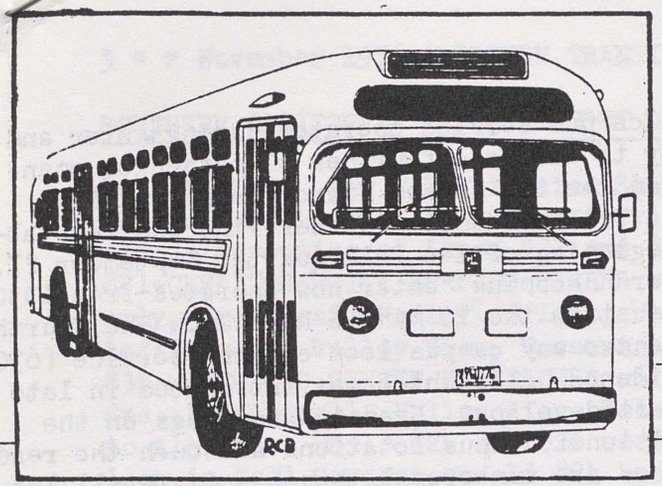


Western Transit

Monthly Publication of The Western Transit Society

Vol. 14 No. 11 November 1976

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: On September 13 new Line 6A-MIDDLEFIELD, a cross county line connecting Cañada College in the foothills west of Redwood City with East Palo Alto on the San Francisco Bay shore via the Redwood City and Menlo Park S. P. Depots, commenced operation. The new service replaces and extends the outer extremities of the former RCMT FARM HILL line and MPCA's BELLE HAVEN line and provides a thru connection between the S. P. Depots which are the central hubs of each city's individual transit systems. Westbound routing is from Canada College via Farm Hill Blvd, Emerald Hill, Bret Hart, Glennan, Farm Hill, Jefferson, Redwood City S. P., Jefferson, Middlefield, Oak Grove, Merrill (Menlo Park S. P.), Ravenswood, Laurel, Willow, Newbridge, Bay, University, Notre Dame to Illinois, then looping via Illinois, Purdue and Fordham to Notre Dame. Westbound route is the same except operates in Redwood City on James instead of Farm Hill between Franklin and Ruby and in the fore-noon proceeds directly via Farm Hill to the college instead of looping thru the Farm Hill tract via Glennan, Bret Hart and Emerald Hill. In the afternoon and evening the latter routing is reversed to loop thru Farm Hill on westbound trips and run direct eastbound Three buses (TDH4517s or exSMT 4523Ns) provide a 30 minute headway weekdays from 630AM until 930 PM with one last trip at 1030PM and from 800AM until 500PM Saturdays. In order to serve the unduplicated eastern tip of the ex BELLE HAVEN line, a temporary BELLE HAVEN SHUTTLE was added to connect the 6A line with Belle Haven Community Center. Route is from Newbridge and Willow north via Willow, Ivy, Market, Del Norte and Terminal to the center returning south via Terminal, Del Norte, Market and Newbridge to Willow. One coach shuttles every 15 minutes making both east and west bound connections with 6A. The shuttle lasted only until October 2nd when SAMTRANS took over Line 50-STANFORD-EAST PALO ALTO from SANTA CLARA COUNTY TRANSIT DISTRICT and at which time it was absorbed by an extension of the new SAMTRANS EAST PALO ALTO line. The four remaining ex MENLO PARK CARRIAGE AUTHORITY lines received schedule adjustments and new SAMTRANS line numbers: 50B-MARSH ROAD, 50L-LITTLE HOUSE, 54A-THE WILLOWS and 54S-SHARON HEIGHTS. In addition the 15 minute "Super Service" which MPCA provided during school days 715-830A and 230-400P the past two years by adding a second bus (ex AC 4507s) to the Belle Haven, Marsh Road and Sharon Heights lines was dropped but 4517s have replaced the small MPCA Minibuses. In other news the ex MILLBRAE TRANSIT and PACIFICA MUNICIPAL TRANSIT lines have been assigned SAMTRANS system numbers. Millbrae lines B and C became 33B-MILLBRAE HIGHLANDS and 33C-MILLS ESTATES respectively (as reported WT 8/76 line A was absorbed by new San Bruno line 30A-MILLBRAE MEADOWS and extended north to San Bruno S. P. Ex PMT lines 1 thru 5 became 1C-BART-PACIFICA EXPRESS, 31L-LINDA MAR BLVD, 31T-TERRA NOVA, 31C-PACIFICA CROSSTOWN (and 31C PACIFICA OWL special Friday and Saturday evening routing and 31F-FAIRMOUNT which has been thru routed with San Bruno's 30B-PACIFIC HEIGHTS which replaced the Skyline College portion of ex PMT Line 5. On September 21 SAMTRANS numbers were assigned to the formerly unnumbered RCMT lines as follows: 51B-BROADWAY-MARSH MANOR (formerly MARSH MANOR counterclockwise), 51C-WOODSIDE ROAD, 51E-MOBILE PARK-MARSH MANOR (formerly MARSH MANOR clockwise), 51F-FAIR OAKS, 51R-ROOSEVELT and 51S-SEQUOIA.

1977 MEMBERSHIPS AND SUBSCRIPTIONS ARE NOW DUE AND PAYABLE - NOTE INCREASED RATES FOR BOTH

STANFORD CAMPUS TRANSIT SYSTEM (SCTS)

STANFORD: The success of the experimental free intra campus service operated during winter and spring quarters (January-June) promoted the University to purchase four new 31 passenger open bench Micro Buses (Dodge chassis and engine) to replace the two leased Micro Bus/Fords with pseudo "trolley car" bodies. Service on the Escondido Village-Medical Center line was reestablished 10 minutely Monday/Friday 630A/630P with the beginning of the fall quarter September 27. The midday extension from the Medical Center to Stanford Shopping Center now operates from 1030 AM until 230PM at which time a third bus is added to sustain the 10 minute headway. The fourth bus is held in reserve for special campus events. The two way campus loop evening service (630 PM-1230AM) connecting the Quad, Student Union and residence halls which was introduced in late February will also resume if sufficient student interest develops. Headsign readings on the buses suggest that service may be contemplated to additional campus locations although the reading "ROSE BOWL" is strictly for laughs. The new coaches are numbered 1 thru 4 and are all lettered "Marguerite" in memory of the four horse stage which provided Stanford's first public transit beginning in the early 1890s. The buses are open on the curb side with cross bench seating and are painted in the school colors of cardinal red with white roof, wheels, letering and trim.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Designed to reduce delays due to disabled trains on the mainline BART opened on September 27 a new train storage facility adjacent to the BART FREMONT line in Oakland about 18th Street and 14th Avenue officially designated as the "A 15 Spur". The spur with room for a 10 car train will provide additional flexibility in disabled train removal and assist to minimize delays and is actually a maintenance vehicle track providing access from the Oakland Shops facilities to the main line. A similar spur will soon be operational in the Daly City area.

TRANSIT IN VENTURA COUNTY

VENTURA: Two new stops at Goegel Senior Service Center in 1000 Oaks and Fashion Center in Ventura were added to the THOUSNAD OAKS-VENTURA COUNTY line beginning November 1. The service, which started in August, begins at Westlake Blvd and Agoura Road in 1000 Oaks and travels via Westlake, Highway 101, Moorpark, Wilbur, Hillcrest, Lynn, Highway 101, Rancho Conejo, Hillcrest, Ventu Park, Highway 101, Wendy, thru Casa Conejo Plaza, Old Conejo, Wendy, 101, Carmen, thru Carmen Plaza, Almond/Ventura Blvd, theu The Esplanade, 101, Main, Mills and Loma Vista toVentura General Hospital. CHANNEL ISLANDS BUS SYSTEM 3902 (PD4104/3214) is regularly assigned to the line and has a sign affixed to the front of the bus reading "Thousand Oaks-Ventura County Bus Service". Exact fare is in effect and a Diamond fare box is used.

MANHATTAN BEACH MUNICIPAL BUS LINES (MBMBL)

MANHATTAN BEACH: The 18 month old system has been temporarily shut down until the City Council decides if continued operations financed totally from city funds should be placed on the March municipal ballot. The city is reluctant to accept federal regulations associated with UMTA money which funds have paid for more than half the costs of operation to date (two lines running Monday/Saturday 600AM/600PM using three Argosy buses. School children have been the principal riders.

TRI CITY BUS (TCB)

ST. HELENA: TCB, a project of the Volunteer Center of Napa County, is now operating in St. Helena, Calistoga and Angwin Monday, Wednesday, Thursday and Friday from 1000AM until 300PM in a Dial-A-Ride fashion. There is no fare, but donations are accepted. The bus, a Ford Custom Club Wagon, is equipped with a wheel chair lift in the rear. The City of St. Helena using Metropolitan Transportation Commission funds, provided $4,000 to get the bus system started.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The Fall Division Shake Up took place on October 24th and along with it came discontinuance of summer service on Line 127-LONG BEACH-MARINELAND (1 daily round trip), rerouting of Lines 821 and 830 and combining of 824 and 826 into one. Line 821-CERRITOS-WHITTIER-PICO RIVERA will now operate from Beverly and Rosemead via Beverly, Greenleaf, Hadley, Bright, Wardman, Greenleaf, Whittier, Painter/Carmenita, Leffingwell, Valley View, Rosecrans, Carmentia and South to Los Cerritos Center while 830-WHITTWOOD CENTER-BELLFLOWER will now run from Whittwood Center via Santa Gertrudes, Leffingwell, Valley View, Telegraph, Norwalk, Florence, Lakewood and Bellflower to Alondra. While 824 and 826 were not actually rerouted except for the turn around loop in Bell Gardens on old 824 buses coming into Huntington along Slauson again turn south on Pacific Boulevard, go through downtown Huntington Park and return outbound via Gage (reminiscent of the former Line 77).

Another subscription line, 514-CANOGA PARK-NORTHRIDGE-UCLA, began operating October 11th using a 1000, T8H5307A, from Division 8 operating one morning and one afternoon trip Monday thru Friday. The line begins at Vanowen and Topanga Canyon via Topanga Canyon, Roscoe, Tampa, Nordhoff, San Diego Freeway, Church Lane, Sunset, Hilgard and Le Conte to Westwood.

Black window buses now include 1402, 1405, 2144, 2146, 2180, 2245, 2247, 2261, 2317, 2394, 2401, 2402, 6503, 6521, 6586, 6589, 6590 and 6598.

The San Bernardino Freeway Express Busway was opened to car pools with three or more occupants on October 25. Under the plan cars will be allowed to drive the 7.5 mile stretch between El Monte and the Long Beach Freeway including use of the Del Mar bus only on/off ramp. The remaining four miles of the Busway between the Long Beach Freeway and Mission Road which includes the University and General Hospital stations will be open to automobiles next May.

November 7th saw inauguration of two new lines and reroutings/extensions to eight others. Line 123-WESTLAKE VILLAGE-WOODLAND HILLS-LOS ANGELES operates out of Division 8 operating one AM inbound trip and one PM outbound trip on weekdays. From Westlake and Agoura buses will travel Agoura, Reyes Adobe, Ventura Fwy, Kanan, Roadside, Lewis, Dorothy, Chesebro, Ventura Fwy, Lost Hills, Rondell, Las Virgenes, Ventura Fwy, Parkway Calabasas, Calabasas Road/Ave. San Luis, Fallbrook, Ventura Blvd, Topanga Canyon, Ventura Fwy, Hollywood Fwy, Temple and Hill to Washington. New Line 161-WESTLAKE VILLAGE-CANOGA PARK, also from Division 8, operates hourly 7AM to 7PM Monday thru Saturday. It also begins at Westlake and Agoura via Agoura, Lakeview Canyon, Lindero Canyon, Agoura and as 123 to Ventura and Topanga Canyon, then continues north on Topanga, Vanowen, Owensmouth and Victory to Topanga Canyon. Lines 16 and 17 in the Monterey Park/Cal State LA area were changed with 16 operating along Fremont, Commonwealth, Marengo and Main to Garfield in Alhambra with service along Hellman and Campus to CSULA discontinued (Line 424 continues to provide this service). Line 17 was rerouted in the Emery Park area to travel via Commonwealth, Westmont, Concord, Allan, Warwick and Templeton. Line 43-AVE. 50-EL PASO DR-DIVISION ST was extended from Ave. 42 and Division via Division and Cypress to Verdugo. 30 minute peak headways and 40 minute base headways are operated 6AM to 7PM weekdays only using one bus. Line 822-LA MIRADA-WHITTIER-EAST WASHINGTON BLVD. had all weekend service discontinued (was 20 minutely Olympic & Boyle to Washington & Garfield, hourly to La Mirada 6AM to 8PM) with weekday service being reduced to hourly service end to end using three buses. Lines 452 and 453 were rerouted in Claremont so that service along San Bernardino east of Indian Hill, Mills and Arrow east of Indian Hill was discontinued and 453 was changed to have buses stay on Indian Hill between Foothill and Base Line with service along Foothill, Claremont and Sixth being discontinued. Weekday service will also now be operated at half hourly intervals.

SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: The consultant's final report on the "Light Railway Feasability and Alternatives Analysis" has been approved by the County Transportation Commission and the Board of Supervisors and will be publicly aired during the month. In analyzing the five selected transit corridors and the alternative modes (expanded standard bus, preferential bus lanes, busway and light rail) the report found the two transitway alternatives (busway and light rail) to be preferable. The report concludes that light rail and the baseline/local bus (planned 516 bus system) appear to be the two most desirable alternatives, but that full implementation of the 5 corridor light rail system would far exceed capital and operating cost restraints. A potential rail starter line could be selected and should be along the Guadalupe-Lick-Monterey Road corridor from the San Jose CBD southwest 4.13 miles via Guadalupe Pkwy and SP Main Line right of way to Lick Junction with two branches, one continuing southwest 4.33 miles parallel to Monterey Road to the IBM Complex and Santa Teresa Hospital and the other running southwest 3.79 miles over the SP Lick Branch to Oakridge Mall and Blossom Hill Road. In other CT news the UMTA grant application for replacement buses was increased from 80 to 81 units as Twin Coach 472 has been declared "totaled" following a recent hijack incident on Line 20-MILPITAS-MOUNTAIN VIEW wherein a passenger boarded carrying a box cutting knife, the operator and passengers exited and the hijacker proceeded to drive the bus, but failed to negotiate a sharp turn on Highway 17 and the bus rolled over causing severe body alignment damage to the bus. Specs included a 35 passenger configuration, 35 foot length, air conditioning, wheelchair loading facilities and propane power plant, the latter requirement prompting GMC to decline to bid. Some older chaches have been re-engined with propane fueled gasoline engines. TDH4507s (1712, 1717, 1788, 1799, 1809 and 1852) have been outfitted with GMC 436 V6 engines mounted longitudinally with 540 transmissions, all the 3501s (269 and 3501-3508) have been refitted with GMC V-379 power plants and all but one of the ex Palo Alto TGH 3102s (260-268) have had either Chevy 350s or 327s installed with propane conversion kits. Performance of these coaches has exceeded expectations and possibly five dead lined TD3609s and four TDH3610s (WT 9/76) may be similarly rejuvenated. The Gillig Corporation of Hayward was the sole bidder for the 81 buses with a contract price of $72,084 per unit not including the propane fueled power plant which will be bid separately. Gillig is a long time manufacturer of school bus bodies and integral transit school coaches and, more recently, of the Gillig-Neoplan integral mass transit 30 ft heavy duty coach. Plymouth Voyageur van VP-32 which had been demolished in an accident early this year was sold for scrap. October 3rd saw several route and service changes including abandonment of Line 50-STANFORD-EAST PALO ALTO whose majority of ridership was from East Palo Alto in San Mateo County in favor of replacement service by new SAMTRANS Lines 50C-UNIVERSITY-CAMELLIA and 50V-UNIVERSITY-IVY. CT had revised 50 in July, at the request of the City of Palo Alto, to eliminate the PA Community Center in favor of direct service along University and Line 23 served the center, In order to replace the abandoned portion of 50 Line 86-PALO ALTO DEPOT-SOUTH PALO ALTO was extended from the SP Depot to Stanford via Stanford Shopping Center and Stanford Medical Center and the South PA Terminal was extended across San Antonio Rd into Mayfield Mall. Service is 30 minutely weekdays (4 buses), and hourly Saturday (2 buses). Sunday route is shortened to shuttle only from PA SP to Stanford using 1 bus every 40 minutes. Free transfers are exchanged with SAMTRANS at PA SP.

CITY OF LOS ANGELES COMMUTE A VAN

LOS ANGELES: Sponsored by the city for municipal employees the CAV concept began October 18 using six 10 passenger Dodge Vans destined the Civic Center from Altadena, Walnut, San Pedro, Northridge, Saugus and Santa Monica. Program cost is expected to be recovered from rider fares of from $32 to $42 depending upon mileage. The driver rides free and keeps fees collected from two other passengers, proceeds from the first nine riders going to the city.

OMNITRANS (OT)

SAN BERNARDINO: OT made a number of changes in routings of the local lines in San Bernardino on May 3rd and began numbering the original OT lines in August. Generally the local lines in the San Bernardino area range from 1 to 19 with the other areas beginning 20, 30, 40, 50, etc. 20 is NORTH FONTANA, 21-SOUTH FONTANA, 22-RIALTO SHOPPER & 23-BLOOMINGTON. 30 is REDLANDS COMMUTER and the 50s are the former WEST VALLEY lines, 50-ALTA LOMA-CUCAMONGA, 51-52 UPLAND-ONTARIO (51 trips are northbound while southbound trips are 52), 53-MONTCLAIR, 54-CHINO-MONTCLAIR and 55-CHINO-LOS SERRANOS (Ed. Note - it is assumed the three lines in Yucaipa are numbered in the 40s and the Victorville lines are in the 60s). Line 50 was also rerouted westward from Vineyard and Foothill in Cucamonga via Foothill, Baker, Arrow and 11th Avenue to San Bernardino Road in Upland and Lines 51/52 now have half hourly headways between 9AM and 4PM with hourly trips 6A-9A and 4P-7P. Although all details are not yet known (on lines 3, 5, 6, 7, 11 and 12) Lines 4-MUSCOTT, 8-INLAND CENTER, 9-SAN BERNARDINO-BLOOMINGTON, 10-DEL ROSA 13-WEST COLTON, 14-POMONA-YUCAIPA and 17-LOMA LINDA remained relatively the same while new Line 1-COLTON-40TH ST VIA WATERMAN incorporates basically old Line 1 and new Line 2-COLTON-40TH ST VIA D STREET includes old Line 5 Bunker Hill branch extended to Colton via old 1 Monterey Park branch. Lines 1 and 2 are operationally combined. 1 begins at 40th and Waterman via 40th, Sierra, Parkdale, Broadmoor, 34th, Sepulveda, Marshall, Mountain View, Highland, D, 5th, F, 4th, E, 2nd into 3rd, Mt. Vernon, La Cadena, Valley, Rancho, N, 7th, M, 11th, O, Pine, Congress and 8th to M. 2 starts at 40th and Waterman via 40th, Valencia, Highland, Waterman, 5th, F, 4th, E, 2nd into 3rd, K, Mill, Bunker Hill, Grant, Mt. Vernon, Olive, Fairview, Colton, Western, Illinois, Shasta, Mt. Vernon, H, La Cadena, Valley and as 1 into Colton. Each line operates on a 40 minute headway (20 on the combo) 530A-730P Monday/Saturday. Line 9 now operates hourly end to end 6A-7P Monday-Saturday whereas previously service between Rialto and Bloomington was two hourly. 10-DEL ROSA was slightly extended in the Del Rosa area from 39th and Golden via Golden, 40th, Mountain to 39th and Del Rosa rejoining the old routing and a 640PM outbound round trip was added. new Lines 15 and 16-SHANDIN HILLS are operationally combined and incorporate portions of old 2 Shandin Hills and old 5 Highland/Marshall Square branch extended northward. It is currently unknown what happened to the Norton AFB branch of old 2 but the now discontinued South Waterman branch of old 5 was already being served by Line 17-LOMA LINDA. 15 starts at 4th and E via E, 5th, G, 27th, I, 30th, E, Marshall to I where 16 takes over via Marshall, Mt. Vernon, Lomita, Davidson, Highland, Massachusetts, Base Line, L, 5th, G and 4th to E. New Line 19-GRAND TERRACE-LOMA LINDA began operating on August 2nd between Grand Terrace (Barton Rd and Grand Terrace Ave) and downtown Loma Linda (University and Anderson) Monday/Saturday hourly between 630AM and 730PM. The City of Barstow, which has so far declined to join OT, will receive through SCAG $132,000 for construction of new streets and for purchase of 7 taxicabs which will be used to start the city's first Dial A Ride system.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Effective Line 23-SAN RAFAEL-FAIRFAX had its weekday night service (after 700PM) reduced from 30 minutely to hourly and all day Saturday service was similarly reduced. GGT buses are now having lights installed on the outsides to the right of the headsigns which, when illuminated, will read "To Ferry" ala AC TRANSIT's "To BART" light. GGT has been celebrating the Bi Centennial by repainting coach 876, a T8H5307A, red, white and blue with a white body, wide red belt rail, wide blue rub rail, the words "USA Bi Centennial" on the sides along with a drawing of a Minuteman and a drawing of the Liberty Bell on the engine cover door.

RENEW YOUR MEMBERSHIP OR SUBSCRIPTION FOR 1977 NOW - MEMBERSHIPS ARE $7 WHILE SUBSCRIPTIONS ARE $6 - DO NOT MISS WT IN 1977

PETALUMA MUNICIPAL TRANSIT (PMT)

PETALUMA: Using a fleet of 5 Mercedes Benz 0309D buses PMT began operations May 3rd over 3 lines - 1-CHERRY VALLEY, 2-HILLCREST and 3A-PETALUMA VALLEY/3B-PETALUMA VALLEY (loops operated the reverse of each other). Line 1 operates half hourly, 2 runs every 35 minutes and 3A and 3B every 55 minutes departing downtown opposite each other. Fares are 25¢, 10¢ for seniors and handicapped, children under 6 are free as are transfers. Generally Monday/Thursday service runs 530A/700P, Friday runs until 930P and Saturday is 9AM to 6PM. The buses are cream colored with a gold colored stripe designed like a rope and pale blue rub rails painted in the shape of waves and have the city seal on each side. The buses are air conditioned, have 19 seats (2 and 1 fashion), two piece swing out doors, Main fareboxes and headsigns mounted in the upper right corner of the windshield. Although numbered each bus is also named after the steamers and schooners of Petaluma's river heritage: 1-The Petaluma, 2-Schooner Agnes Jones, 3-Schooner Alma, 4-4th of July and 5-Steamer Gold. UNION CITY TRANSIT, INC. operates the service under contract to the city. The City Council has recently voted to buy three more buses and expand the system to serve Sonoma State College (once served by GGT Line 71 now discontinued), Rohnert Park and Cotati.

TRI CITY BUS (TCB)

ST. HELENA: TCB, a project of the Volunteer Center of Napa County, is now operating in St. Helena, Calistoga and Angwin Monday, Wednesday, Thursday and Friday from 10A until 3P in a Dial-A-Ride fashion. There is no fare, but donations are accepted. The bus, a Ford Custom Club Wagon, is equipped with a wheel chair lift in the rear. The City of St. Helena using Metropolitan Transportation Commission funds provided $4,000 to get the bus system started.

TRANSIT IN RIVERSIDE COUNTY

An inter-city bus transfer plan between Banning and Beaumont was implemented September 10 which allows passengers riding one bus system to transfer to the other at the San Gorgonio Pass Hospital at no additional cost. The Beaumont fare was also set at 15 cents (it had been a dime for a 90 day trial period). The Hemet Dial A Ride now serves portions of surrounding unincorporated areas. Two of the system's five buses are assigned to the area just east of the city limits stretching to the Cranston Ranger Station at the foot of the San Jacinto Mountains while the other 3 buses will cover the territory inside the city limits plus the area just to the west including the Hemet West mobile home park. The recent demise of the HEMACINTO CAB COMPANY prompted the city's action. The City of San Jacinto is considering asking Hemet to allow SJ Dial A Ride buses into Hemet more than two days a week, an agreement originally aimed at protecting HCC. The RIVERSIDE TRANSIT AGENCY is planning to have limited bus service between Riverside and Corona by next March at the same time it assumes operation of the Riverside local service from the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT according to announcements from David P. Shilling, PTA General Manager. The bus routings, hours of operation, types of buses and terminal points are still being worked out as are negotiations with SCRTD. Effective October 17 RTD Line 860-LONG BEACH-RIVERSIDE again began serving the City of Corona on the previous route and schedule (WT 10/76). A federal grant of $827,840 has been awarded the City of Palm Springs toward establishment of the community bus system in the Coachella Valley. 12 new buses, 14 radios and fare boxes, 37 bus stop shelters, 185 signs, one automobile and a service vehicle will be purchased. With UMTA approval Palm Springs and Syracuse, New York entered into a consortium on purchase of new small buses and at bid opening the only bid received was from Flxible for the HD-31, a 30 passenger diesel powered bus priced at $75,280 each.

CALIFORNIA-NEVADA GOLDEN TOURS (CNGT)

RENO: CNGT has applied to the Interstate Commerce Commission to reduce its Bay Area-Casino fares. Fare reductions to Reno and Sparks range from 8 to 13 per cent while rates to South Lake Tahoe and Stateline range from 15 to 25%. CNGT presently operates casino turnaround tours from Redwood City, San Carlos, San Francisco and Pleasant Hill to the Riverside Hotel Casino in Reno. With reduced fares passengers would be able to utilize this service from any of the origins for $16.85 round trip. Casino turn-around service from Redwood City, San Carlos, Hayward and Pleasant Hill is also run to Harrah's Tahoe at Stateline with the new fares at $13.95 round trip. CNGT has been providing interstate and special operations for Bay Area residents since 1968.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: August 29th brought a number of changes to HOUTRAN lines. Additional rush hour trips were added on 16-MEMORIAL, 88-BEECHNUT, 82-WESTHEIMER and 15-ALABAMA while 44-STUDEWOOD was extended during rush hours to the Parker Road area. Line 11-NANCE was rerouted to provide service to the Clayton Homes area. Midday service reductions (15 to 20 minutely) were effected on 15-FULTON, 25-RIVER OAKS and 66-IRVINGTON, from 25 to 30 minutely on 10-PECORE and 40-PARK PLACE and from 30 minutely to hourly on 20-FAIRVIEW and 35-TELEPHONE. Midday service was eliminated on 41-GARDEN VILLAS.

SAN ANTONIO TRANSIT SYSTEM (SATS)

SAN ANTONIO: The State Highway and Public Transportation Commission has awarded $10 million in state funds to SATS which will allow the city to purchase 80 new air conditioned motor coaches, build a number of passenger shelters and acquire and improve parking facilities for use in a Park and Ride program.

GRAY LINE TOURS OF HOUSTON (GLTOH)

HOUSTON: While the Railroad Commission of Texas approved GLTOH' application to reduce service from The Woodlands (a development in Montgomery County 30 miles north of Houston) to Houston from two buses a day to one, they also suspended GLTOH permit to operate for 30 days, then probated the suspension for one year after ruling the firm violated commission regulations including stopping commuter service from Sugar Land to Houston without RCT approval and also allowed another company to operate the company's commuter routes on FM 1960 in North Harris County.

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Meetings: November 14, December 12, 7 PM
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EQUIPMENT REPORT

Property	Vehicle Nos	Make	Model/Serial	Notes
NEW				
Utah Transit Authority	3001-3015	Flxible	35096-6-1/61038-52	
AC Transit	II 8007	Flxible	53102-8-1/62166	Replacement bus
Lane Cnty Transit District	501-520	Flxible	45096-6-0/62167-62186	
Airporter	331-332	GMC	P8M4905A/1463-1464	
Eastshore Lines	337	GMC	P8M4005A/1488	
Greyhound Lines-West	7641-7765	TMC	MC8/-	43,RR
Petaluma Muni Transit	1-5	M-B	0309D/-	18 seaters
Santa Rosa Transit	113-116	FMC		23 seaters
USED				
Bremerton-Tacoma Stages	133-134	GMC	TDM4515/086-087	Shelter Crk Apts
Snohomish County PTBA	(101-116	GMC	TDH4517/084,085,037	via SAMTRANS Seattle 430,431,
	(		/156,157,712	780,432,433,795,
	(		/715,717,719	793,786,787,
	(		/721,727,730	791,788,796,
	(		/762,65,66,68	789,90,94,97
SAMTRANS	(117-118	GMC	TDH4519/788-789	Seattle 434-5
	(111	GMC	TDH4517/132	Seattle 792
	(112-114	GMC	TDH4519/478-480	Seattle 782-4
	(115	GMC	TDH4519/331	Guiton 201
	(151	GMC	TDH5301/707	Guiton 202
	(216	GMC	TDH4509/1319	Shelter Crk Apts
	(609-620	GMC	T8H5305A/089-100	GGT (leased)
Associated Charter Bus	302	GMC	PD4107/1153	Arrow 302
Mark IV Chtr Lines	II410,411	GMC	PD4903/150,331	Gulf Transport 1604-1605
Peabody Lines	100	GMC	PD4106/150	Pink Bus 8
	300	B&C	0198E/6674	CDL 12749
DISPOSITIONS				
Peerless Stages	283	GMC	PDA4101/316	pvt party
Falcon Charter Service	28	GMC	PD4104/3168	pvt party
Shelter Creek Apts	unnumb	GMC	TDM4515/087	Evergreen Trails
Salinas City Lines	205	GMC	TDH4517/137	to Humboldt County
SF Municipal Railway	(unkn	Twin	44TTW/-	(7 for sale
	(unkn	StLouis		(36 for sale
	(unkn	Marmon	TC44,TC48/-	(202for sale

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WTS NEWS: 1977 Membership Due and Subscription Rates have been increased $1 to help cover increased cost of the publication including paper, ink, stencils, envelopes and especially postage. Equipment Preservation dues discontinued.

Regular Membership - $7 Subscription Rate - $6

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