the Stateline loop was changed from cw via Park, Pine, Stateline and US 50 to a shorter ccw one square block loop of US 50, Stateline, Laurel and Poplar. 25-STATELINE-D ST VIA BARTON HOSPITAL eliminated the Chonokis/Montreal/Park loop off Pioneer Trail on northbound trips, combined the Barton Hospital and D St loops at the south end and added the Sierra Blvd loop off 5 on northbound trips. 28-STATELINE-TAHOE KEYS-GARDNER MTN added the Al Tahoe loop off 50 in both directions and discontinued service to Tahoe Keys along Venice. 25 and 28 were combined on weekends/holidays. 31-STATELINE-GLENWOOD-SIERRA BLVD-AL TAHOE and 3h-STATELINE-AL TAHOE-SIERRA BLVD-GLENWOOD (essentially reverse loops of each other) were combined into new 31 which shortened the Glenwood loop and dropped the Al Tahoe loop off 50 but extended the southern end of the line from Sierra & 50 along 50 to the "Y" area (junction of US 50, Cal 89 and Lake Taho Blvd). Nightime (7PM-7AM) Graveyard Rts h2-STATELINE-BARTON HOSPITAL-D ST-TAHOE KEYS-GARDNER MTN and h7-STATELINE-GLENWOOD-SIERRA BLVD-AL TAHOE were combined and replaced by new Graveyard Rt. 21. 55-STATELINE-AIRPORT VIA HWY 50, which had been introduced with the major system reorganization of STAGE on March1, 1985, was discontinued without replacement. New STAGE route details are as follows: 25-STATELINE-PIONEER TRAIL-BARTON HOSPITAL-D ST-SIERRA BLVD runs from Stateline loop via 50, Pioneer Trail, Willow, Ski Run and 50 to Winnemucca looping cw Winnemuca, Helen, 2nd, South, Melba, E St, 50, D St and Lake Tahoe Blvd to Y terminus. Returns Lak Tahoe onto 50, Sierra, Fountain, Martin, O'Malley, Blue Lake, 50, Ski Run, Pioneer Trail and 50 to Stateline. Operates weekdays from Stateline 710AM-710PM, hourly, one bus. 28-STATELINE AL TAHOE-TAHOE ISLAND-GARDNER MTN runs from Stateline loop via 50, Lakeview, Fresno, Los Angeles and 50 to Keys Blvd, looping ccw Keys, Washington, Tahoe Island, 12th, Eloise, 15th, Glorer 13th, Julie, 10th and Cal 89 to 50 (Y terminus. Returns 50, Los Angeles, Fresno, Lakeview and 50 to Stateline. Operates weekdays from Stateline 650AM-650PM hourly with 1 bus. 31-STATELI GLENWOOD-SIERRA BLVD-Y AREA runs from Stateline loop via 50, Pioneer Trail, Willow, Ski Run, Tamarack, Blackwood, Spruce, Glenwood, Pioneer Trail, Al Tahoe, 50, Blue Lake, O'Malley, Marti Fountain, Sierra and 50 onto Lake Tahoe Blvd looping cw Lake Tahoe, Glorene, Tucker and Cal 8 to 50 (Y terminus). Returns 50, Ski Run, Pioneer Trail, Glen, Chonokis, Montreal, Park and 5 to Stateline. Operates daily from Stateline 730AM-630PM hourly with one bus. 25/28-STATELI AL TAHOE-TAHOE ISLAND-GARDNER MTN- D ST replaces 25 and 28 on weekends and holidays and runs from Stateline loop via 50, Lakeview, Fresno, Los Angeles, 50, Keys, Washington, Tahoe Island 12th, Eloise, 15th, Glorene, 13th, Julie, 10th, Cal 89, D St, Julie and Lake Tahoe Blve to Y terminus returning 50 to Stateline. Operates from Stateline 705AM-705PM hourly with 1 bus. 21-STATELINE-GLENWOOD-AL TAHOE-TAHOE ISL-GARDNER MTN-D ST-SIERRA BLVD (Graveyard service) run from Stateline loop via 50, Pioneer Trail, Willow, Ski Run, Tamarack, Blackwood, Spruce, Glenwood, Fairway, 50, Lakeview, Fresno, Los Angeles, 50, Keys, Washington, Tahoe Island, 12th,

STAGE Continued

Eloise, 15th, Glorene, 13th, Julie, 10th, Cal 89, D St, Julie and Lake Tahoe to Cal 89 (Y terminus). Peturns 50, Sierra, Foutain, Martin, O'Malley, Blue Lake, 50, Ski Run, Pioneer Trail and 50 to Stateline. Oper tes daily from Stateline 7h5PM-h45AM, 90 minutely, one bus. Last trip from Stateline at 610AM runs via Glenwood and 50 to the Y. With the change in STAGE management all discount fares (75¢ juniors, 25¢ seniors, 75¢ tokens, $2 day passes and $30 Pegular $20 Junior/$10 Senior monthly passes) were dropped in lieu of the regular $1 adult fare except that children 8 and under with an adult ride free. The entire STAGE fleet of 11 city buses (Mercedes Benz 0309Ds #3013, 3051 & 3052; GMC T7H603s #3035-3037; T7060hs #30h3-30hh and Gillig Phantom 3096T6V92s #30h6-30h8) has been retained which leaves plenty of spares available which the city owned Ford conventional school bus types (Superior bodied #3039-30h2 & 30h5 and Wayne bodied #3053-3054), which had been operated by a subcontractor in seasonal Heavenly Valley Ski Shuttle Service, were disposed of (presumably to the new operator of this service). Ford/Waynes #3055 & 3056 (actually renumbered 530 and 531) have been retained for the Sierra Ski Ranch complim ntary shuttle service from Stateline via US 50 to this ski resort west of Echo Summit (h am trips from Stateline/h pm trips from Sierra Ski Ranch) which ATM has taken over.

HEAVENLY VALLEY FREE SKI SHUTTLE (HVSS)

SOUTH LAKE TAHOE: Beginning with the 1985-86 ski season the City of South Lake Tahoe no longer provides the seven Ford school bus types used to operate this service for Heavenly Valley. These buses were apparently taken over by the new operator and have been repainted from blue with white roof and lettering to all white with red lettering and have been renumbered from CSLT 3000 series to 200s. Service remains basically the same as the 198h-85 winter season or 830AM-515PM weekdays/800AM-515PM weekends/holidays except that the CALIFORNIA BASE LODGE-"Y" AREA route (checkered flag) was dropped leaving the California Base routes to BIJOU (red Flag), STATELINE (yellow flag) and PIONEER/CASINOS (green flag) and the STATELINE-NEVADA BASE LODGE route.

TAHOE AREA REGIONAL TRANSIT (TART)

TAHOE CITY: In May 1985 TART's TAHOMA-TAHOE CITY-BROCKWAY line (the system's sole service), operated by the Placer County Department of Public Works along Lake Tahoe's west and north shores, was extended, in cooperation with the Regional Transportation Commission of Washoe County (operator of Reno's CITIFARE local bus system), across the California state line from Brockway to Incline Village and Ponderosa Ranch, Nevada. This new extension runs from State Line Road via Cal Hwy 28 onto Nevada 28 thru Incline Village and past Ponderosa Ranch to the intersection of 28 and Lakeshore Drive, then loops back to Incline Village via Lakeshore, Village Blvd, Southwood onto Northwood, Village, Raymond, Northwood onto Southwood to the terminus at Village Shopping Ctr. Return to Stateline is via the same route thru Incline Village to Ponderosa Ranch and Hwy 28. The south end of the line was also extended from Tahoma for a short distance across the Placer County line along Cal 89 to Sugar Pine Point State Park in El Dorado County, continuing on along Cal 89 a further short distance to Meeks Bay from June thru September only, as before. The extended route required the addition of a third bus to the line to maintain the basic hourly headways operated 630AM to 630PM daily Thanksgiving to April 15 and Monday thru Saturday the rest of the year. Buses leave Tahoe City in both directions and Village Shopping Center on the half hour, Stateline in both directions on the hour and Sugar Pine Point at 8 minutes past the hour. A fourth 26 foot, single door Bluebird "City Bird" coach (#6) was added to the fleet for this service. Unlike 198h Bluebirds #3-5, the new bus is painted two tone blue and white instead of the regular TART sand white with yellow over orange belt and is equipped with a headsign.

SUPPORT THE SOCIETY BY ATTENDING THE MONTHLY ENTERTAINMENT MEETINGS AND BY SUPPLYING NEWS ITEMS FROM YOUR AREA FOR WESTERN TRANSIT. WORK TO IMPROVE THE SOCIETY BY PARTICIPATING IN IT.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: MTDB's EUCLID line, a 6.2 mile rail line connecting downtown with the southeast San Diego opened for business on March 23rd. It had been under construction for 21 months and was built without any federal funding. San Diego Trolley, Inc., a nonprofit corporation owned by MTDB, will operate the line as it does the SOUTH line (San Diego-San Ysidro). With both lines in operation double track operation was instituted along C Street downtown including a four block section which is now a pedestrian and LRV only pathway. The EUCLID line begins at the Santa Fe Depot and travels along C Street and 12th Avenue to the 12th & Imperial Station, thence travels in the center of Commercial Street with stops at 25th and 32nd, then via the former San Diego & Arizona Eastern Railroad right of way to the Euclid Station located at Market and Euclid in the Logan Heights area. Service operates between approximately 500AM and 1000PM seven days per week. Weekday service between 500AM & 930AM and between 230PM & 700PM is fifteen minutely (four single car trains) and half hourly at other times (two single car trains). Weekend and holiday service is half hourly all day. Graduated fares of 50¢/75¢/$1.00 are charged with the downtown-Euclid fare at $1.00. This service will eventually extend through Lemon Grove and La Mesa to El Cajon.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Seven SDTC bus lines were modified as a result of the opening of the EUCLID trolley line including establishment of two new lines and discontinuation of one express line with most bus activity focused on the Euclid Station. 3-MISSION HILLS-OCEAN VIEW BOULEVARD was modified to serve the 25th & Commercial Station while 13-SDSU-SOUTHEAST SAN DIEGO was altered to serve the 47th Street Station. 4-CLAIREMONT-LOMITA VILLAGE serves the Euclid Station by operating along Imperial, Euclid, thru the Euclid Station and Euclid to Imperial and regular route. 5/105-UNIVERSITY CITY-EAST SAN DIEGO was rerouted between 47th/Market and Federal/Euclid to operate along Market, thru the Euclid Station and Euclid to Federal and regular route. 16-MISSION VILLAGE-COLLEGE GROVE CENTER was also rerouted in the area as well as downtown and now operates between 6th Avenue & University and 51st & Market via 6th Ave, B Street, 4th Avenue, (returning 5th, Fir, 6th), Market, 47th, Federal, Euclid, thru the Euclid Station, Market and 51st. NEW 116-EUCLID STATION-COLLEGE GROVE was inaugurated operating over the same alignment as 16 but on weekdays during rush hours only on a hourly headway. Service hours are approximately 500AM-900AM and 230PM-630PM using one bus, a 601 series TDH 4519. Line 110-DOWNTOWN SAN DIEGO-LOMITA VILLAGE EXPRESS was discontinued-it had operated roughly hourly 6AM-7PM on weekdays only and was replaced by NEW Line 12-EUCLID TROLLEY STATION-LOMITA VILLAGE which runs from the Euclid Station via Euclid, Olvera, 58th Street, Skyline Drive and Cardiff to Jamacha. Service operates weekdays only between 430AM and 800PM half hourly in the rush hours and once an hour at other times using two and one 601 series TDH 4519 buses. The Harbor Island leg of 110 was replaced by selected extended trips on Line 2-30TH STREET-SAN DIEGO AIRPORT. The buses serving the Euclid Station have been scheduled to make the best possible timed connections with the EUCLID Trolley as well as each other (4, 5/105, 12, 16/116). On February 20th Line 20-SAN DIEGO-RANCHO BERNARDO-NORTH COUNTY FAIR was extended northward from Rancho Bernardo to serve the new North County Fair regional shopping center by operating along Pomerado Rd, Highland Valley Road, Interstate 15, Via Rancho Parkway and North County Fair roadways.

SOUTHWEST COACHES, INC. (SCI)

SAN DIEGO: Accessible service is now operated on Line 901-SAN DIEGO-CORONADO-IMPERIAL BEACH with the addition of two wheelchair lift equipped PTS II buses in January (SCI #104 and 105). Two of the five weekday and two of the four weekend buses are lift equipped. Selected weekday peak hour trips are now routed via Strand Housing and service for the Coronado Unified School District is no longer operated. With the addition of the new PTS buses, the TDH 5303s (both former LONG BEACH TRANSIT and ORANGE COUNTY TRANSIT DISTRICT), once the mainstay of the line, are now being used principally as spares.

SUPPORT THE SOCIETY BY ATTENDING MONTHLY MEETINGS AND SUBMITTING NEWS STORIES TO WT

FRESNO TRANSIT (FT)

FRESNO: Beginning last December 1st Line 9-SHAW AVENUE CROSSTOWN's weekday peak hour extension was revised and enlarged - from Barcus and Shaw via Shaw, Highway 99, Ashlan, Cornelia, Parkway Polk and Shaw to Barcus. On the Sundays between Thanksgiving and Christmas Line 9 is programmed to have thirty minute headways instead of the usual hourly headway during the operating hours of 1000AM-600PM. Lines 33-BELMONT AVENUE CROSSTOWN and 35-OLIVE AVENUE CROSSTOWN were combined into one line with eastbound 33s returning as westbound 35s and vice versa. The alignment begins at Clovis and Olive and operates along Clovis, Belmont, Marks and Olive to Clovis. Sunday service is now operated on both 33 and 35. FT is now operating new service levels on holidays. Saturday schedules are operated on Presidents Day, Veterand Day and day after Thanksgiving. Sunday schedules are provided on Memorial Day and Labor Day. No service is offered on New Year Day, Independence Day, Thanksgiving and Christmas. FT fares were recently raised - adult cash fare is now 50¢ (was 40¢), senior/handicapped fares are 25¢ (20¢), tokens cost 45¢ each, monthly passes for adults are $16 ($15) and senior/handicapped passes are $6 ($5).

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

WALNUT CREEK: On March 9th CCCTA inaugurated NEW Line 121-SAN RAMON VALLEY operating Monday thru Friday between BART/Walnut Creek Station and the commuhity of San Ramon. Service operates approximately every half hour between 520AM and 1100PM using five buses. The route of the line is from BART/Walnut Creek via North California, Newell, South Main/Danville Blvd/Hartz, Sycamore Valley Road, Camino Ramon, Greenbrook, San Ramon Valley Blvd, Crow Canyon, Bollinger Canyon, San Ramon Valley Blvd, Montevideo, Tareyton Ave, Davona Drive and Alcosta to Village Parkway with selected midday trips extended via Village Parkway, Alcosta, Fircrest Lane, Craydon Circle, Tangerine and Wisteria to Fircrest Lane. During the week AC TRANSIT operated BART Express Line DX-1-BART/WALNUT CREEK-SAN RAMON-DUBLIN operates thru the area including some operation on the 680 Freeway and extending to Dublin and the Stoneridge Mall. On weekends Line D-BART/WALNUT CREEK-DUBLIN operates over the exact routing as 121 as far as Dublin and then continues via Village Parkway, Dublin Blvd, San Ramon Rd/Foothill Road into Stoneridge Mall.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Additional information on SAMTRANS January 1st fare changes includes the fact that several peak hour and freeway based lines to and from downtown San Francisco have one way fares above $1.00 -- 1F-SAN FRANCISCO-HALF MOON BAY and 7Z-SAN FRANCISCO CIVIC CENTER-SAN MATEO are $1.25 (60¢ senior/disabled in off peak hours), 7R-SAN FRANCISCO-REDWOOD CITY is $1.50 (75¢), 17F-SAN FRANCISCO-PALO ALTO COMMUTE is $1.75 (85¢) and 7A-FOSTER CITY-SAN FRANCISCO is $1.95 (95¢). 7F-PALO ALTO-REDWOOD CITY-SAN FRANCISCO AIRPORT-SAN FRANCISCO charges distance based rates of 50¢/$1.00/$1.50 depending upon distance traveled. NEW Line 17F-SAN FRANCISCO-PALO ALTO COMMUTE began January 20th operating three morning northbound peak hour trips and three afternoon peak hour southbound trips. Originating at Page Mill Road and El Camino Real in Palo Alto the line travels via ECR, Brewster Avenue (Redwood City), Highway 101, 9th/10th Sts (San Francisco), Mission Street to Transbay Terminal looping via Main, Pine, Battery/First to Mission.

GREYHOUND LINES, INC. (GL)

SAN FRANCISCO: The California Public Utilities Commission recently voted to allow GL to increase California intrastate passenger fares by 13 per cent because of increased operating costs an expected 500 per cent increase in insurance rates and differences in calculations of intrastate and interstate fares. GL last increased in state fares ten per cent in September 1985. Typical increases include Los Angeles - San Francisco from $43.25 to $48.90, San Diego - Los Angeles from $14.90 to $16.85 and Sacramento - San Francisco from $11.75 to $13.30. (Ed. Note - intrastate airline fares between Los Angeles and San Francisco typically range between $29 and $69 with varying special purchase rules and restrictions applied to the lower fares. Airline operating time is about one hour while bus travel time is eight hours on express schedules).

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: Service on the DISNEYLAND-LOS ANGELES INTERNATIONAL AIRPORT route was increased from hourly to half hourly headways all day long (500AM-100AM). The number of trips via the Long Beach Airport was doubled from five to ten. The four remaining MC 7s in the ASI fleet are soon planned to be taken out of service and offered for sale. The ASI fleet will then consist of a mixture of MC 8s and MC 9s.

NORTH COUNTY TRANSIT DISTIRCT (NCTD)

OCEANSIDE: January 26th brought a number of service changes. There were minor route changes on three lines - 361-CARDIFF-ENCINITAS-LEUCADIA, 381-ESCONDIDO HIGH-NORTH BROADWAY-ESCONDIDO VILLAGE MALL and 385-ESCONDIDO VILLAGE MALL-ESCONDIDO COUNTRY CLUB. Half hourly all day service (instead of hourly) is now provided weekdays and Saturdays on 309-CARDIFF-PLAZA CAMINO REAL-CAMP PENDLETON. In addition an additional peak hour trip now operates from Plaza Camino Real onto Pendleton serving the 14 Area, Base Hospital and 22 Area. NEW Line 384X-ESCONDIDO-RANCHO BERNARDO EXPRESS was started providing four am southbound peak hour trips and four pm northbound peak hour trips. Beginning at the Escondido Village Mall the line also serves downtown Escondido, Escondido Blvd, Felicita Plaza areas and the following employers in the Rancho Bernardo area - Scripps Clinic, NCR, Sony, Hewlett Packard, Burroughs, Sega Gremlin.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: On February 27th a fire erupted in Division 16 (Pomona) late at night causing an estimated $400,000 in damage and totaling four buses including three double deckers. The fourth bus was 3002, a GMC S8M5303A, while the Neoplan Double Deckers were 9902, 9905 and 9911. Originally believed to be arson caused the fire was eventually determined to have been caused by an electrical short in one of the double deckers. Three other buses including two Flxible 870s and 7368, a Flxible 53102-8-1, were damaged but are being repaired.

In other equipment news RTD has included the purchase of thirty new articulated buses in the latest five year plan inspite of their less than satisfactory performance over their seven year careers in Los Angeles. The twenty two Neoplan double deckers will be phased out as they reach the end of their useful life (estimated at twelve years), but there are no plans for direct replacement. 9900 and 9901 will be twelve years onld this year. Using local funds PTD is planning to go out for bid on the purchase of ninety new single door, wheelchair lift equipped, reclining seat suburban type buses this spring. An additional 125 to 150 standard size buses including 30 powered by methanol fuel will be ordered later this year for delivery in mid 1987 replacing older members of the fleet. This group of buses will be 80 per cent federally funded

During the second week in April work began on the extension of the San Bernardino Freeway Express Buway from its present western terminus at Mission Road to the Union Station at Alameda Street. The 2½ year construction project will build an exclusive elevated guideway and will also include rehabilitation of Alameda Street to create a smooth transition for vehicles leaving the busway and entering the surface street traffic.

April 20th saw a number of schedule changes, many of them improving the frequency of service during both rush and non rush hour periods. Line 304-SANTA MONICA BLVD LIMITED service will be discontinued on weekends as frequency on 4-SANTA MONICA BOULEVARD is increased to 6 minutely Line 211-PRAIRIE AVENUE and 215-INGLEWOOD AVENUE-DEL AMO CENTER will be operationally combined with buses arriving Inglewood on one line continuing through on the other.

RTD has been conducting a series of public meetings to discuss potential sites which would be the location of the NEW Division 6 presently located in Ocean Park. Five sites are in contention and they are located in West Los Angeles, Santa Monica and Marina Del Rey. The PTD Board is expected to select the final site during the summer. Sites have been screened on the basis of access, size, zoning, cost, availability and compatible land use.

SANTA CLARA COUNTY TRANSIT DISTRICT (CT)

SAN JOSE: Changes effective with the January 6th driver sign up were as follows: 11-KING ROAD SHUTTLE is a NEW mid weekday only (830AM-315PM) service connecting the State Employment Development Department office at King & Alum Rock with the new Department of Social Services facility at King & Las Plumas. Cw loop at south end is from King & Alum Rock via Alum Rock, Sunset, San Antonio and King and north end cw loop is from King & Las Palmas via Las Palmas, Lenfest, Mabury and King. One bus from Chaboya Division operates 20 minutely. 20-MILPITAS-MOUNTAIN VIEW was shortened on its Mountain View end to terminate at San Antonio Shopping Center instead of continuing north to Mayfield Mall which is being renovated for office use. 39/39A-EASTRIDGE-FLINT/NORWOOD & RUBY loop routes became lift equipped, 3° cw loop operating hours increased to 522AM-1030PM with headways changed from 30 minutely to 13-18 minutely between 522 & 654AM, then 756, 30 minutely to 230PM, 15 minutely to 600PM and half hourly thereafter. 39A operating hours were reduced from 603AM-555PM to 709AM-706PM at same 30 minutely headway. Requirements for 39 are 2 peak/1 base bus and for 39A one bus. Weekend/holiday service was introduced on 39 only 835AM-835PM, 30 minutely with one bus. 64-SANTA CLARA-ALMADEN VALLEY VIA DTN SAN JOSE had all weekday peak trips (15 minutely) extended on its southern end from Almaden Expwy & Via Valiente to Almaden Rd & McKean. Alternate trips (30 minutely) continue to extend south along Almaden Rd to New Almaden. 71-MILPITAS/DIXON RD-EVERGREEN eliminated the route east of White Road via Quimby, Ruby, Norwood, Flint and Marten in favor of the more direct route straight along White between Quimby and Marten. Service along the abandoned segment was replaced by the more frequent service on 39/39A. 101-WESTGATE-STANFORD INDUSTRIAL PARK EXPRESS had the routing of the 4am/5 pm trips which originate from (am)/extend to (pm) the Park & Ride Lot at Camden & Branham in Campbell, instead of the regular Westgate Shopping Center terminal, shortened to eliminate serving the Handyman Park & Ride Lot on Hillsdale. 162-ALMADEN VALLEY-NORTH SAN JOSE EXPRESS (3 am north/pm southbound trips) was discontinued since it is largely duplicated by "Bonus Bus" 302-SOUTH SAN JOSE-LOCKHEED/MOFFETT PARK which was started last October 7th. Prior to the Christmas holidays a Free Ride Corridor was introduced in the San Jose CBD from 10AM to 2PM on weekdays for the duration of the Guadalupe Light Rail construction in that zone. Passengers may board any coach free during these hours in the area bounded by San Carlos St on the south, US 101 diagonally across the north, 5th St on the east and Guadalupe Parkway on the west. During the week of February 10 a 30 foot Flxible was borrowed from FOLSOM STAGE LINE (no FSL fleet number on the two tone blue coach) and was successfully demonstrated on the system concentrating on the Palo Alto and South County local lines where light ridership would allow use of a smaller bus. During this period CT loaned FSL one of their 40 foot Flxibles in exchange. CT's 1986-87 Short Range Transit Plan calls for replacement of the remaining active GMC New Looks ( 15 - 35 foot and 29 - 40 foot), 37 Gillig/Neoplans (35') and 12 Mercedes Benz 0309Ds with 44 40 footers, 9 35 footers and 40 small buses (most likely 30 footers) in fiscal year 1987. CT is currently repainting its fllet into a new livery of a darker blue and maroon from the old orange and royal blue. The paint shop is working on painting the GMC RTS 01 1000 series although several Grumman 1600 and 1700 series buses have been splashed. They also repainted 4715, TDH5303/6043, which had been the last New Look unit in the old white with dip stripes paint scheme. In addition the bus had its 6V71 engine replaced with a 6V92 engine.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: The PUC issued the following decisions recently --

T R Kirkman acquire control of COMMUTER BUS LINES, INC. from W D Bourne et al.

D Wittman et al (BOB'S RIDE) has been authorized to increase fares by $3 between Camp Pendleton and San Diego Airport and to remove restrictions related to vehicle seating capacities.

YOSEMITE PARK & CURRY COMPANY can now develop "on call" service over YPC Route A between Merced and Yosemite National Park.

SALEM AREA TRANSIT DISTRICT (SATD)

SALEM, OREGON: During January SATD made a number of service changes. Line 3-CAPITOLA previously had alternate trips terminating at the K Mart Plaza while the other trips operated to Arrowhead Mobile Home Park. Now all trips operate to the K Mart except for five trips spaced throughout the day which are extended to the mobile home park and bypass K Mart. Line 9-KEIZER-CENTRAL has added two morning inbound and two afternoon outbound peak hour trips between the Keizer Park & Ride Lot in North Salem and downtown. 14-SUNNYBRIDGE was rerouted in the residential areas on the southwest side between Browning & Kurth and Skyline & Sumercrest. Selected peak hour trips deviate to serve the State Capitol and park in front of the Grand Theatre on the west side of High Street rather than using the Cherriot Station, the single platform two lane downtown bus station which operates contraflow for one block downtown and also controls the traffic signals in the immediate vicinity. Accessible service using GMC RTS II buses is now provided on 2-JAN REE, 3-CAPITOLA (all buses), 5-ROYAL OAKS, 10-KINGWOOD, 12-SALEM TOWNE and 16-FOUR CORNERS.

PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: Additional information on the massive PTS reorganization on January 27th (WT 3/86). Only Line 34-GRAND AVENUE-GLENDALE remained virtually unchanged, it having a minor schedule change. It kept its old number because Grand Avenue runs on a northwesterly diagonal and 34 did not conflict with any of the newly numbered lines. With the changes destination signs were updated. The newer buses (FTS 4401-4415, FTS 4538-4560, 870 4801-4867 and MAN 7021-7056) have electronic front and side signs so it was only necessary to add memory chips with the new readings. The older buses (FTS 4501-4537, Flxible and AMG 4701-4782, AMG 5101-5115 and MAN 7001-7020) had lettering added to their curtains. These buses have separate curtains for route number and for destination. Old route numbers were from "1" through "89" with blue backgrounds and "90" through "99" with red backgrounds for expresses. None had "0", "00", "90" or "106" or any in the 500 series as the express lines are now numbered. Destination signs have also been updated to show the new route numbers on the mid size privately operated buses used on the 80-NORTHERN CROSSTOWN (formerly 78) and 90-DUNLAP CROSSTOWN (formerly 80) lines. These curtains are white with black lettering.

VOLVO NORTH AMERICA CORPORATION

CHESAPEAKE, VIRGINIA: Volvo North America Corporation recently announced that it will permanently close its bus assembly plant in Chesapeake and cease production and marketing of transit buses in North America. Volvo currently has contracts to produce 144 more buses and company management reports that these contracts will be honored and parts, service and technical support for all the buses that have been sold will continue to be supplied by VNAC. All existing orders should be built by the last quarter of 1986. Volvo entered the North American market in 1982 and has delivered more than 120 buses to date. Volvo officials indicated that since most buses for transit authorities are purchased on a low bid basis and Volvo would not conside compromising its quality standards in order to win contracts that the decision was made to withdraw from the market as the present system would not permit the company an adequate return on its investment.

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The West Coast Motor Coach Society will hold its Second Annual Open House on Saturday June 7, 1986 beginning at 2OOPM. Between 15 and 20 buses will be on display and bus rides will be offered in the local area. The WCMCS facility is on Valley Boulevard at Rancho La Puente Dr (La Puente) which is half way between Azusa Avenue and Nogales Street. Visitors coming by car should travel the Pomona Freeway to either Nogales or Azusa to Valley. Under the auspices of SCRTD a parade of restored TDH 4801s will caravan along the San Bernardino Freeway Express Busway. Following the days festivites a dinner will be held at the T & J Restaurant in Rosemead followed by an evening of entertainment. Advance Reservations cost $15 and should be forwarded c/o 4086 Cody Road, Sherman Oaks, CA, 91403

EQUIPMENT REPORT

| PROPERTY | FLEET NOS | BUILDER | MODEL/SERIAL | NOTES |
|---|---|---|---|---|
| -NEW- | | | | |
| Capital Metro (Austin TX) | 1101-1180 | Gillig | 40102TB6V02/G1081333-1412 | |
| Golden Gate Transit | 501-504 | Gillig | 3096TB6V02/G1081462-1465 | |
| Torrance Transit System | 427-430 | Gillig | 40102TB6V02/G1081470-1473 | |
| Bishop Ranch Business Park | 3 | GMC | T8020A/FV823084 | |
| Santa Monica Municipal Bus Lns | 5154-5180 | GMD | T8H5307A/G3500153-179 | |
| Sierra Valley | (2000 | Eagle | AE10/EB032161 | |
| | (3044 | Eagle | AE15/FB070008 | |
| Storer Coachways | 131 | TMC | MC9/DR00A123 | |
| Adventure Charters & Tours | ACT 8-9 | MCI | 96A3/FP0A0153-154 | |
| Las Vegas-Tonopah-Reno Stg Line | 363 | MCI | 96A3/FP0A0273 | |
| -USED- | | | | |
| Amador Stage Lines | (114 | GMC | TDH4519/480 | SAMTRANS 114 |
| | (5509,17,22 | GMC | TDM5301/010,018,023 | PTD 5509,17,22 |
| Sierra Nevada Stages | 607,609 | GMC | T8H5305A/087,089 | GGT 607,609 |
| Creative Tours | 362 | GMC | PD4905/242 | Eastshore 362 |
| Lusamerican Tours | 8405 | GMC | P8M4905A/314 | Okla Transp Co |
| | | | | O-512 |
| KLAC (Los Angeles) | unkn | GMC | P8M4905A/057 | Lusamerican 8404, |
| | | | | orig OTC |
| Tri Star | 704 | MCI | MC8/U30271 S10760 | Transp Unlimited |
| | | | | Inc 217 |
| Pacific Coast Sghstg Tours | 5308-5309 | MCI | MC8/U31057 S10642, | ASI 4305,4308 |
| | | | U31060 S10645 | |
| All Cal Tours | (510,528, | Prev | 2P9L/-- | Robts Holiday |
| | (532 | | | Lines -- |
| -DISPOSITIONS- | | | | |
| Regional Transit | (3701 | GMC | S6H4503A/016 | Southwest Coaches |
| | (4503 | GMC | TDH4517/1381 | Scott Richards |
| | (4539 | GMC | T6H4521A/088 | AMTRAVEL |
| AC Transit | (728,733, | GMC | TDH4517/1590,1604, | Stockton Metro |
| | (748 | | /1619 | Trnst Dist |
| | (8021,8032 | Flx | 53102-8-1/60621,60632 | Metro Apple (NY) |
| ista Charter Service | 4904-4905 | TMC | MC9/DR00412A,25 | correction |
| reat American Stg Line | 8001-8002 | MCI | MC9/S14768 U34750 | to BusLease |
| | | | /S14770 U34781 | to Lucky Tours |
| | | | | " |

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T STAFF


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Marvin Martin
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James Husing

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eting Location -- 272 Alpine Street Pasadena CA 91106 -- Second Sunday each month at 730 PM