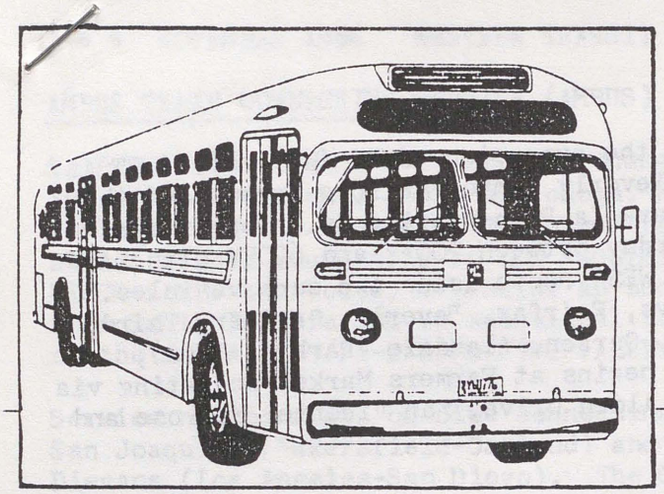


Western Transit

Monthly Publication of The Western Transit Society

VOL. 24 NO. 11 NOVEMBER 1986

TRAILWAYS LINES, INC. (TWI)

LOS ANGELES: TWI has filed an application with the California Public Utilities Commission to abandon most of its California regular route passenger stage service within the state and for a new in lieu certificate of public convenience and necessity for the remaining route authority. The current TWI includes TRAILWAYS WESTERN LINES (once Continental Western Lines) and the former CONTINENTAL PACIFIC LINES which was merged into TWL in 1979. In addition, the operating rights and properties of AMERICAN BUSLINES, INC. were merged with those of TWI as approved by the Interstate Commerce Commission last November. A request to change the PUC records to reflect this merger and related name change is presently pending before the CPUC. TWI is presently authorized to conduct passenger stage operations generally between (1) San Francisco and Los Angeles and intermediate points via Stockton, Fresno and Bakersfield (Highway 99); (2) Los Angeles and the California-Arizona state line at both Needles and Blythe via Riverside and San Bernardino; (3) San Francisco and Stockton and the California-Oregon state line via Highways 40 and 99; (4) San Francisco and the California-Nevada state line via Interstate Highway 80 and (5) Los Angeles and San Diego via Huntington Park, Long Beach and Interstate Highway 5. In addition, service, restricted to interstate passengers only, is operated between San Bernardino and the California-Nevada state line via Interstate Highway 15 and between San Diego and the California-Arizona state line near Yuma via Interstate Highway 8. By this application TWI has asked to discontinue and abandon its routes on or before April 1, 1987 with the exception of routes between Los Angeles and California-Arizona state line via Interstate Highway 10 and via Blythe including both the Pasadena/Azusa and El Monte/Pomona/Riverside routes between Los Angeles and San Bernardino. (Ed. Note - it is expected that current LOS ANGELES-ALBUQUERQUE-OKLAHOMA CITY-NEW YORK and LOS ANGELES-PHOENIX-EL PASO-DALLAS schedules operating via I-10 would be the only service to remain). Although TWI requested that the application be granted without a hearing the CPUC plans to have at least one hearing. Because this service is performed concurrently with interstate operations, the CPUC must act upon TWI's application within 120 days or the matter will automatically become the jurisdiction of the Interstate Commerce Commission. GREYHOUND LINES, INC. serves and is expected to continue to serve all TWI routes proposed to be discontinued and PACIFIC TRAILWAYS (Mount Hood Stages dba) presently serves Sacramento to the Oregon state line (with TWI connection south of Sacramento) and between San Francisco and Reno via I-80 and is also expected to continue such service. (Ed. Note - because of its absence from the application it is believed that TWI's Transportation Charter Permit (TCP) would continue to function. TWI was able to resume charter party operations at the end of the summer after passing Highway Patrol maintenance inspections (WT 8/86). From newspaper reports TWI has filed to discontinue service to 162 communities in Colorado with hearings being held this month and in Kansas an application has been filed to remove service from 65 communities. Although TWI has discontinued selected marginal routes since the Bus Regulatory Reform Act of 1982 became effective this is the first large scale change.

FAIRFAX TROLLEY (FT)

HOLLYWOOD: Additional information is now available on the expansion of FT (WT 9/86). FT is now a two route system, WEST serving the Third Street/Beverly Center/Melrose Avenue and the EAST route serving Beverly/Gardner, Sixth Street and Park La Brea Apartments. Both routes operate about every twenty minutes Monday through Saturday between 900AM and 600PM with EAST using one Pacific Busing, Inc. Flxette Trolley and the WEST route using two such vehicles. Beginning at Farmers Market EAST travels via FM roadways, Fairfax, Beverly, Gardner, Third, Burnside (Park La Brea), Hauser, Third, La Brea, Sixth, Curson, Alandale (Park La Brea), Orange Grove and Genesee to Farmers Market. WEST also begins at Farmers Market operating via Ogden, Colgate, Crescent Heights, Third, George Burns, Alden Drive, San Vicente, Melrose and Fairfax into Farmers Market.

SAN PEDRO TRANSPORT (SPT)

SAN PEDRO: SPT linking downtown San Pedro, Terminal Island and Long Beach Naval Station was extended, beginning October 14th, from the Naval Station Main Gate to Gate 5 of the Naval Base (Long Beach Naval Shipyard) operating via Navy Way/Reeves/Sullivan, Gate 3 Avenue, Ocean Boulevard, Seaside Avenue to Gate 5. Westbound buses travel directly along Seaside/Ocean Blvd. The alternate route serving Fish Harbor and Federal Correctional Institute continued as before. Weekday service now operates half hourly 530AM/930AM and 230PM/630PM. All day service has been added on weekends between 630AM and 630PM on Saturday and between 730AM and 630PM on Sunday. Previously only peak hour weekend service was offered. Service on the six major holidays (New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas) is no longer provided. SPT continues to be operated under contract to the Los Angeles Department of Transportation by Transit Contractors of Wilmington using a fleet of three Dodge Pam Van Wide One fourteen passenger vans painted an attractive two tone blue and white.

LONG BEACH TRANSIT (LBT)

LONG BEACH: The LBT Board conducted a public hearing on October 27th to consider discontinuation of Line 13-EAST THIRD STREET because of steadily decreasing patronage (service would still run on East 4th and on Broadway). Savings from elimination of the 13 could be used to provide Sunday service on Line 10-CARSON STREET CROSSTOWN.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: The LACTC held a public hearing on November 10th for the purpose of considering a proposal by LACTC, the City of Los Angeles and the County of Los Angeles to obtain federal funding to fund the capital costs associated with the possible continuation of fixed route service on sixteen former or current bus lines which may be discontinued, in all or in part, by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT - 147, 192/194, 203-GRIFFITH PARK SHUTTLE, 291/293, 413, proposed 414, 419, 423, 430, 431, 437, 438, 448, 492, 494 and 685/686. In addition two lines, 495 and 498, are proposed for shared operation between SCRTD and the County of Los Angeles. The funding to be requested, approximately $3 million a year, would be used to cover operating and administration costs of operating between 46 and 72 buses. The city and county plan to hire private sector operators for these lines. Additional information on this proposal is found in WT 9/86.

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

DUBLIN: Since WHEELS' start up on July 1st (WT 8/86) they have recorded some excellent ridership figures. Each month has seen at least a fifty per cent increase in patronage over the previous month. This is gratifying as the WHEELS service area had little transit and is suburban in nature with lifestyles geared to the automobile. WHEELS operates four local lines in Pleasanton and Dublin using a fleet of nine AM General buses leased from SCAT in Oxnard.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: October 27th brought changes in AMBUS service including additional stops at Sonoma, Napa and Marine World-Africa USA on the SANTA ROSA-VALLEJO-MARTINEZ route, an additional round trip on LOS ANGELES-TORRANCE-SEAL BEACH-SANTA ANA route, extending an additional trip to/ from Santa Barbara and an additional round trip (now 4) on the SANTA BARBARA-OXNARD-SIMI VALLEY-LOS ANGELES route.

Service now consists of nine connecting routes for the San Joaquins (Bakersfield-Oakland) and three for the San Diegans (Los Angeles-San Diego). The Coast Starlight (Los Angeles-Coast Route-Oakland-Portland-Seattle) is served by OAKLAND-SAN FRANCISCO buses and the LOS ANGELES-TORRANCE-SANTA ANA route connects with Los Angeles-Trans-continental trains.

The nine bus routes for the San Joaquins include:

SAN FRANCISCO-OAKLAND
SANTA ROSA-PETALUMA-NAPA-VALLEJO-MARTINEZ
SAN JOSE-FREMONT-LIVERMORE-STOCKTON
CHICO-MARYSVILLE-DAVIS-SACRAMENTO-STOCKTON
ROSEVILLE-NORTHEAST SACTO-SACRAMENTO-STOCKTON
HANFORD-VISALIA-LINDSAY-PORTERVILLE
BAKERSFIELD-LOS ANGELES-LONG BEACH-TORRANCE
BAKERSFIELD-VAN NUYS-WEST LA-SANTA MONICA-LAX
BAKERSFIELD-PASADENA-POMONA-SAN BERNARDINO

The three bus routes for the San Diegans include:

LAX-SANTA MONICA-WEST LOS ANGELES-LOS ANGELES
SANTA BARBARA-OXNARD-SIMI VALLEY-GLENDALE-LOS ANGELES
LOS ANGELES-TORRANCE-LONG BEACH-SEAL BEACH-SANTA ANA

The map to the right from recent AMTRAK advertisements shows the San Joaquin and San Diegan rail and bus services. The bus services and some of the San Diegan round trips are funded by CALTRANS as part of its intercity transportation programs.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI fall service changes took place on September 6th and included establishment of accessible service (using Flyer buses) on 9X-SAN BRUNO, 15-THIRD STREET, 26-VALENCIA and on weekends 28-19TH AVENUE. Line 71-HAIGHT-NORIEGA service is now local on all trips instead of Limited or Local by time of day. The midday and weekend terminal of the 71 is now at the side of the Old Mint on Jessie at 5th between Market and Mission.



GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: Although details are currently lacking, the GET twenty four bus line fixed route bus system, concentrated on the downtown Bakersfield area, was redesigned effective September 7th and now includes several crosstown lines, some peak hour frequencies as often as fifteen minutely and three timed transfer points, West Columbus and Chester, on Ming Avenue in front of Valley Plaza and downtown at the 22nd Street Transfer Facility. Because of the large increase in bus service GET, in line with current Urban Mass Transit Administration directions, placed the additional service hours out for competitive bid and the management firm of McDonald Transit Associates, Inc. was awarded a one year contract to operate the service using a fleet of eighteen GET buses but driven by MTA employees. From the passengers' perspective there will be no difference between GET and MTA employees. For many years the downtown intersection of 19th and Chester has been the system transfer point with buses parked on all four corners. Over the summer GET Directors approved the design of an off street transfer facility bounded by Chester, 22nd, Eye Street and an alley. Buses would park both inside and outside the covered facility which would include seating, restrooms, vending machines and mounted GET public information. Construction was to begin in September and be completed next February. As an interim location GET and the city were working on arrangements for GET to use a parking lot at 22nd and Eye as the downtown transfer location during construction.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: July 19th was the last day of operation of Line 27-NORTH COUNTY which operated on Saturday only connecting Northridge Shopping Center with both Castroville and Prunedale and was inaugurated in October 1984. Patrons of Line 27 may continue to use either 28-WATSONVILLE VIA CASTROVILLE or 29-WATSONVILLE VIA PRUNEDALE. MST, like other transit agencies, is receiving less in federal and state fudning and is now re-evaluating all of its service for cost effectiveness.

SOUTH TAHOE AREA GROUND EXPRESS (STAGE)

SOUTH LAKE TAHOE: From May 24 thru September 1 STAGE operated a daily HWY 89-BEACH & RECREATION SPECIAL from Lampsons Plaza at the "Y" (intersection of U.S. 50/Lake Tahoe Blvd and Cal 89) via 89 to the U.S. Forest Service Visitor's Center, with duck off stops serving Pope Beach, Camp Richardson Marina and Kiva Beach northbound and Fallen Leaf Campground, Camp Richardson Stables and Camp Richardson Recreation Area southbound. One bus left the "Y" thirty minutely from 1000AM to 530PM and charged a bargain fare of 25¢ (regular adult fare is $1) or free transfer from connecting regular STAGE routes 25, 28 and 31. In addition, an "Historic Tours Of Lake Tahoe" special was run on Saturdays from July 5 thru August 30, sponsored jointly by the Lake Tahoe Historical Society and Area Transit Management (ATM), operators of STAGE, in cooperation with the South Lake Tahoe Chamber of Commerce. Tours met at the Lake Tahoe Historical Society Museum, 3058 Lake Tahoe Blvd (U.S. 50) in the Al Tahoe district, at 930AM and, after coffee and donuts and a brief historical film, left at 1000AM for a sightseeing tour of the Tahoe area along U.S. 50 and Cal 89 arriving at the Tallac Historical Site and Washoe Indian Exhibit at Kiva Beach at 1115AM. Following a noon lunch the tour returned to the Society Museum at 100PM. Charge for the tour was $12.50 per person ($7.00 for children under ten) with the proceeds going to support the Historical Society, the Tallac Association and the Washoe Indian Cultural Foundation.

RENEWALS OF 1987 MEMBERSHIPS AND SUBSCRIPTIONS ARE NOW DUE AND PAYABLE-PLEASE USE ENCLOSED FORM

SUPPORT THE SOCIETY BY SENDING IN NEWS STORIES FROM YOUR LOCAL TRANSIT SYSTEM FOR WESTERN TRANSIT, BY ATTENDING THE MONTHLY ENTERTAINMENT MEETINGS AND BY COMING OUT AND ENJOYING ANY OF OUR EXCURSIONS OR OTHER OUTINGS

RED AND WHITE FLEET (RAWF)

SAN FRANCISCO: RAWF launched commuter ferry service between Vallejo, Tiburon and San Francisco beginning September 2nd using the Catamarin, which has been ferrying Bay Area residents since 1985 as well as the Dolphin, a second catamaran recently built by Nicholas Brothers in Washington. Two morning trips from Vallejo and three afternoon trips from San Francisco are operated with one way running time about one hour. Although fares are not inexpensive ($3.98 per trip with monthly pass and $4.95 per trip with 18 ride commuter book) daily ridership of 205 has been the average. The Dolphin is also providing midday service between San Francisco, Angel Island and Marine World Africa USA.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

OAKLAND: The first BART service expansion in six years took place on November 3rd with addition of a seven car train running weekdays on each of the FREMONT and CONCORD lines. The expansion brought to 45 the number of trains systemwide at any one time and marks the first step in a four year program to increase capacity to 75 trains. The two new trains will each run once daily during the morning hours to San Francisco/Daly City and return eastward in the afternoon. Additional cars were also added to some of the RICHMOND line trains. The BARTD Board has approved a revised expansion plan which will be a blueprint for spending priorities of the district. San Francisco gained more from the changes than either Alameda or Contra Costa counties. BART funds will now be able to be spent for MUNI Metro improvements rather than the more costly BART type lines and when money is spent in the East Bay for parking lots an equal amount must be spent in San Francisco on improvements. The new policy also states that if major rail extensions are built in the East Bay that projects of similar magnitude must be built in San Francisco. Possible San Francisco improvements could include extending the MUNI Metro along The Embarcadero to Fishermans Wharf and/or extending to the Peninsula train station at 4th and Townsend. MUNI could also receive BART money to install trolley coach operation on Geary Street.

HERMOSA MANHATTAN COASTAL COMMUTER BUS (HERMAN)

HERMOSA BEACH: The one year experiment in commute hour bus service between Hermosa Beach, Manhattan Beach and the El Segundo Employment Center (WT 10/85) was discontinued last month. Monthly ridership averaged 1000 on the six morning and six afternoon weekday trips. The service had been operated under contract to the cities by MARK IV CHARTER LINES, INC. Although various reasons have been offered for the small ridership numbers, the financial committment the cities were making each month was finally determined, for political reasons, to be spent on projects which would benefit more people.

HUGHES COMMUTER BUS SYSTEM (HCBS)

EL SEGUNDO: Also discontinued during October was the HCBS system of 11 buses on eight routes shuttling commuters from points as distant as Santa Monica and Palos Verdes to the Hughes Aircraft Company offices in El Segundo. The system had been operated by CALIFORNIA CHARTER BUSES using a fleet of MC 9 buses. The program, financed by Hughes, had been operated for 4 years but was discontinued as part of an overall program to reduce company expenses.

(Editors Note to both the HERMAN and HUGHES programs - The El Segundo City Council recently enacted a city ordinance requiring companies doing business in the city to have transportation plans to act as traffic mitigation measures. Carpools and vanpools as well as several SCRTD bus lines and a peak hour extension of SANTA MONICA Line 3-LINCOLN BOULEVARD serve the El Segundo employment complex which continues to grow. Recently a number of South Bay cities voted down a proposal to jointly hire a transportation planner/coordinator to consolidate presently fragmented transportation proposals, some of which have included plans for El Segundo).

LOUNGE CAR TOURS (LCT)

CULVER CITY: LCT made changes in its ANAHEIM-BUENA PARK-LOS ANGELES INTERNATIONAL AIRPORT route beginning on October 1st. The price of the discount fare was increased to $16 round trip from $14 while the regular one way fare of $10 remained the same. An additional pick up point in Anaheim was established and the Anaheim Greyhound Terminal is now served by three daily trips. The order of LAX bound pick up points is now Greyhound, Inn At The Park, Hilton Towers, Quality Inn Anaheim, Disneyland Hotel at Marina Tower, Conestoga and Quality Inn Buena Park. Twenty one daily round trips continue on a 45 minute headway between 500AM and 600PM and hourly thereafter until last bus from Anaheim at 1015PM and from LAX at 1135PM.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Service on the three previous non operating holidays - Thanksgiving, Christmas and New Years Day - will be reinstated beginning on Thanksgiving. Service span will be from about 730AM to 730PM although some lines will have shorter operating hours. Seventeen lines will be operated - 29-BEACH BLVD-30" headway, 43-HARBOR BLVD-30/60", 44-DISNEYLAND-FPNR VIA BALL-90", 47-ANAHEIM BLVD-60", 49-STATE COLLEGE BLVD-70", 50-KATELLA-60", 51-DISNEYLAND-SANTA ANA-30", 53-MALL OF ORANGE-BALBOA-30/60", 54-CHAPMAN AVE-70", 55-PAITT-GREENVILLE-65", 57-LAGUNA BEACH-30", 60-17TH/WESTMINSTER-30/60", 64-BOLSA AVE-30/60", 66-McFADDEN-45", 70-EDINGER-30" and 85-LAGUNA HILLS-SA FWY-SANTA ANA-45". Service was discontinued four years ago as a financial consideration, but is being reinstated on a test basis as a public service issue.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: HTA passed its tenth anniversary during the summer and it did not go by unnoticed. The Times-Standard newspaper, on August 17th, had a complete special section devoted to the HTA with historical sketches, photos and other material. HTA has acquired two GMC TDH4517s from GOLDEN GATE TRANSIT. These are two of the cut down units (serials 1164 and 1165) that original owner AC TRANSIT had used in Dial A Ride service. HTA fleet numbers are not known but they will be in the 800 series. It is understood that all HTA equipment is scheduled for renumbering as their present numbers conflict with other equipment in the county and HTA uses the County Roads Department's radio system.

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Following on the heels of the successful Bus Garage Tour of October 12th WTS and WEST COAST MOTOR COACH SOCIETY are planning another excursion for Sunday March 8, 1987. Using former SCRTD 2028, now owned by Ralph Cantos, the trip would begin at the WCMCS facility at 1030AM traveling to Union Station, Maple Avenue Lot, San Bernardino Freeway Busway, El Monte Station and then traveling along the various routes of former Line 60 as far as Yucaipa making a number of appropriate photo stops. Returning to La Puente about 530PM an evening of movies and slides for entertainment is envisioned. $15 donation per person.

The Humboldt Historian, Vol. XXXVII No. 4 July-August 1986 issue includes a very fine story by Bob Burrowes on the history of motor bus transportation in the Humboldt County, California over the last seventy five years. Copies of this publication, at cost of $1.50 each, are available from Humboldt County Historical Society, P. O. Box 3084, Eureka, CA, 95501.

J. E. (Jack) Pearson, P. O. Box 446, Chicago, Illinois, 60690 is interested in obtaining slides of articulated buses from any city, but with particular interest in the GOLDEN GATE TRANSIT units in their original colors.

RENEWALS FOR CALENDAR YEAR 1987 ARE NOW DUE AND PAYABLE -- RENEW SO YOU WONT MISS WT NEXT YEAR

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY (CITIFARE)

RENO: The following changes were effected on April 13, 1986 (all times shown are departures from Reno Transfer Center at 2nd and Lake unless otherwise noted). Daytime service along CF's two heaviest corridors, Reno to Sparks via E. 4th and Reno to Meadowood Mall via So. Virginia St. provided by thru-routed Lines 1-RENO-PARKLAND-MEADOWOOD and 11-RENO-NUGGET-SILVER STATE, was augmented Monday-Saturday by two new thru routes - 10-RENO-CONVENTION CTR-COMSTOCK HILLS, overlapping 1 from downtown to S. Virginia & Gentry and 12-RENO-NUGGET-SPARKS FAMILY HOSP, duplicating 11 from Reno to Sparks Transfer Ctr. 10/12 service runs 30 minutely 615A-615P while 1/11 headways during those hours were changed from 15 minutely to alternating 10/20. With the 10/12 line service interlaced headways along the common portions of the four routes are ten minutely. 10 runs from Transfer Ctr via Lake, Court, Center, Liberty, S. Virginia, thru Meadowood Mall, Neil. S. Virginia and Longley to Huffaker, looping cw Huffaker, Craigmont, Offenhauser, Portman and Patriot to Longley. 12 runs from Reno Ctr via Lake, 4th, Rock, B Street (Sparks), Pyramid and Prater to Sparks Family Hospital, returning Prater, Vista, Prierly, Lillard, Lincoln and Sparks to Prater. Six buses are required for 10/12. Additional changes in the Reno-Sparks-Meadowood service included changing evening headways after 925P on 1 and 1025P on 11 from 50 to 60 minutely with all night Owl service Monday-Saturday instead of ending at 300AM. 1/11 Sunday/Holiday evening service was also improved to end at 1215A instead of 1015P. 2-RENO-ODDIE-GREENBRAE Mon-Sat service after 930P was changed from 50 to 60 minutely with last bus at 1225A, 7-RENO-UNR-RALEIGHT HTS-STEAD offers hourly service 1025P-1225A (last bus was 1100P) and 13-RENO-PARKLINE-SHOPPERS SQ-FRANKTOWN CNRS added weekday evening service hourly between 625P and 1225A which thru routes with 18 using one bus. 5-RENO-SUTRO-SUN VALLEY added one Mon-Sat bus from 550A to 650A and 300P to 510P to improve headways from alternating 30/35 minutely to alternating 15/30 minutely (tripper does not thru route with 9 as do other 5 buses do). 17-RENO-UNR-TRUCKEE MEADOWS COMM. COLLEGE expanded daytime service from Mon-Thurs to Mon-Fri, added a first trip at 725A and extended 45 minutely midday service (815A-245P) to 445P. Evening service (Mon-Thurs only) was improved from 3 trips (630, 845 and 930) to 45 minutely 530P-925P. 18-RENO-GLENDALE-DEMING-GREG expanded its ccw eastern end loop to run on Glendale, Linda, Greg, Spice Island, Purina, Greg, Kleppe, Meredith and Glendale and added 60 minutely short trip evening service weekdays (thru routed with 13) from Transfer Ctr to MGM Grand Hotel (now the Bally Grand/Reno). 20-SPARKS-MILL-ROCK added Saturday service on same schedule as weekdays and was extended south to Meadowood Mall and now runs Edison, Energy, south on Rock, Longley, Mira Loma, S. McCarran and Neil to Meadowood. 22-SPARKS-PROBASCO-QUEEN-TRUCKEE had service on Probasco and the Queen Way loop replaced by a new routing from Prater & 4th via 4th (passing Greenbrae Ctr), Queen, Truckee and Baring to Del Rosa, looping ccw Del Rosa, Springland and Baring and was renamed 22-SPARKS-4TH-QUEEN-BARING. 25-SPARKS-EL RANCHO-SUN VALLEY is a NEW route from Sparks Transfer Ctr (10th & C) looping ccw C, Pyramid, B and 10th to C, thence C, 15th, Merchant, Sullivan, Greenbrae, El Rancho, Orovada, Silverada, Wedekind and Sun Valley to 2nd Ave (Sun Valley), looping ccw 2nd, Leon, 5th, Sun Valley. Runs Mon-Sat from Sparks Ctr 40 minutely 610A-610P and is thru routed with 20 using three buses. CF has acquired GMC TGH3102/699 from bus fan Jim Fairchild. They have indicated the bus will be refurbished and used as a traveling display for civic functions.

NORTHWESTERN STAGE LINES, INC (NSL)

BOISE: NSL has reduced service between Pendleton, Oregon and Spokane, Washington from two daily round trips to one daily round trip. NSL is a GREYHOUND franchisee.

SEATTLE METRO TRANSIT (SMT)

SEATTLE: Over the summer SMT placed into service a fleet of 147 diesel powered "Americana" buses with two wheelchair positions and seating 44 passengers. The 500 series Flxible New Look buses and the 700 series GMC T8H5305 buses were replaced with the new units. The agency also has purchased ten methanol powered buses for a demonstration project.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Capital Metro (Austin)	1401-1420	Gillig	40102TB6V92/G1081413-1432	
Yakima Transit System	58-68	Gillig	3596TBLTA10/G1081446-1456	
Seattle Metro Transit	3000-3146	MAN	SL40102/792/1419-1565	
Dallas Area Rapid Transit	1-136	Neoplan	AN440A/FL013301-13436	
Airlines Oper. Services	16	Neoplan	N208/E1384102A4	
Amtravel	591	Neoplan	N116-3/FS510765	
Sierra Valley Lines	(2000,2022,	Eagle	AE10/FR031261,-,	
	(2055		AE10/FR031512	
	(3044		AE15/FR070008	
Gray Line-San Francisco	601-607	Leyland	Olympian/GLSFP079-85	
SUNTRAN (Tucson)	8614-8629?	GMC	T70606/GV82442-4437	
Peerless Stages System	335	GMC	H8H640/084	
North County Transit District	(700-733	Flxible	40102-6T/93134-93167	
	(734-763		40102-6T/94143-94172	
Texas Bus Lines	1053	MCI	MC9/DP038649	
American Bus Company	33	MCI	96A3/FP040060	
Sierra Valley Lines	1000	MCI	96A3/FP040062	
Storer Coachways	W-10	MCI	102A3/FP040575	
Marin Airporter	26	MCI	102A3/GP040840	
Kerrville Bus Company	(V729-V744	MCI	96A3/FP040183-40190,	
	(		FP040221-40223	
	(		FP040240-40244	
	(V745	TMC	96A3/FR005445	
Herrera Coaches	120	TMC	96A3/FR005215	
Yakima Transit System	20-22	Orion	01.502/0498,0501,0502	Added fleet #
DFW Airport (TX)	51-56	Orion	01.502/0652,0657-0660,0662	" " "
Jefferson Transit Authority	(82-3,82-4	Orion	01.502/0519,0523	" " "
(Port Townsend,WA)	(84-5,84-6		01.507/1021-1022	" " "
-USED-				
VIA Charter Lines	83	MCI	MC5C/S15177 U7171	Ex FlPo-LA Limo -
Commuter Bus Lines (Sacto)	unkn	MCI	MC7/U12373 S10136	Ex ASI 4301
Boise Valley Stages	107	GMC	PD4905/124	Orig Voyageur Prov
Showboat Lines	301-302	Gr/Flx	53102-8-1/912A2,91257	Ex MUNI

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Remember to send in items of interest from your area transit system for WT