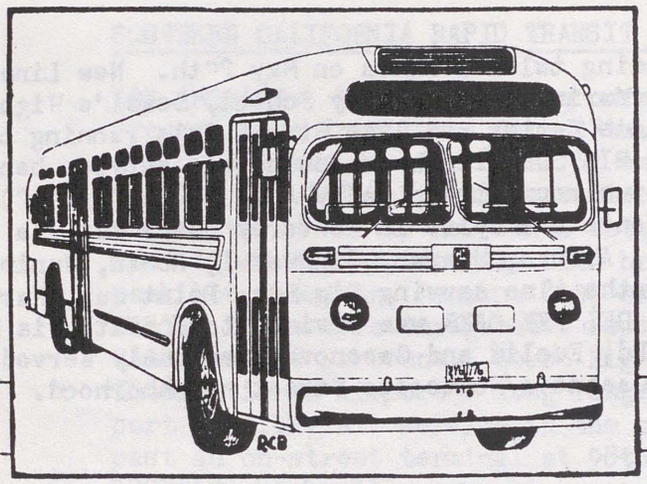


Western Transit

Monthly Publication of The Western Transit Society

Vol. 14 No. 7 July 1976

CITY OF MANHATTAN BEACH BUS LINES (MBBL)

MANHATTAN BEACH: The City has been operating an intra city two line loop system (one on the southside and one on the northside) for about one year using a fleet of three 15 seat Argosy buses, manufactured by Airstream, painted blue and yellow. Both lines operate hourly leaving the Manhattan Beach Pier from 630AM until 530PM weekdays, 930AM until 430PM Saturday with no Sunday service. A 25 cent fare is charged with transfers offered to SCRTD services.

MOUNTAIN EMPIRE TRANSIT (MET)

EL CAJON: Operated by the San Diego County Department of Transportation through the CPO and using SB 325 gasoline tax funds, MET operates two 14 passenger Dodge vans on two routes between Jacumba and El Cajon including Parkway Plaza and Grossmont Center. One route travels via Pine Valley and Alpine along Highway 80 while the other travels through Campo and Dulzura along Highway 94. Service operates from Jacumba about 830AM and departs Grossmont Center at 300PM. The fares range from $1.25 (from Jacumba) to 75¢ (from Pine Valley) one way. MET operation began January 1, 1976 taking over an operation formerly run by the Southeast Senior Citizens Mobility Project and passenger volume now totals 500 per month.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: New bus schedules took effect June 21st generally calling for reduced frequency of service. Line 1-WASHINGTON BLVD now operates on a basic 20 minute headway (4 buses) and an hourly night headway (1 bus) while 2-SUNKIST PARK now runs hourly instead of half hourly. Lines 2, 4-FOX HILLS and 5-BRADDOCK DRIVE are now operationally combined with two buses on the 3 lines Line 4 no longer operates along Green Valley Circle, Buckingham Parkway, Windsor Way or Canterbury Drive and Line 3-CROSSTOWN night service is now 90 minutely. Beginning July 1 CCMBL fares were raised to 35 cents, but the inter-agency transfers from/to BTD and SANTA MONICA are no longer honored.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT has awarded a contract to Minibus, Inc. for 23 streamlined design, 25 foot, heavy duty motor coaches destined for used on local lines in Newark and Fremont at a bid price of $49,088 per bus plus sales tax plus $265 delivery charges. Included in the contract is an option for 11 additional vehicles. Recent service changes include termination of the three month trial subscription service to West Winton Hayward Industrial Area and discontinuance of night service (900PM) on Line B-GRAND AVE.-SAN FRANCISCO.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: MPT instituted a number of changes including twl new lines on May 20th. New Line 12 MARINA VIA COE AVENUE operates between Monterey and Marina serving Navy School, Seaside High, Coe Avenue, Fort Ord PX, Silas Hayes Hospital, Welcome Center and 12th Street Gate running on a 60 minute headway 6AM-7PM Monday/Saturday. Line 22-BIG SUR brings scheduled bus service back after a 20 year absence to Highway One. Operating two round trips daily (May 20 to Sept 12) the line charges zone fares - 50¢/$1/$1.50. From Del Monte and Tyler in Monterey buses run via Del Monte, Calle Principal, Franklin, Tyler, Munras, Abrego, Munras, Highway 1, Ocean, Junipero, 6th, San Carlos, 13th, Rio Rd and Highway 1 to Nepenthe also serving Big Sur, Point Sur, Hurricane Point, Bixby Creek, Point Lobos and Carmel. 8-DEL REY OAKS was revised to operate via Mark Thomas Drive and Fairground Road and along Airport Rd, Euclid and Casanova previously served by 11-CASANOVA which was also changed now serving the Casanova/Montecito Street neighborhood.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA is going to lease 40 used buses to take over and expand present RTD service, perhaps as early as March 1977 in efforts to save about $120,000 in subsidy payments as RTA estimates their operating cost per mile to be $1.07 verses RTD's $1.24. Discussions over financing the proposed county "intertie" system concluded the county should finance the system the first year which costs will be reimbursed by the cities served at the end of the first year based upon the number of riders boarding the buses in each city. The Board also approved plans aimed at making the Union Pacific Depot in Riverside the city's transportation center and RTA headquarters. Tied to this proposal is a $56,000 manpower training program to be paid by the state to train 15 people from the Mead Valley, southeast of Riverside, to help in refurbishing the terminal. To get them to and from Mead Valley a bus system, one of RTA's first lines, will be established, but the line will be available to the general public also. In other related transit items the City of Perris, while remaining linked to RTA, has called for bids on an 11 passenger vehicle which will operate 9AM/5PM weekdays in a Dial A Ride fashion in the Perris area. QUALITY TRANSIT LINES (Robert Mobley dba) has advised the PUC that he does not intend to establish transit service within the City of Lake Elsinore as the city has already done so and the PUC revoked his certificate. Hearings were held in March to obtain statements on use of Urban Mass Transportation Funds in FY 76/77. The City of Riverside was seeking $495,533 in operating assistance to continue contracting with RTD for service on Lines 62, 82, 99, 147, 148, 149, 496 and 860 and for funds to continue running five 21 passenger Fleetwoods within city limits on a subscription and demand-response basis for the elderly and handicapped. Corona was applying for $70,000 to assist the planned Dial A Ride program (6 buses, 6A-6P, Mon-Sat) and Norco applied for capital and operating assistance to implement a Dial A Ride with three 9 seat buses, The County of Riverside was seeking money to continue RTD service on 496 and 860, expand 149 service in the Sunnymead area, expand local service to Calimesa (joint San Bernardino-Riverside County project), expand service into Jurupa-Rubidoux area and purchase a transit vehicle for developement of new urbanized area systems in conjunction with RTA.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: As a part of the South Bay Transit Improvement Program TTS began two new lines on June 27th, 5-REDONDO BEACH-TORRANCE from Torrance and Catalina via Torrance, thru Del Amo Center Madrona, Torrance, Cabrillo, Marcelina, Arlington/Narbonne to Pacific Coast Highway replacing a portion of former RTD Line 150 LONG BEACH-SANTA MONICA and 6-CRENSHAW BOULEVARD from Crenshaw & Manhattan Beach Blvds via Crenshaw and Pacific Coast Highway to Narbonne. Each line uses 1 bus and operates hourly 600AM/1000PM daily.

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MEETING : July 11, 1976 -- 936 South Genesee Avenue, Los Angeles, California - 700 PM

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The last of the current Grid systems, The South Bay Transit Improvement Program, was instituted June 27th. Covering the area bounded generally by Manchester, Avalon and the Pacific Ocean 17 existing lines (21,37,51,66,102,103,104,105,123,125, 126,129,130,131,145,150) were discontinued, 8 lines (88,101,115,359,606,607,836,840) were altered and 18 new lines established. A basic 30 minute headway is operated on most lines Monday-Saturday with hourly Sunday headways on most lines and 15 minute peak hour headways (except 813) on Los Angeles bound lines. Two new TORRANCE TRANSIT SYSTEM lines were inaugurated replacing that portion of Line 150 between Torrance & Catalina and Narbonne & Coast Highway (See TTS story). In line with the Los Angeles International Airport's long range plans to eliminate vehicular traffic into the Airport complex, all service in the area (88,607,834,869,871,873,875,877) will operate past an on-street terminal at 98th and Vicksburg connecting with new Line 206-AIRPORT SHUTTLE which will carry passengers to and from the Airport. 88-SAN DIEGO FREEWAY FLYER will operate as before to Manchester & Sepulveda, then via Sepulveda, 96th, Vicksburg (terminal at 98th), Century, Sepulveda and return to Van Nuys. 101-CRENSHAW & ARTESIA BLVDS operates a shortened version of the old line from Manchester & Crenshaw to South Bay Center. 115-WILLOWBROOK-COMPTON was cut back to run only between Imperial/Wilmington and Atlantic/Alondra. A basic one way loop, 206 will begin at 98th & Vicksburg terminal via Vicksburg, Century, World Way West, World Way East, Sepulveda, Century, Sepulveda and 98th to Vicksburg. 359-108TH ST-120TH ST was doubled in length operating as before from Imperial & Western to 119th & Wilmington, then via 119th, Mona, Santa Ana, 108th, Vermont, 110th, Normandie, 108th, Crenshaw, 110th, Prairie and 108th to Crenshaw reinstating former Line 362 and extending it. 606-CULVER BLVD-MANHATTAN BEACH FREEWAY EXPRESS became a rush hour only service, northbound to LA in the morning, southbound in the afternoon, traveling as before from Temple & San Pedro to Vista Del Mar & Imperial, then via VDM/Highland, Manhattan Beach Blvd, Manhattan, Greenwich Village, and Hermosa to Pier (Hermosa Beach). 607-EL SEGUNDO-AIRPORT FREEWAY EXPRESS was extended from its new LAX terminal via Century, Sepulveda, Imperial, Main and Grand to Richmond. 810-LOS ANGELES-CARSON-WILMINGTON-SAN PEDRO replaced 37 and travels from Union Station via Macy, Alameda, Los Angeles, 1st, Olive, Hill, Santa Barbara (south), Adams (north), Harbor Freeway, Rosecrans, Avalon, B St, John S Gibson Blvd, Pacific, 7th, Harbor, 5th and Sampson Way to Ports O' Call (5504, 5507, 5512, 5517 and 5519 were among first day buses). 813-LOS ANGELES-WEST TORRANCE-ROLLING HILLS-MARINELAND replaced 125F will start at Union Station and travel as 810 - Harbor Fwy, San Diego Fwy, Artesia, Hawthorne, Palos Verdes Dr West and Palos Verdes Dr South into Marineland (5506, 5612 and 7474 were 1st day buses). 814-LOS ANGELES-NORTH TORRANCE-REDONDO BEACH-PALOS VERDES runs weekdays only and also starts at Union Station and travels as 813 to Hawthorne & Artesia, then via Artesia, Aviation, Coast Highway, Anita, Prospect, Torrance, Catalina, Palos Verdes Blvd and Palos Verdes Dr West to Malaga Cove Plaza. 834-CENTURY BLVD is the former 100 except for the new LAX terminal at 98th & Vicksburg. 838-EL SEGUNDO BLVD replaces 123 and will travel, as before, from both El Segundo & Alameda and Lynwood to El Segundo & La Cienega, then via El Segundo, Continental, Grand, Richmond, El Segundo and Main to Grand. 840-EL SEGUNDO-LA MIRADA was altered via Rosecrans, Vista Del Mar and Grand to Richmond (El Segundo). 841-HUNTINGTON PARK-SAN PEDRO replaced former 66 to 5th & Harbor in San Pedro, then via Harbor and 7th to Weymouth. 846-ARTESIA BLVD has been extended into Redondo Beach and rerouted in Gardena. The line travels from Beach & Artesia via Artesia, Avalon, Artesia, Main, Victoria, Broadway, Artesia, Sepulveda, Coast Hwy, Beryl and Catalina to Torrance Blvd. 849-EAST TORRANCE-HARBOR CITY-SAN PEDRO is a combination of 130 and 145. From Carson & Vermont via Vermont, Coast Hwy, Figueroa Pl, Harbor College roadways, L St, Figueroa, Coast Hwy, Western, 1st, Pacific, Shepard and Paseo Del Mar to Meyler. 861-YUKON AVE-MANHATTAN BEACH BLVD-CARSON ST begins at 120th & Hawthorne via 120th, Prairie, Broadway, Crenshaw, El Segundo, Yukon, Compton, Crenshaw, Manhattan Beach, Sepulveda/Coast Hwy, Pier, Hermosa, Harbor, Beryl, Catalina, Torrance, Palos Verdes Blvd, Carson St, Madrona and Fashion Way into Del Amo Shopping Center.

SCRTD Continued

Line 867-INGLEWOOD AVENUE is old Line 104 plus a new one way loop routing in Inglewood via Manchester, La Brea, Florence, Locust, Manchester to La Brea. 869-AVIATION BLVD-PROSPECT AVE-SILVER SPUR RD begins at Florence & Locust in Inglewood via Locust, Manchester, Oak, Arbor Vitae, Airport, 96th, Vicksburg, Century, Sepulveda, Imperial, Douglas, Alaska, Aviation, Coast Hwy, Anita, Prospect, Coast Hwy, Palos Verdes Blvd, Palos Verdes Dr North, Silver Spur to Hawthorne where the line divides with alternate trips via Hawthorne, Highridge and Crest to Crenshaw with opposite trips via Silver Spur, Crenshaw and Palos Verdes Dr North to Rolling Vista. 6101 and 6108 were among first day buses. 870-SAN PEDRO-ROLLING HILLS is a local line in the hilly areas of the Peninsula - from Hawthorne & Silver Spur via Silver Spur, Crenshaw, Palos Verdes Dr North, Palos Verdes Dr East, Miraleste, 1st, Western, 25th/P V Dr South/P V Dr West to Hawthorne Blvd. 2028 and 5601 were 1st day buses. 871-LOS ANGELES-WESTCHESTER-REDONDO BEACH is one of two replacements for 51 - from Union Station it travels as 810 to Santa Barbara & Hill, then Santa Barbara, Crenshaw, Stocker, La Brea, Slauson, La Tijera, Manchester, Sepulveda, 96th, Vicksburg, Century, Sepulveda, Coast Hwy, Pier, Hermosa/Harbor, Beryl, Catalina, Ave. I, Coast Hwy, Palos Verdes Blvd to Catalina. First day buses were 1062, 1068, 1069 and 1072. 875-WESTCHESTER-REDONDO BEACH-PALOS VERDES-MARINELAND is the other half, the Beach Cities Local, from Sepulveda & Manchester via Sepulveda, 96th, Vicksburg, Century, Sepulveda, Imperial, Main, Grand, Vista Del Mar/Highland, Manhattan Beach Blvd, Manhattan, Greenwich Village, Harbor, Beryl, Catalina, Palos Verdes Blvd, P V Dr West and P V Dr South into Marineland (1st day buses were 1064, 1065 and 1073). 872 and 874 are two interlined local San Pedro lines - 872 starts at Paseo Del Mar and Meyler via PDM, Parker, 37th, Alma, 25th, Walker, 19th, Weymouth, 13th, Gaffey, 7th, Centre, OFarrell, Grand, 1st, Gaffey and Summerland to Harbor View where 874 begins via Summerland, Western, Weymouth, Averill Park, Dodson, Western, 25th, Alma, 19th, Gaffey, 13th, Centre & 6th to Gaffey. 873-LONG BEACH-SANTA MONICA is 150's replacement - from 2nd & Santa Monica via Santa Monica, Lincoln, Manchester, Sepulveda, 96th, Vicksburg, Century, Sepulveda/Coast Hwy, Wilmington Bl, Anaheim, Long Beach Bl, 1st, Pacific & Ocean to Locust. 877-HOLLYWOOD-CULVER CITY-PLAYA DEL REY-AIRPORT combines 21 and 606. From Hollywood & La Brea via Hollywood, Highland, Melrose, Farifax, Wilshire, Robertson, National, Washington, Madison, Culver, Marina Fwy, Mindanao Way, Lincoln, Jefferson, Culver, Vista Del Mar, Napoleon, Earldon, Sterry, Pershing, World Way West, Pershing, Imperial, West Imperial Terminal roadways, Imperial, Sepulveda, 96th and Vicksburg to 98th First day buses were 1066 from D4 and 5339 and 5349 from D7.

Division assignments of the lines are:
D4 - 101, 606, 607, 871, 875, 877 D6- 206, 873 D7- 877 D8- 88
D12- 810, 813, 814, 841, 849, 870, 872, 873, 874
D18- 115, 359, 834, 836, 838, 840, 846, 861, 867, 869

On the basis of a reduced revenue sharing subsidy from the Cpunty of Los Angeles, $6.8 million instead of the requested $15.5, The RTD Board authorized increases in passenger fares to be effective July 1st. The one zone cash fare is now 35¢, two zones 70¢, one zone Park/Ride fare 65¢, two zones $1, ten cent premium on all Busway and Diamond Lane lines, 25¢ Minibus fare on Lines 200-202, 10¢ fare on Line 205, 25¢ Los Angeles County student fare, 10¢ Elderly and Handicapped fare, $14.00 one zone Monthly Pass with extra zone stamp $11 and special fares on race track, baseball services. Riders in Orange, Riverside and San Bernardino Counties continue to pay their former fares and will only be affected by their rides into Los Angeles County.

SCRTD Continued

Thirty eight buses have been purchased from Memphis Transit Authority (15 air conditioned Flxible F2D6V-401-1s and 23 GMC TDH 5301s) to be numbered 5735-5749 and 5375-5397 respectively. They should be placed into revenue service later this summer.

With the close of service on July 2nd Line 603-BURTON WAY-LA CIENEGA FREEWAY EXPRESS was discontinued due to low patronage.

The twin measures on the June 6 primary election ballot to finance and construct the "Sunset Coast Line", a 232 mile regional rapid transit system, were both defeated, Proposition R - 972,310 against to 665,368 for and Proposition T - 810,961 against to 532,775 for.

REGIONAL TRANSIT (RT)

SACRAMENTO: The longest transit strike in Sacramento's history ended May 21 after 46 days when 357 operators and clerks of Amalgamated Transit Union 256 voted 210 to 75 to accept a three year contract. ATU wanted a 15 per cent wage increase over 3 years, increased company payments for health and welfare clauses and liberalization of work rules while RT proposed tighter sick leave provisions, no increases in welfare and health provisions, a detailed contract provision on Handicapped service and operator's responsibilities and a provision to hire part time operators. Negotiations broke off several times and each side tried to rally the public and politicians to their side. After much pressure on both parties negotiation resumed May 15th, RT presented a contract similar to the original except for the part time worker provision and on May 18 the operators voted 284 to 16 to reject and then went to RT headquarters and staged an hour long picket demonstration. The following day both sides resumed negotiations the new contract emerged - a 4½% increase over COL wage increase, improved COL formula going from .4 in 1976 to .35 and .30 in 1977 and 78, reduction of accumulated sick credits to draw sick pay from 60 to 30 in '76, 40 in '77 and 45 in '78, an additional holiday (Easter) in exchange for two floating holidays (Veterans and Lincolns previously celebrated as semi-holidays using Saturday schedules, no change in driver responsibility on Handicapped, numerous work rule changes. Clerks received a 6% increase (they do not have COL), a contract provision covering filling of vacant clerical shifts by inverse seniority and a clause outlining maternity leave benefits. RT agreed to pay 25¢/hour immediate wage increase to operators, 2% increase to clerks and retroactive wages from April 1st and to those receiving vacation pay during the strike.

AIRPORTRANSIT (APT)

LOS ANGELES: Approved by the PUC without a hearing was the application of APT to sell and AIR CREW TRANSIT, INC dba GREAT AMERICAN STAGE LINE to buy operating rights between Ventura and the Los Angeles International Airport. The seller is in bankruptcy proceedings and is unable to continue this part of its operations.

TRAVELIER CHARTER, INC. (TC)

SAN JOSE: TC is seeking a PSC to operate between points in Santa Clara Valley and the AT&T Co Long Line Facility in San Francisco, 54 New Montgomery St. The rate would be $13 per week ($3.25 daily) with trip departing San Jose 555AM arriving San Francisco 715AM and departing there in the afternoon at 355 arrivng San Jose 535PM. The TC fleet consists of PD 4104s, PD 4106s, PD 4501s and MC5As.

CITY OF SALINAS (COS)

SALINAS: The city took over operations of the former SALINAS CITY LINES on July 1 operating the same routes and schedules as SCL but using a fleet of four ex AC TRANSIT TDH 5103s painted white, silver and green (See Equipment Report). The city has yet to order new equipment although they did receive a grant for four new mid size buses in June 1975.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Full 7 day service was extended to all 22 lines effective March 28th. Those affected were the following former weekday only lines, all of which run hourly- 2-NATURAL BRIDGES-BEACH, 4*HARVEY WEST-COUNTY HOSPITAL, 5-DELAVEAGA (thru routed with 3), 6/6A-SEABRIGHT/SEABRIGHT-EAST CLIFF, 7-KING ST-CIRCLES (thru routed with 14), 9-APTOS-LA SELVA BEACH and 18-LAUREL ST-BEACH (interlined with 2). Operating hours are same as weekdays (basically 715A-615P). Other changes included added weekend night service to 1215AM on 1-UNIVERSITY (during school term only) thru routed with 16B-BEACH-SEABRIGHT NITE ROUTE, increased Saturday service on 1 from 60 to 30 minutely 1115A-615P and dropping of day time weekend service on 16A-SEABRIGHT-BEACH and 16B; 16A/16B will offer night service weekdays during school term. Equipment assignments are generally: TDH3301s on Santa Cruz locals 2/18, 3/5, 4/7 (with Fleetwoods also on the latter at times), Aptos local 9 and Watsonville locals 13, 14 and 19; T8H5307s on Santa Cruz-Watsonville interurbans 8 and 10 and T6H4523Ns on the remaining lines.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

REDWOOD CITY: With official take over of all individual municipal operations on July 1, the current individual contracts with SERVI-CAR OF NORTHERN CALIFORNIA to operate SAN MATEO TRANSIT (SMT), SOUTH SAN FRANCISCO TRANSIT (SSFT), REDWOOD CITY MUNICIPAL TRANSIT (RCMT) and MENLO PARK CARRIAGE AUTHORITY (MPCA) are to be bextended until 12/31/76 (SAMTRANS actually took over MPCA responsibility from the city some months ago). Other operations which will come under SAMTRANS include BURLINGAME TRANSIT (BT), MILLBRAE TRANSIT (MT) and SAN CARLOS MUNICIPAL TRANSIT (SCMT) all currently operated under individual contracts by AIRPORTRANSIT and independents BELMONT URBAN SERVICE (BUS), PACIFICA MUNICIPAL TRANSIT (PMT), FOSTER CITY TRANSIT (FCT) and BRISBANE TRANSIT (BT). Additional local service is planned in San Bruno immediately and intercity lines within the county and service outside the county to Hayward, Newark, Fremont and San Francisco will follow. Settlement has yet to be reached with NORTHGATE TRANSIT for takeover of their routes. Recent equipment changes include acquisition of 3 used TDH4517s added to the 5 ex MARTA buses for a total of eight buses numbered 100-107, fourteen ex AC TRANSIT TDH 4507s numbered 200-213 and transfer of two PMT wheelchair ramp equipped Minibuses to SAMTRANS for special handicapped service. These two have been painted in SAMTRANS colors (solid white with red over white over light blue belt) and assigned fleet nos 255 and 256. Two of the 4517s were traded to PMT for service on their 1-LINDA MAR-BART trunk line.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Dial A Ride came to the City of Brea on June 14th as an extension of Line 110-LA HABRA DIAL-A-RIDE. 4 additional 700 series Transcoaches have been assigned to the 7 already in service, the 401-406 series Flxettes having been placed in storage. The door to door service operates 7AM/7PM Monday/Saturday with service to the Carbon Canyon area on a semi fixed schedule, semi-demand-responsive basis.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: HOUTRAN established on June 6th stopover privileges on transfers which now allows patrons to reboard the line of issue on the transfer traveling in the same general direction. Time limit on transfers was increased from 60 to 90 minutes. Service changes also occurred including extending the 10-SOUTH MAIN 8400 and 8600 buses to Murworth between Main and Kirby to serve the new Veterans Administration offices, 48*NAVIGATION 9600 and 9800 buses were extended to loop inbound via North Carolina to Defender to Mississippi to Clinton, then regular routing and Saturday service on 48-WASHINGTON-SPRING BRANCH were rerouted to serve Memorial City General Hospital. Line 19-CLAYTON HOMES and weekday midday service on 67-MEYERLAND SHUTTLE were both discontinued. Pending favorable federal action the city is to purchase 20 acres of a Houston Independent District site for a $15 million city transit operating division which facility is one of two to replace the existing garage on Milby Street. The City Council has approved action to call for bids on 151 new buses and to allow the City of Houston to act as agent for a six property consortium including LONG BEACH PUBLIC TRANSPORTATION COMPANY, ALAMEDA-CONTRA COSTA TRANSIT DISTRICT, DALLAS TRANSIT SYSTEM, SAN ANTONIO TRANSIT SYSTEM and BROCKTON AREA TRANSIT to advertise for bids and award a contract for 400 "advance design" buses. At this time General Motors is the only manufacturer able to mass produce its RTS-2 series, but Flxible and AM General are expected to be in position to offer at least modified versions of the existing vehicles in a short time. Houston Mayor Fred Hofheinz will soon ask the City Council to approve purchase of 25 more small buses and 100 large buses of advance design in addition to the 151 listed above. Tentative bid opening date for the 400 buses is August 4th.

SANTA CLARA COUNTY TRANSPORTATION AGENCY (CT)

SAN JOSE: Nine 1956 model TDH4512s have been leased from Lease-A-Coach and assigned fleet nos. 4541-4549 (ex REGIONAL TRANSIT buses). They were placed in service in April mainly on trunk lines 21/22 MENLO PARK-ALUM ROCK/HILLVIEW to displace lower capacity TC 31s, but have also been on 26-SUNNYVALE-LOCKHEED-HILLVIEW and 54-SUNNYVALE-LOCKHEED-SARATOGA and on weekends on 60-LOS GATOS-SANTA CLARA/GREAT AMERICA. System ridership for May totaled 921,160 (40,516 daily average) as compared with 595,603 one year ago. Highest patronage occurred on 21/22 and lowest on 90 series weekday only off peak lines. It appears that the federal government is not in position to issue grant for 300 buses necessary for the 516 bus expansion plan at one time but an initial grant for 100 buses is possible. It has been determined that the initial 100 buses can be handled at the present operating divisions, Central (San Jose), North County (Mountain View) and South County. The other proposed operating bases, Agnew including SCCTA headquarters) and West Valley would follow in phase with receipt of the final 200 buses. WT Senior Staff Reporter Jack Perry has been appointed to the County Transportation Commission representating the City of Sunnyvale for a two year term beginning July 1. This body evaluates transportation plans, studies and other matters of policy and recommends changes to the Board of Supervisors who sit as the SCCTA Board. Presently under study is the "Light Rail Feasibility and Alternatives Analysis" study which is evaluating five potential LRV corridors in the West Valley, Central and South San Jose areas (details in August issue).

REDDING BUS LINES (N. T. Chastain dba)

REDDING: RBL is proposing to sell and D. R. Hassler and G. L. Tufts are proposing to buy RBL's operating rights between Redding and Alturas. Chastain will retain PSCs Between Redding and Shasta Dam and between Redding and Anderson. No equipment is involved in the purchase price of $18,000. The Public Utilities Commission has not yet acted on this application.

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Airporter	330	GMC	P8M4905A/1118	
Peerless Stages	306	GMC	P8M4905A/1199	
Pacifica Muni Transit	1-8	Minibus	MBS-3055/1118-1125	Addtl info
San Francisco Muni Rwy	5003-5345	Flyer	CE10240/646-988	deliveries now in process, serials out of order
USED				
West Valley Charter Lines	95,96	Flxible	FH6V-401-7-UL-AC/ 35036, 35069	Ex Domenico, Ex Red & Tan
Town Tour Fun Bus	(807	GMC	SDM5301/300	Franciscan 175
	(808	GMC	SDH5302/094	Tradewinds 9
	(809	GMC	SDH4502/023	HOUTRAN 453
	(810	GMC	SDH4502/016	HOUTRAN 461
	(4822,4826	GMC	TDH4801/251,260	leased-AIRE
Eastshore Lines	338	GMC	P8M4905A/406	CNGT 401
City of Salinas	801-804	GMC	TDH5103/141,147, 510,519	AC 2009,2015, 2028,2037
Tri Met (Portland)	1100-1109	GMC	TDH5303/1583,1585, 1588,1600, 1611,1616,1629, 1631,1634,1637	
DISPOSITIONS				
Regional Transit	5510	GMC	TD4506/789	to Richard Mend

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WTS MEETINGS --- July 11, August 15th, 1976 at 936 South Genesee Avenue, Los Angeles, California, 90036 at 7:00 P.M.

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