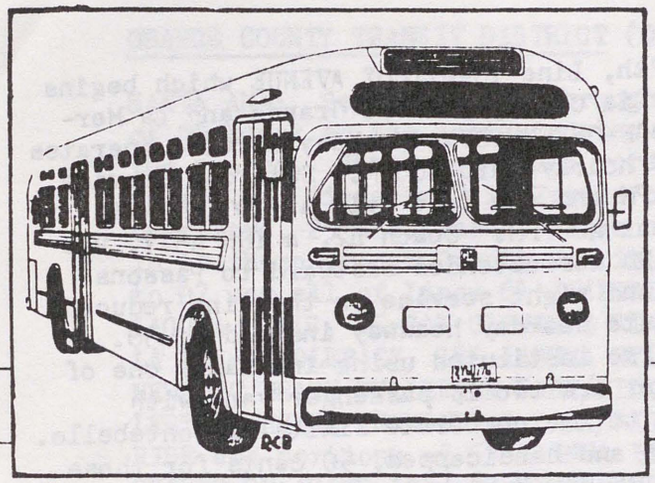


Western Transit

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GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: GMBL revamped its entire system including several reroutings, one discontinuance and rescheduling. Line 1-LOS ANGELES-GARDENA now uses the Harbor Freeway for part of its trip-from the Continental Trailways Depot at 6th and Main via 6th, Los Angeles, Olympic, Main, Broadway Place, Santa Barbara, Harbor Freeway, El Segundo, Vermont, Gardena, 166th St, Western, Compton, Prairie and 147th to Hawthorne Blvd. Line 2-WESTERN-VERMONT LOCAL (a two way loop operation) was rerouted to operate from Imperial and Vermont via Vermont, Gardena, Normandie, 190th, Western and Imperial to Vermont. Buses operate every half hour in both directions and former evening service was discontinued. Line 3-CITY OF COMPTON was rescheduled to operate on a 30 minute headway (instead of 35) on weekdays with weekend service every 45 minutes. Line 4-HARBOR CITY, which operated about two round trips on weekdays rush hours only was discontinued owing to the extension of Line 2 and Line 5-ROSECRANS was left intact. At this time the city is considering three possibilities concerning future operation of the municipal bus system which include turning over operation of the 40 bus line to SCRTD, forming a regional system with other South Bay cities to operate it or retaining operation and improving the existing transportation building. The study stems from the fact that the city cannot finance construction of a new transportation complex alone as was contemplated in 1972 when state assistance for transit became available, that at today's prices costs have at least doubled. A preliminary recommendation is to be made to the City Council in the next two months.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: New Lines 5 and 6 were combined into one line 5-EL CAMINO-LOMITA-TORRANCE-REDONDO BEACH on July 11th. The line normally uses the two Mercedes Benz O309Ds recently purchased and is scheduled to provide hourly trips daily between 600 AM and 1100 PM. Beginning at Crenshaw and Manhattan Beach Blvds via Crenshaw, Pacific Coast Highway, Narbonne/Arlington, Marcelina, Cabrillo, Torrance Blvd, into Fashion Square, and Torrance Blvd. to Catalina (Redondo Beach Pier).

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: Effective September 12 Line 11-BROADWAY-LAKEWOOD-CLARK was extended to the Queen Mary by taking over operation of Line 12-QUEEN MARY. Buses travel from 1st & Pacific via Pacific, Ocean, Magnolia (every 3rd trip serving Queens Way Landing), Queens Way Bridge, Queens Way to the Queen Mary. Return trips also serve the Hilton Hotel. Service which ran from 10 AM to 6 PM, now operates from 600 AM until 600 PM weekdays and until 800 PM on weekends.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: A brand new line was started on September 12th, Line 70-WILCOX AVENUE which begins at Ferguson and Garfield via Garfield, Whittier, Wilcox, Via Campo, Potrero Grande and La Merced to San Gabriel, also the terminal of Line 20-NORTHRIDGE-GREENWOOD. Weekday service operates half hourly 700AM to 930 AM, hourly until 130 PM and half hourly thru 500PM. Saturday service begins at 830AM, then 930 AM and every 30 minutes to 400 PM and one last trip at 500 PM with Sunday service every hour from 900 AM until the last bus at 400 PM. Coach 42, a TDH 4517, was used on the line the first day. Line 10-WHITTIER BOULEVARD was extended eastward to Passons and Jackson to a terminal to be erected at that location and night service on the line reduced. Line 20-NORTHRIDGE-GREENWOOD is now operating on a 20 minute weekday headway instead of 30. Special bus service for the elderly and handicapped was also instituted using initially one of the TDH 3501s with a second as business picks up. On order are two 15 passenger vans with wheelchair lifts. At this time the service is restricted to the corporate limits of Montebello. Fares on this special service will be 35 cents for seniors and handicapped, 50 cents for those up to age 12 and 75 cents for all others. Plans call for 15 new bus shelters, six new buses next year and six the following year. The subsidy from Los Angeles County was reduced to $96,000 from $219,000 with the stipulation that the basic fare be raised to 35 cents, however, the city is resisting as they feel there is still such a thing as "home rule" and the Montebello system is unique in that through the years the city has been required to subsidize the bus system only occasionally as passenger fares were equaling the costs of operation. MMBL is promoting their bargain fare arrangement whereby passengers can purchase from operators, the City Hall or the Corporate Yard bonus fare ticket books which offer 11 rides for $2.50, the cost of 10.

CHULA VISTA CITY LINES (CVCL)

CHULA VISTA: Armed with a county subsidy of $18,720 to provide bus service in unincorporated areas of San Diego County CVCL instituted two new lines, lengthened hours of service and made other changes on September 12th. Lines A1 and A2 were redesignated 1 and 2, line 4-NAPLES-TELEGRAPH CANYON-SOUTHWESTERN COLLEGE remained the same and all lines now operate until 1000 PM on weekdays. Two new lines were started, 3-J STREET-CHULA VISTA COMMUNITY HOSPITAL from H Street and Broadway via H, 5th Avenue, Naples, 4th Avenue, J Street, Lori, Crest and Telegraph Canyon to the Hospital. 5-BONITA-OTAY LAKES ROAD-SOUTHWESTERN COLLEGE also starts at Broadway and H via H, 5th Avenue, C St, 3rd Avenue, F Street, 1st, E Street, Bonita Mesa, Mesa Vista, Sweetwater, Bonita, Otay Lakes to Southwestern College. These changes are the first phase of Chula Vista's five year transportation program to quadruple bus service in the area.

MEXICOACH, INC. (MEXC)

SAN DIEGO: In addition to the application (WT 9/76) to operate between San Diego and Calexico MEXC has also filed an application with the Interstate Commerce Commission to operate from Escondido to Las Vegas over an unknown routing. MEXC is now operating their SAN DIEGO-TIJUANA line all of the way into downtown Tijuana and to the TJ Airport and to the Jai Lai arena and they also operate two round trips per day between San Diego and Tecate via Highway 94 serving no intermediate points.

TAHOE CITY STAGES (Jerry Ray dba)

OLYMPIC VALLEY: TCS is seeking a Passenger Stage Certificate to operate between South Lake Tahoe Airport and Tahoe City via State Highway 89. During the winter when Highway 89 is closed by snow the routing would be via Highway 50 into Nevada and around the east side of Lake Tahoe. A one way fare of $7.00 is proposed and one 16 passenger Mercedes Benz 0309D bus would be utilized.

MOVING? DO NOT FORGET TO SEND US YOUR NEW ADDRESS-3RD CLASS MAIL IS NOT FORWARDED-DONT MISS WT

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: September 12th brought the opening of a new operating division, addition of 90 buses to the active roster and half hourly weekday headways on 70 per cent of the system. Three new lines were added in addition to extensions on several others. Opened was Division 7 in Irvine on Sand Canyon at the Santa Ana Freeway, home to 108 operators, 25 maintenance personnel and 72 buses serving, principally, the lines in southern Orange County and in the Costa Mesa-Newport Beach-Irvine areas. Moved to D7 was all of Lines 61-JAMBOREE RD, 65-HUNTINGTON BEACH-UCI-BALBOA, 74-SANTA ANA-LAGUNA HILLS, 85-SAN CLEMENTE VIA CROWN VALLEY, 1-PACIFIC COAST HIGHWAY, 181-ALICIA-LA PAZ-SADDLEBACK, 182-LAGUNA HILLS LOOP, 201-SAN CLEMENTE-FULLERTON PARK/RIDE, 202-NEWPORT BEACH-FULLERTON PARK/RIDE, 203-SAN CLEMENTE-LONG BEACH PARK/RIDE, 204-FULLERTON-IRVINE INDUSTRIAL PARK/RIDE and 209-SAN CLEMENTE-N E ANAHEIM INDUSTRIAL PARK/RIDE and portions of 57-LAGUNA BEACH, 75-SANTA ANA-EL TORO MCAS-LAGUNA HILLS, 76-CULVER DR-ADAMS AVE, 82-WEST NEWPORT-UCI VIA COAST HIGHWAY, 91-LAGUNA HILLS-MISSION VIEJO-CAPISTRANO BEACH, 260-LONG BEACH-SANTA ANA PARK/RIDE and 291-SAN CLEMENTE-SANTA ANA PARK/RIDE. The first pull out from the division was at 515AM on Sunday September 12, Coach 610, Run 95871, TR 9501 on Line 1-COAST HIGHWAY with Operator Joe Sweeney who was just a few days out of training. An additional 35 buses from DALLAS TRANSIT SYSTEM (1966 model TDH 5303s) and fifty 36 passenger Flxibles which had been in maintenance storage over the summer and the 2000 series buses (two 3714s and three 4509s) were all added to the active roster. The Dallas buses, OCTD fleet numbers 1021-1055, feature air conditioning, 51 pale blue American brand transit type seats, emergency doors, push rear doors, Luminator interior lighting, interiors of black with gold flecks upper sides and aluminum lower sides. Thirty minute all day headways were instituted on Lines 30-ORANGETHORPE, 35-BROOKHURST, 37-EUCLID, 38-LA PALMA AVE, 47-ANAHEIM BLVD, 49-STATE COLLEGE BLVD thru addition of branch 49A in Brea directly along State College into Central, 54-CHAPMAN-SPRINGDALE, 69-YORBA LINDA, 70-EDINGER. Half hour headways are operated on Line 42-LINCOLN between Buena Park Center and Mall of Orange with hourly service Hawaiian Gardens to BPC and from Mall to Tustin, all Beach Blvd short turns on Line 64-BOLSA AVE were extended to Leisure World and half hour rush hour service was added to Line 25-KNOTT/GOLDEN WEST between CSUF and Fullerton Park/Ride, all along 50-KATELLA and between Huntington Beach and Irvine on 76-ADAMS. Experimental Sunday service on Line 25 was discontinued, Line 29-BEACH BLVD was rerouted into La Habra Fashion Square, Line 30 was extended into Cerritos at Del Amo and Bloomfield, new branch Line 43A was added to the Harbor line operating from 23rd and Balboa in Newport as 43 does to Chapman and State College, thence via State College, Bastanchury, Brea and Birch to Flower in Brea. Hourly service is operated Monday thru Saturday resulting in a 20 minute headway between Newport and Fullerton. A 20 minute weekday headway is now being operated over the entire length of Line 57-SANTA ANA-LAGUNA BEACH-LAGUNA HILLS and a new branch (60A) was added to WESTMINSTER AVENUE operating as 60 to Leisure World, then via Westminster, Studebaker, 7th and Coast Highway to Ximeno in Long Beach. 71-TUSTIN AVENUE was extend north to the Tustin/Lincoln Park/Ride Lot and 75 was rerouted in Lake Forest/Mission Viejo to run via El Toro, Muirlands, Ridge Route, Rockfield, El Toro, Paseo de Valencia into Laguna Hills. Line 76 was returned directly via Culver Drive in Irvine while 82 returned from its summer hiatus. 91 was rerouted in Mission Viejo to operate via El Toro, Jeronimo and Marguerite to La Paz, then as before to Capistrano and San Clemente and 132-CYPRESS-ANAHEIM VIA ORANGE AVE was altered into some residential areas. Midday hourly service is now operated on Line 201-SAN CLEMENTE-FULLERTON PARK/RIDE using three buses, 202 was revised to begin at Aeronutronics Ford in Newport Beach rather than at the Orange County Fairgrounds and the Santa Ana off freeway stop at 4th and Mabury was dropped while 204 was taken off the Santa Ana Freeway to stop at Ball Rd and Harbor Blvd and the line was rerouted in Irvine along Birch Street instead of Campus Drive. Additional rush hours trips were added to Lines 201, 203, 271-ANAHEIM HILLS-NEWPORT CENTER PARK/RIDE and 291.

OCTD Continued --

Hourly Sunday service (9AM-5PM using two buses) was added to Line 70-EDINGER AVENUE while Saturday service on 61-JAMBOREE ROAD and 158-WARNER AVENUE was trimmed to the 9 to 5 cycle and early morning and late evening trips were dropped on Lines 25 and 75. Three new lines were inaugurated, two in the Mission Viejo/Laguna Hills/Lake Forest area and 46-HAWAIIAN GARDENS-MALL OF ORANGE VIA BALL ROAD which operates from Carson and Norwalk in Hawaiian Gardens via Carson, Bloomfield, Centralia, Norwalk, Wardlow/Ball, Valley View, Orange, Holder, Ball, Walnut, Katella, West, Ball/Taft, Tustin, Heim and into the Mall of Orange. Hourly service 600AM to 700PM Monday thru Saturday is provided using three buses (1000s - TDH 5303s - assigned) operated out of Division 4. On the first day the buses were: TR 4601-1018, TR 4602-921 (Flxible 53102-8-1) and TR 4603-1017. Line 181-LAGUNA HILLS-SADDLEBACK COLLEGE VIA ALICIA & LA PAZ operates over two branches - 181A begins at Laguna Hills Mall via Paseo de Valencia, Alicia, Marguerite Parkway, Crown Valley, Puerta Real, Marguerite, Avery and into Saddleback College. 181L also begins at the Mall via Paseo de Valencia to La Paz to Marguerite and then operates same as 181A to Saddleback College. Hourly service on each branch is operated daily from 600AM until 700PM. 182-LAGUNA HILLS LOOP is a two directional loop beginning at the Laguna Hills Mall via Paseo de Valencia, El Toro, Moultnn serving the New World area, thence Moulton, Santa Maria, San Remo, Santa Vittoria, Lake Forest, Muirlands, El Toro, Jeronimo, Ridge Route, Toledo, El Toro, Trabuco, Marguerite, La Paz, Muirlands, El Toro, Paseo de Valencia & into Laguna Hills Mall. Hourly service 6AM-7PM is run Monday thru Saturday using 2 buses. On the first day Line 181 buses were: TR 8101-513 and TR 8102-512 while the 182 buses were TR 8151-514 and TR 8152-503. The 500s are Flxible 45102-8-1s. Buses are now assigned to operating divisions on a full time basis as shown below:

DIVISION 1 (Santa Ana)

Coach Nos	Lines Assigned
201- 209	143,144,145,146
301- 316	42,71,75/91,207,271
636	75/91
1123-1128	57,209,291

DIVISION 7 (Irvine)

Coach Nos	Lines Assigned
501- 515	181,182,201
601- 635	61,65,75/91,85,1/203/260, 202/204,209,291
1101-1122	57,65,74,76,82,209

DIVISION 3/4 (Garden Grove)

Coach Nos	Lines Assigned
637- 663	25,38,64,70,76,132,260
801- 822	30,47/49,60
901- 922	29,41/43,47/49,51/53
1001-1055	21/33,29,35,37,41/43,46,50,54,56,158
1129-1155	41/43,57,64,69,70,76,82
2075-2077) 2489,2660)	38,70

At press time the often delayed Dial-A-Lift program is scheduled to commence operating on October 4th using a fleet of three Transcoaches equipped with hydraulic lift for wheelchairs (fleet numbers 711-713). One coach will be stationed in La Habra at the Dial A Ride division and operated by DAVE SYSTEMS, INC. while the others will be at Orange and operated by DIAL A RIDE MANAGEMENT, present operators of Community Service Lines 134, 135 and 136 in Orange. Fare will be a quarter, 24 hour advance reservations will be required and, initially, service will be provided in the area bounded on the north and west by the county lines and on the south and east by the city limits of Huntington Beach-Fountain Valley-Santa Ana-Tustin.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD buses returned to the streets on Tuesday September 28 after bus operators, maintenance personnel and the RTD Board approved three year pacts which generally call for increased wages and fringe benefits. Operators $6.67 hourly wage will be upped to $7.07 retroactive to June 1, next year they will receive a 28 cent increase (to $7.35) followed by 25 cents in 1978 or $7.60 plus Cost Of Living increases, expected to be six per cent annually, and it is estimated an average operator will receive $8.27. Pension benefits and better medical coverage were also included. Although about 5000 operators were eligible to vote the actual vote was 1785 to 571. The contract also allows operators to work their vacations receiving straight time pay in addition to their straight time vacation pay. Previously the system's regular runs, by contract, had to include an average 15 per cent recovery time which figure was reduced to ten per cent and RTD estimates this will reduce operating costs by $28 million over the life of the contract. Mechanics voted 387 to 257 (of 1100 eligible voters) to accept a pact which includes one additional floating holiday bringing the total to 10, an increase in life insurance from $5 to $10,000 per employee and an added day of sick leave. The average mechanic's $7.57 hourly wage will go up in four increments to $8.68 plus quarterly COL adjustments over the next three years. Under the old contract Service Workers, those who fuel and clean buses, earned $6.99 an hour and management claimed this was too high a wage when compared to operators who were making $6.67 and after several attempts to reduce that wage for all prposed that only those hired after September 27, 1976 be hired at a rate of $4.03 an hour rising to $5 after three years. ATU officials resisted this plan which was the main stumbling block toward settlement of the contract, but finally accepted a plan whereby a Board Of Arbitration will decide on a pay rate for this classification, either $.25 or $5 per hour and this was one of the provisions in the contract which was accepted. The fall Shake Up, originally scheduled to take effect on September 12 will now become effective October 24. Prior to the strike occurrence on August 23 the decision had been made to cancel Park/Ride Lines 708-SANTA MONICA PARK/RIDE, 746-FOX HILLS PARK/RIDE and 774-VAN NUYS CENTURY CITY PARK/RIDE as of August 31st. Line 725-TORRANCE DRIVE IN PARK/RIDE was cancelled beginning with September 27th. The Shake Up will include changes on Lines 43, 127, 821, 824, 826 and 830.(details in November WT).

Because the City of Corona would not contribute any funding toward the operation of Line 860-LONG BEACH-DISNEYLAND-RIVERSIDE beginning October 4th service was withdrawn by no longer allowing passengers to be picked up nor discharged in either direction, regardless of their point of origin or destination, within the area bounded by the westerly city limits at Ontario Avenue and Compton Avenue on the east and the route through Corona is directly via 6th Street bypassing the Greyhound/RTD Depot.

Bus service will soon begin between Westlake Village, Conejo Valley points, the San Fernando Valley and downtown Los Angeles by establishment of two new lines, the one round trip commute Line 123-WESTLAKE VILLAGE-LOS ANGELES and six day per week, once an hour 161-WESTLAKE VILLAGE-CANOGA PARK.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Fall schedules brought a number of changes to the AC system including reduction of Line 12 Oakland Army Base extension to Post Office on Wake Ave. to one weekday trip, rerouting of all the Concord local lines including City of Walnut Creek participation which will enable Line 308 to stop in the Treat Blvd/Citrus Ave area, establishment of local service in Moraga and Orinda and the beginning of Zonal Dial-A-Ride in the Centerville section of Fremont and in western Newark during non commute hours weekdays and 8AM-6PM Saturday and 10A-5PM Sunday.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

REDWOOD CITY: SAMTRANS took over operations from eleven individual operations July 1 and consolidated operations at two divisions and repainted and renumbered the entire fleet. Shown below is the initial SAMTRANS roster.

Coach Nos	Builder	Model	Year	Previous System	Prev Nos
100-110	GMC	TDH 4517	60-61	MARTA (Atlanta) and MPT (Monterey)	
175-181	GMC	T6H 4523N	1975	SAN MATEO TRANSIT (SMT)	101-107
200-213	GMC	TDH 4507	1947	AC TRANSIT (Oakland)	17 & 1800s
214	GMC	TDH 4507	1947	SOUTH S F TRANSIT (SSFT)	1057
215	GMC	TDH 4801	1953	SOUTH S F TRANSIT (SSFT)	1056
220-224	M/B	0309D	1975	BELMONT URBAN SERVICE (BUS)	1-5
225-228	M/B	0309D	1975	MILLBRAE TRANSIT (MT)	1-4
230-233	MINIBUS	MBS9029	1974	BURLINGAME TRANSIT (BT)	101-104
234-240	MINIBUS	MBS9029	1974	MENLO PARK CARR AUTH (MPCA)	431-437
241	MINIBUS	MBF-2D	1968	SAN CARLOS MUNI TRANSIT (SCMT)	unnumb
250-257	MINIBUS	MBS3055	1975	PACIFICA MUNICIPAL TRANSIT (PMT)	1-8
258-259	DODGE	SPORTVAN	1974	BRISBANE TRANSIT (BT)	1-2
261	GILLIG	B500(Ford)	1971	BURLINGAME TRANSIT (BT)	105
262-268	GILLIG	B500(Ford)	1972	REDWOOD CITY MUNICIPAL TRANSIT (RCMT)	4010,28,36,44, 4051,69,77
269-270	FLEETWOOD	FL-TB-1	1975	REDWOOD CITY MUNI TRANSIT (RCMT)	4085,93
271-277	FLEETWOOD	FL-TB-1	1975	SOUTH S F TRANSIT (SSFT)	1059-61,1084-87
278-281	FLEETWOOD	FL-TB-1	1975	FOSTER CITY TRANSIT (FCT)	1-4
282-285	TWIN	TC-25B	1975	SAN CARLOS MUNI TRANSIT (SCMT)	201-204
290-294	TWIN	TC-25B	1974	SAN MATEO TRANSIT (SMT)	201-205

NOTES:
100-110 are serials --,597,622,623,624,130,--,601,- ,606,615 which are --,MARTA 636, MARTA -,MARTA -,MARTA -,MPT 101, -,MPT 113, -, MPT 110,MPT 111
175-181 are serials T6H4523N/1216-1222
200-213 include 202-serial 1502, 205-serial 1570 and206-serial 1566
214 should be TDH4507/1461 and 215 should be TDH4801/002

Under the SAMTRANS fleet numbering plan 300-399 are reserved for 30 foot buses while 400-499 will be for 35 foot buses and 500-599 for 40 foot buses. Since July at least two former SALINAS CITY LINES 4509s have been acquired, SAMTRANS 217 and 218 - 4509/2136 and 2144, ex SCL 201 and 202 and there may be a 216 as SCL had another 4509 and the entire fleet was replaced when the City of Salinas assumed ownership from BAY RAPID TRANSIT COMPANY interests. Additional used TDH 4517s (111-113) and former SMT/SERVI-CAR 4507s #728 and 751 (still in SMT paint and as yet not renumbered) have also been added to the fleet.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The June timetables brought year around weekend service to 1-UNIVERSITY instead of only during the UCSC school term and improved Saturday service from hourly to half hourly prior to 1100AM and all day Sunday from hourly to half hourly. In addition the hourly University via High Street alternate routing was added as during the week. The free BEACH-MALL weekend shuttle, started June 26th, was discontinued for the season after Labor Day. The Minibus tractor/trailer set borrowed from the University for the shuttle was UCSC #7851 and is fitted with longitudinal bench seating and center entrance/exit in each unit with no doors or side and rear window glazing. SCMTD's only TDH 4512, #818, has not been disposed of as previously reported but has been reassigned as a spare bus at Watsonville.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: The September Shake Up brought a number of changes to the system including extension of Lines 5-CLAIREMONT-MARKET STREET from 54th & Adams to San Diego State University and Line 13-ALLIED GARDENS-FAIRMONT PARK to SDSU, elimination of service on Line 55-CORONADO SHUTTLE to the Coronado Cays area and shortening of Line 38-SHELTER ISLAND-AIRPORT-BALBOA PARK to terminate at the Ford Building rather than the Carousel in Balboa Park. Line 14-PACIFIC BEACH lost all evening service while a number of other lines lost the first or last trips of the day on weekends.

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION (CALTRANS)

SACRAMENTO: Assisted by CALTRANS in developing specifications and in opening and evaluating bids, ten transit properties including four in California, awarded a $42 million contract to AM General for 234 articulated motor coaches. AMG will work with M.A.N. of West Germany in building the units. The bid was $169,550 each for 130 55 foot buses and $171,163 each for 195 60 foot buses which included tires but not delivery charges. The specifications contained a currency adjustment and delay caused by UMTA making a cost anaylis to determine if the bid was reasonable cost the ten firms about $500,000 due to currency fluctuation. The contract does not contain any price adjustment for inflation and the bid price is in 1978 and 1979 dollars. The project contained several firsts including 11 properties agreeing to standardized specifications and the efforts of a state DOT in providing technical assistance to properties in other states. Shown below is a summary of the bids.

Property	Bus Size	Initial Order	Final Order	Bid Price	Notes
SCRTD	60 foot	30	30	$177,607	To receive buses first, only 3 door jobs
GOLDEN GATE TRANSIT	60 foot	15	10	$176,074	For ferry feeders
AC-TRANSIT	60 foot	30	30	$176,066	Project leader
SAN DIEGO TRANSIT	60 foot	45	45	$175,890	Largest Order
MTC (Minneapolis)	60 foot	20	20	$176,881	
SAN FRANCISCO MUNI	60 foot	35	0	-	Financial problems
PHOENIX TRANSIT	60 foot	20	20	$175,783	To receive last order
WASHINGTON DC (WMATA)	55 foot	50	38	$175,793	Funding problem
PITTSBURGH,PA (PAT)	55 foot	20	20	$174,840	Includes option for sanders
ATLANTA (MARTA)	55 foot	10	10	$173,917	
CHICAGO (CTA)	55 foot	50	14	$171,649	Funding problem

The City of Seattle in another action awarded AM General in concert with M.A.N. a contract for 150 articulated buses for a price of $21.3 million. The major difference between these buses and the 11 property order is that Seattle's will not be air conditioned while all the others will be.

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EQUIPMENT REPORT

Property	Vehicle Nos	Make	Model/Serial	Notes
NEW				
Gardena Municipal Bus Lines	752	GMC	T6H4523A/1381	45 seats
Santa Cruz Metro Trnst Dist	840-845	GMC	T6H4523N/2339-2344	
Campus Transit System (Stanford)	1-4	Micro Bus	M500/5644-5647	31 psgr, open bench, Dodge chassis and engine
Torrance Transit System	1-2	M-B	0309D/-	18 seaters
Texas Bus Lines	7601-7607	MCI	MC8/-	
USED				
Roadrunner	708	GMC	PD4106/480	Leisure 225
SAMTRANS	217-218	GMC	TDH4509/2136,2144	Salinas 201,02
Associated Chtr Bus Co	25-75	Prevost	C100-2375-75	GWSL 25-75
Brock Bus Lines	II45,46,47	Crown	A-779-11/33528,-, 32786	Assoc G4045G,-, A4009G
DISPOSITION				
Regional Transit (Sacto)	4818	GMC	TDH4801/245	to Mike Campbell
	4833	GMC	TDH4801/004	to Tom Helliwell

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CITY OF EL PASO

EL PASO: The "on again-off again" story of streetcar operation between El Paso and Juarez is on following a Juarez City Council vote of 30 to 7. If Mexican President Eccheveria approves the plan which includes leasing the cars to Transportation Corporation of El Paso and TCEP entering into contracts with the Roads and Bridges Department and El Paso, the street cars may be running within 90 days. Plans call for refurbishing the cars and repainting them red with gold lettering. Against these events comes the request of International Monorail Corporation for the city to extend IMC's monorail franchise (due to expire next March) for six years. IMC has been working for 12 years toward developement of an elevated monorail system and permission for such a project was granted by Juarez to have Mexican officials lost confidence in IMC's Mexican counterpart which put the project in abeyance. What action the City of El Paso will take is unknown although TCEP is said to have the city's okay to control international mass transit facilities.

TEXAS BUS LINES (TBL)

HOUSTON: Commuter service between Houston and suburban Pasadena was discontinued on September 7th although the intercity operation between Galveston and Houston will continue to serve the city. Railroad Commission of Texas hearings on the discontinuance will be held in the near future.

WTS NEWS: October meeting, October 10th, 600PM, Tweedy & Imperial, South Gate
November meeting, November 14th, 700PM, 936 S. Genesee, Los Angeles
December meeting, December 12th, 700PM, 936 S. Genesee, Los Angeles