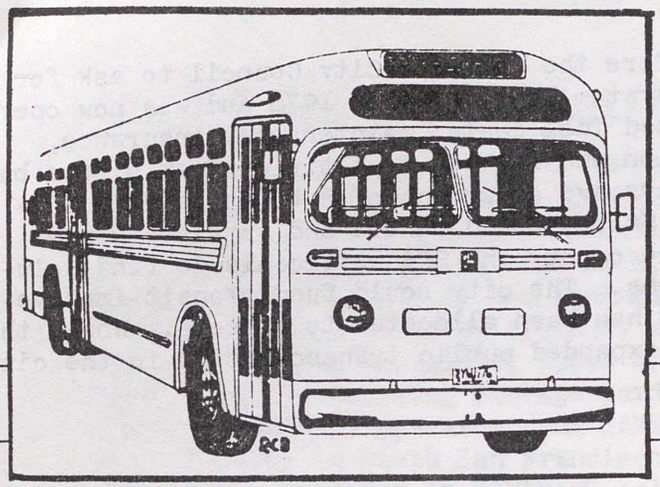


Western Transit

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INTRA CITY MUNICIPAL BUS SYSTEMS -

The City of Santa Fe Springs has begun a five day per week beach bus service from the Town Center Hall (11740 Telegraph - 1030AM) to the Huntington Beach Pier leaving the Pier at 330PM. Fare is 50 cents round trip and is available to residents of both Santa Fe Springs and Los Nieto and students in both communities. Children under 12 must be with an adult and service will run through September 2nd.

Beginning September 1 the City of El Cajon will drop the group rate for its Dial A Ride program in favor of a uniform 50 cent fare per passenger. The change in rates is expected to increase annual revenue by $30,000. It was determined that college students traveling in groups between Grossmont College and Christian Heritage College were paying 50 cents in revenue while operating costs were approaching $8.

Student fares were increased from 10 to 15 cents by action of the Norwalk City Council on July 1 Basic fares were increased to 20 cents earlier this year. The city recently received $267,000 from UMTA to help defray operating costs. Revenues presently account for 10 per cent but with the increased rates the percentage will rise to 18% in the 1977-1978 fiscal year.

The City of Thousand Oaks City Council approved funding for a beach bus to Zuma Beach running daily between July 25 and September 5. Two buses would be used, a $2 fare will be charged and there will be adult supervision. The one hour trip will begin (900AM) at Borchard Community Center in Newbury Park to Community Center on Moorpark Road, one final stop at Agoura Rd and Westlake traveling on Kanan Road to the surf. Return trip will depart Zuma at 330PM. The last such service operated in 1974 and was provided by SUBURBAN COMMUTER SERVICE using regular route certificates. The new service will be operated on a contract basis by an unknown (to WT) firm.

EAST LOS ANGELES COMMUNITY IMPROVEMENT ASSOCIATION has received a $101,000 to purchase 8 specially equipped vans to serve Seniors and handicapped persons of northeast Los Angeles. The 19 passenger vehicles will have wheelchair lifts, air conditioning and two way radios and would be purchased by the state DOT. The Eagle Rock area SENIOR RIDE will, upon receipt of the new buses be expanded to include all of Los Angeles north and east of the Los Angeles River to the city limits. Start up date is unknown until money for operating costs is allocated and received.

The City of Redondo Beach has received notice from UMTA that it has been certified for a grant of $22,000 to be matched by municipal funds to finance a Dial A Ride system for seniors and handicapped. An August 8th public hearing is scheduled to determine the social, economic and environmental aspects of the system.

CALEXICO TRANSIT SYSTEM (CTS)

CALEXICO: Raul Castro, part owner of CTS, appeared before the Calexico City Council to ask for a $1500 monthly subsidy for 6 months. He expalined the system lost $8732 in 1976 and was now operating at a loss caused by a number of factors - increased fuel costs, maintenance, insurance, reduced traffic from Mexicali due to the peso devaluation and weekend competition from a free bus service offered by the Las Palmas Swap Meet. Three years ago a maximum of 3 buses were in service (one was free sponsored by the La Estrella Grande Store, now defunct) and service is now provided by one bus. The city has been working with the county and SCAG officials to find solutions to the Imperial Valley's only bus system's problems. The city could fund transit improvements using SB 325 funds, but most of this year's money has been allocated to streets. While the council was sympathetic to CTS' needs and the need for expanded public transportation in the city it took no action but will study the matters further.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Two new services were started on July 1st. The first was the beginning of bus service in Cherry Valley administered by RTA and operated by Banning Cab Company using a 9 passenger Dodge Van with RTA colors and logo. BCC will be paid an hourly rate of $10.50 based on the hours the vehicle will be in operation and the company will pay maintenance and operating costs out of this amount. The bus operates Monday-Saturday 9AM-Noon and 1PM-6PM starting at the Alpha Beta Shopping Center at 14th and Beaumont in Beaumont, north to Orchard, east to Noble, south to High, east to Bellflower, south on that street, west on Lincoln, south on Cherry, east on 8th to San Gorgonio Pass Hospital arriving 20 minutes after the hour and returning to starting point at 50 minutes after the hour. The CV bus will meet the Beaumont and Banning minibuses at the hospital with reciprocal transfers available. The CV bus will also meet the Beaumont bus at the Beaumont terminal. Fare is 50 cents for regular passengers, 25 cents for seniors and handicapped and free for children under six with an adult. Elderly and handicapped may arrange for the bus to pick up at their door by calling in ample time before scheduled arrival at nearest time point. Line 21-COUNTRY VILLAGE-GLEN AYON-PEDLEY-TYLER MALL was also started July 1. Three round trips are operated Monday thru Saturday leaving Mission and Rubidoux at 900AM, 1201PM and 430PM departing Tyler Mall at 1000AM, 100PM and 530PM. Regular RTA fare structure applies. From Mission and Rubidoux buses travel Mission to Country Village, then Mission, Lindsay, Bellegrave, Marlatt, Jurupa, Hill, 51st, Felspar, 56th, Beach, Limonite, Van Buren and Magnolia to Tyler Mall.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD Directors have approved contractual arrangements for an UMTA grant of $1.4 million to be used to purchase 20 buses designed by Gillig-Neoplan and constructed in Hayward with the "kneeling" feature. The 35 passenger buses cost about $75,000 each and are expected later this year. The funding will also include renovation and expansion of NCTD offices, purchase of computerized fareboxes and upgrading of maintenance facilities.

FLYAWAY BUS SERVICE

LOS ANGELES: Direct bus service between Los Angeles International Airport and Van Nuys Airport Bus Terminal as a result of an agreement between the City Council's Board of Referred Powers, acting on behalf of the Airport Commission, and GRAY LINE TOURS COMPANY to last four months and to provide service twice an hour between 530AM and 100AM with three trips in the intervening hours. GLOLA will receive $21.07 an hour, up from ASSOCIATED's $14.15. In addition the City Attorney has been authorized to conclude a lease for the use of six Neoplan buses which United California Bank, as noteholder, had placed in storage at LAX when AIRPORTRANSIT went out of business. It is expected that when the buses are returned to service GLOLA will submit a new bid on the operation. The Airport Commission was disqualified from voting on the case because of a relationship of GRAY LINE TOURS COMPANY through a parent firm to a client of Commissioner Alexander Pope's law firm.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

san mateo; On Saturday July 2 SAMTRANS took over operation of Peninsula and Coastside local service from GREYHOUND LINES-WEST replacing Peninsula Routes B, C, F, G, L, M and Z with four full time "Peninsula Mainline" and four weekday peak only "Super Service" routes and Coastside Routes NQ O and S with two local and three peak only express lines. Service on the Peninsula lines is provided under a 3 year contract by GL-W using their TDM5303s ((9600s) and drivers and by SAMTRANS on the Coastside lines with their TDH4517s, 4518s, 5301s and 5303s. Central operating base for the Peninsula service is the existing storage yard behind GLW's Redwood City Depot on Brewster, while Coastside service operates from SAMTRANS recently enlarged North County yard off Bayshore Freeway in South San Francisco. Prior to the takeover about a half dozen GLW 9600s were repainted in SAMTRANS colors, but not lettered, and renumbered from 9600s to corresponding numbers in the 9800 series. Last minute changes were made to routes and schedules of certain "Super Service" lines to better serve the Civic Center and the former northern terminal at GLW's 7th and Mission Depot following a demonstration by commuters at the June 22 SAMTRANS Board of Directors meeting. As a result proposed 5P-REDWOOD CITY-PALO ALTO (nine southbound PM peak only trips) from Redwood City via El Camino Real to Palo Alto (Page Mill Rd) was dropped and 7Z-S.F. CIVIC CENTER-SAN MATEO VIA BAYSHORE was substituted instead. Likewise "Super Service" lines 7F and 7R which had originally been planned to serve the financial district directly via Bayshore Fwy and the Main St off ramp were rerouted to exit US 101 on 9th (returning 10th) and make stops along Mission St to Main. Only one of the 4 weekday Mainline routes and none of the Coastside lines operate into downtown San Francisco and passengers must transfer to BART at Daly City for downtown, a fact which also caused some rider consternation. The 3 Mainline and 2 Coastside weekend lines do, however, operate into downtown SF as BART is not yet operating weekends. New SAMTRANS line details are as follows: Peninsula Mainline Services (Weekdays)-basic combined 15 minute headway along El Camino Real (ECR) from Bart/Daly City to Palo Alto (Page Mill Rd) to 700PM, then 30 minutes to 1230AM. 5L-BART-PALO ALTO VIA EL CAMINO: From BART/Daly City via John Daly, Mission and ECR to Page Mill; 5M-BART-MILLBRAE VIA EL CAMINO; From BART via same route as 5L to Millbrae Ave looping Millbrae, California and Trousdale to ECR; 7A-BART-PALO ALTO VIA AIRPORT: From BART via John Daly, Junipero Serra Fwy (I-280), I-380, So. Airport Blvd, looping thru SF International Airport passenger terminals, US 101, E. Hillsdale (San Mateo) and ECR to Page Mill. 7S-SAN FRANCISCO-SAN MATEO VIA AIRPORT: From Spear and Market via Spear, Mission, Main, Market, Pine, Battery, 1st, Mission, 10th, Division, Potrero, Bayshore Blvd, So. Airport, SF Intl Airport loop, US 101, Millbrae Ave and ECR to 31st Ave (Hillsdale). Return route is same to Division, then 9th, Mission, Main, Market, Pine, Battery, 1st, Mission, Main and Market to Spear. Peninsula Mainline Services (Weekends) is a basic 30 minute service except 15 minutes between Millbrae and Redwood City to 600PM, then hourly to 1130PM. 5L-S.F.-SAN MATEO VIA MISSION/EL CAMINO: From Spear and Market via financial district loop, 1st, Mission and ECR to Hillsdale, 7A-SF-PALO ALTO VIA AIRPORT: Same as 5L to 10th & Mission, thence 10th (inbound 9th) US 101, Airport loop, US101, Hillsdale and ECR to Page Mill, 7S-SF-REDWOOD CITY VIA AIRPORT: Same as weekday route except extends south on ECR from Hillsdale to Redwood City GLW Depot. Peninsula Super Service (Weekday Peak Only - AM Northbound and PM Southbound) includes: 5S-SF CIVIC CENTER-SAN MATEO VIA MISSION/EL CAMINO: AM from 4th Ave and ECR (San Mateo) via ECR, Mission, Army, So. Van Ness, Van Ness, Grove (Civic Center) and 8th to Bryant. PM from 7th & Bryant via 7th, McAllister, Van Ness, So. Van Ness, 26th, Mission and ECR to 4th Ave, 7F-SF-PALO ALTO VIA BAYSHORE, RALSTON & EL CAMINO: AM from Page Mill & ECR via ECR, Ralston, US 101 (first 3 trips routed to United Airlines Maintenance Base via San Bruno, So. Airport and I-380 to 101), 9th, Mission, Main, Market and Pine to Battery. PM from Spear and Market via Spear, Mission, Main, Market, Pine, Battery, 1st, Mission, 10th, US 101, Ralston and ECR to Page Mill. No PM trips serve UAL Base.

SAMTRANS Contd -- 7R-SF-REDWOOD CITY VIA BAYSHORE & EL CAMINO: AM from Massachusetts and Woodside (Redwood City) via Woodside, ECR, 4th Ave, US 101, 9th, Mission and financial district loop. PM financial district loop, 1st, Mission, 10th, US 101, 3rd Ave, Delaware, 4th, ECR and Woodisde to Massachusetts; 7Z-SF CIVIC CENTER-SAN MATEO VIA BAYSHORE: AM from 4th Ave and ECR (San Mateo) via ECR, San Bruno Ave, US 101, 9th and Larkin to McAllister. PM via McAllister, Polk, 10th, US 101, San Bruno and ECR to 4th Ave. Coastside Service - basic weekday 15 minute peak northbound AM and southbound PM, 30 minute midday and hourly 630PM-930PM between BART and Linda Mar with 5 daytime round trips BART to Half Moon Bay. Weekend service varies 60 to 120 minutely with 4 Half Moon Bay trips Saturday (3 on Sunday) and extends from BART to downtown SF. 1A-BART-HALF MOON BAY LOCAL: From BART/Daly City via John Daly, Skyline, Westridge, Skyline Dr, Longview, Belcrest, Skyline Blvd, Crenshaw and Palmetto to Pacific Manor Shopping Center, then W. Manor, Ocean, Cabrillo Hay (Cal 1), Kelly (Half Moon Bay), then looping Johnston, Mill and Main to Kelly. Replaces (with 1L) northern part of former 22E-BART-SERRAMONTE VIA SKYLINE/PALISADES from BART to Belcrest & Skyline. 4 round trips weekdays about every 3 hours. Weekends extends to SF via John Daly, I-280, US 101, 9th, Mission, Main and Market to Spear. Southbound routing same as Peninsula lines. Four trips Saturday and three Saturday; 1C-BART-LINDA MAR EXPRESS: From BART via John Daly, Cabrillo and Cal 1 to Linda Mar Shopping Center. 15 minute northbound 615A-745A and southbound 450P-605P weekdays only. Former midday 30 minute service dropped in favor of 1A and 1L; 1H-BART-HALF MOON BAY EXPRESS: Same as 1C but extends to Half Moon Bay as 1A. 1 northbound trip in AM and 1 southbound PM trip; 1L-BART-LINDA MAR LOCAL: Same as 1A but terminates at Linda Mar Center. Weekdays 30 minute to 630PM, hourly to 930PM. Weekends extends to SF as 1A - four trips Saturday and 3 on Sunday; 2S-BART-SAN BRUNO EXPRESS: From BART via John Daly, Cabrillo Fwy and Skyline Blvd to Sneath Lane-two AM northbound and two PM southbound trips weekdays. Changes related to the new Coastside service were made July 2 on the Pacifica, Daly City and San Bruno Divisions. 10L-ODDSTAD (Linda Mar): Same as former 31L-LINDA MAR BLVD with minor modifications except midday (915A-215P) and Saturday headways lengthened from 30 to 60 with 1 bus making alternate trips with 10T. From Linda Mar Center via Linda Mar, Peralta, Rosita, Capistrano, Linda Mar, Alisante, Terra Nova, Oddstad to Big Bend, looping Big Bend, Glacier, Cape Breton to Oddstad, returning Oddstad & Linda Mar to Cabrillo. 10S-SERRAMONTE-LINDA MAR replaces 31C between Linda Mar Cntr and Pacific Manor Center, portion of 31F from Pacific Manor to Fairmount Shopping Cntr and southern end of 22E from Skyline & Belcrest to Serramonte Shopping Center. Half hour headway 830A-430P and 60 minute Saturday 830A-1130A, then 30 to 400PM. 10T-TERRA NOVA (Linda Mar) is same as former 31T with minor rerouting and reduction of midday and Saturday service as per 10L. 31C-PACIFICA OWL: This former Friday/Saturday evening only combination of Pacifica lines 31C, 31L and 31T was dropped. 31F-FAIRMONT which interlined with San Bruno 30A-PACIFIC HEIGHTS was replaced by portions of 10S and 20J-BART-SKYLINE COLLEGE. 20C-BART-SERRAMONTE VIA SOUTHGATE no longer interlines with 20J and was extended from BART/Daly City via John Daly and Mission to Templeton. 20J-BART-SERRAMONTE VIA JUNIPERO SERRA was extended north from BART to replace former 23H-BART-BELLEVUE and south from Serramonte over portions of former 22E and 31F to Skyline College. Route is from Mission and John Daly via Mission, Templeton, Brunswick, Guttenberg, Bellevue, Crocker, Hanover, Wellington, John Daly, Junipero Serra, Washington, San Pedro, Eastmoor, Alta Loma, San Fernando, St. Francis, Southgate, Serramonte Ctr, Gelbert, Hickey, Inverness, Manor, Skyline and Sharp Park to Skyline College. Weekday evening service between BART and Skyline College only. Weekend southern terminal is Manor & Caridge instead of Skyline College. Weekdays 20 minute peak, 30 base, 60 evenings. Weekends and holidays is hourly. 21A-STONESTOWN-KING/CALLAN: Saturday service inaugurated from Stonestown to Serramonte in lieu of former SERRAMONTE-KING/CALLAN "Saturday Shopper" loop route. 22E-BART-SERRAMONTE VIA SKYLINE PALISADES/FAIRMONT was replaced by portions of 1A, 1L, 10S and 20J. 23H-BART-BELLVUE was replaced by a northern extension of 20J.

COUNTY TRANSIT (CT)

SAN JOSE: Several route and service changes were effected with the July 3rd Sign Up. In an interrelated change off peak service to Lockheed and Moffett Park industrial complexes on Lines 20 and 54 was eliminated and weekend services on 26 and 54 extended to transit dependent residential areas in North Sunnyvale. Severe midday overloading on 21-ALUM ROCK along East Santa Clara and Alum Rock Ave. from San Jose CBD to the East Foothills made necessary reduction of headways from 30 to 15 minutes between 9AM and 3PM weekdays along a major portion of the line (to White Road). Alternate buses now make this turnback by a clockwise loop from Alum Rock via Capitol, Gay and White to Alum Rock which brings new service to the Mayfair Golden Manor mobile home park. At peak periods the 2 added buses operate the full length of the 21 route to Alum Rock & Miguelta and are then thru-routed on the west end from 1st & Santa Clara with 81A to Kaiser Hospital in Santa Clara. 81A formerly short turned at 1st during peak hours instead of continuing to the regular 81 eastern terminus at McKee & Toyon. Lines 23, 24 and 52 were rerouted in Los Altos at the request of the City Council for a 6 month period. 31-PAGE MILL-SUNNYVALE COMMUNITY CENTER began operation as replacement for that portion of abandoned GREYHOUND Line C between South Palo Alto and Sunnyvale. From connection with SAMTRANS at Page Mill and El Camino Real via Page Mill, Oregon Expwy, Alma, Central Expwy, looping into Mayfield Mall, Central, Bailey, Villa, Hope, Evelyn, Frances, Washington, Sunnyvale, Evelyn, Fair Oaks onto Remington & Michelangelo to Sunnyvale Community Center. One bus provides 90 minute service 530AM to 1100PM weekdays and 900AM-530PM weekends. Route C operated hourly during daylight hours, then between 90 and 150 minutely after 7PM until 1130PM. No replacement was made for that portion of C along Alma north from Page Mill/Oregon to Palo Alto Greyhound Depot but parallel and connecting service is available on Waverly by 88-PALO ALTO VETS HOSPITAL during daytime hours Monday-Saturday. As a result of a continuing evaluation by the Transportation Commission of lines which have ridership below 60% of the system average headways on midday only Lines 94-PRUNEYARD-WESTGATE and 96-KAISER HOSP-DEANZA COLLEGE were lengthened from 30 to 45 minutely reducing bus requirements from 2 to 1 on each line releasing the buses to the Line 21 changes above. This change is for six months trial during which time possible reroutings to increase productivity on 94 and 96 will be evaluated. In a program put together jointly by CT and the Mexican American Community Services Agency (MACSA) special summer lines, primarily for teenagers, serving San Jose park, recreational and job facilities are offered weekdays June 20 to September 2 by the following: SUMMER JOBS TRANSPORTATION: 1 morning trip is provided between several San Jose east side high schools and downtown job centers over an inverted U shaped route leaving Andrew Hill High at 648AM and arriving Kelly Park in south central San Jose at 742AM. No return PM service is provided Route is via Senter, Capitol Expwy, Silver Creek, King, Ocala, Capitol, Cunningham, White, McKee, 7th, Mission, 1st, Hedding, Guadalupe Pkwy onto Market onto 1st, Keyes and Senter to Kelly Park. SUMMER PARK SERVICE: Each weekday two buses provide 60 to 90 minute service 10AM-6PM between various San Jose residential areas and Vasona Park (Los Gatos) via Kelly Park. Routes in San Jose vary with the day of the week but the Kelly Park Vasona Park lines operates all 5 days. 17-KELLY PARK-VASONA PARK: From Kelly Park via Senter, Keyes, Goodyear, Almaden, Virginia, Bird, I-280, Cal 17, Lark, Los Gatos and Blossom Hill to Vasona Park. 17A-SILVER CREEK HIGH (Monday): From Boggini Park at White and Remington via White, Aborn, Brigadoon, Maloney, Silver Creek onto King, Tully, McLaughlin, Story and Senter to Kelly Park. 17B-LICK HIGH (Tuesday)-From McKee & Jackson via McKee, White, Story, Jackson, San Antonio, McLaughlin, Story and Senter. 17C-MT. PLEASANT HIGH (Wednesday): Flint & Tully via Flint, Marten, White, Cunningham, Capitol Expwy, Ocala, King, Story and Senter to Park. 17D-SAN JOSE HIGH (Thursday): From Naglee & Park via Naglee, Taylor, 10th, Empire, 21st, Julian, 10th, Keyes and Senter to Park. 17E-ANDREW HILL HIGH (Friday): War Admiral & Snow via War Admiral, Roeder, Monterey Hwy, Senter, Tully, Lucretia, Story and Senter to Park. One Dial A Ride bus (Line 19) is deployed to provide direct shuttle between Morgan Hill, Gilroy and Unas Meadows Park on Tuesday, Wednesday and Thurdday making three round trips as 17F-SOUTH COUNTY (UNAS MEADOWS)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: All 29 Minibus Model MED8002 buses are now on the property and in service on local lines in Orinda/Moraga, Pleasant Hill, and Fremont & Newark. The buses have a wide 48 inch door, large picture windows, air conditioning and fabric covered seats for 25 riders. The Board of Directors has authorized proceeding with contract for 66 Advance Design Buses from General Motors with the understanding that a wheelchair lift can be retrofitted if desired by AC and has urged the Metropolitan Transportation Commission to encourage the City of Walnut Creek to contract with AC for local transit in lieu of approving Transportation Developement Act funds (SB 325) to operate an independent system. Three new local lines, 380, 381 and 382, dubbed "Tri Delta Transit" began operating June 6th linking Brentwood, Oakley, Antioch, Pittsburg, West Pittsburg and Shore Acres. The service is operated under contract to the EASTERN CONTRA COSTA TRANSIT AUTHORITY and is using a number of TDH 4509s.

OMNITRANS (OT)

SAN BERNARDINO: OT Directors have authorized contract awards totaling $660,000 to remodel former Fairview Ford complex at 5th & Muscott for OT headquarters. The project will include the first automatic bus washing and vaccum cleaning equipment and parking for 125 buses (present fleet totals 95) and hydraulic lifts for maintenance work. Dial A Ride in Ontario and Upland will continue another year but the cities contribution will drop primarily because after experience gained from actual operation funds can be budgeted more accurately. Service in the West Valley was greatly expanded on July 25 with the introduction of five new lines, several reroutings and half hourly service on Lines 51 and 53 and by alternate directions on two way loops-57, 58 and 59. 14-MONTCLAIR-YUCAIPA now begins at Montclair Plaza, instead of Indian Hill Village, and travels Moreno, Benson, 5th, Mountain, Holt, Vineyard, Ontario Airport, Vineyard, Sierra, Foothill and former routing to Yucaipa. Hourly service still prevails but 30 minute headways between Fontana and Redlands weekdays 7A-9A and 2P-5P. 50-ALTA LOMA-CUCAMONGA begins at Baseline & Carnelian via Carnelian, Lemon, Beryl, 10th, Archibald, Baseline, Topaz, Roberds, Carnelian, Baseline, Archibald, Foothill, Turner, 8th, Archibald, Foothill, Hellman and Baseline to Carnelian. 51-UPLAND is a one way loop beginning at 5th & Mountain via 5th, San Antonio, 7th, Sultana, 8th, 2nd Ave, Arrow, San Bernardino, 11th Ave, Foothill and Mountain to 5th. 52-NORTH UPLAND began July 5 from Sultana and D via D, Euclid, G, Sultana, 4th and Euclid to Heights Center Market just north of 24th. 53-MONTCLAIR begins at Montclair Plaza via Moreno, Monte Vista, Palo Verde, Fremont, San Bernardino, Ramona, Benito, Fremont, Kingsley, Mills to Indian Hill Village returning same route to Montclair Plaza, then Moreno, Central, Palo Verde, Vernon, Cambridge, Belair, San Bernardino, Vernon, Kingsley, Central, Benito, Fremont, San Bernardino, Central to Montclair Plaza. Certain portions of the line are overlapped giving a 10 to 20 minute headway depending on where you are going. 54-CHINO starts at Montclair Plaza via Central, Walnut, Telephone, 6th, D, Monte Vista, Riverside, Yorba, Chino, Norton, Schaeffer, Rosewell, Chino, Pipeline, Riverside, Ramona, Walnut, Pipeline, Philadelphia, Monte Vista, Walnut, Cypress, Riverside, Magnolia, Chino, Oaks, Riverside, Benson, D, 10th, Washington, Central to Plaza. 55-LOS SERRANOS also starts at Montclair Plaza via Central, Merrill, Monte Vista, Los Serranos, Cecilia, Fairway, Murray, Bird Farm, Country Club, Sierra Vista, Descanso, Pipeline, Valle Vista, Rolling Ridge, Carbon Canyon to Pipeline returning same. 56-NORTHWEST ONTARIO begins at Sultana & D (a two way loop) via Sultana, G, Mountain, D, Benson, I, Mountain, 6th, San Antonio, 4th, Euclid, G, Sultana to D. 57-NORTHEAST ONTARIO from D & Sultana via D, Grove, 5th, Baker, 7th, Campus, 9th, 11th Ave, San Berdo Rd, 13th, Arrow, Grove, 6th, Campus, D to Sultana. 58-SOUTHWEST ONTARIO from D & Sultana via D, San Antonio, Phillips, Oak, Francis, Central, Philadelphia, Merrill, Francis, Euclid, Elm, Fern, Phillips, Vine, D to Sultana. 59-SOUTHEAST ONTARIO via D, Euclid, Belmont, Palm, Phillips, Fern, Elm, Euclid, Philadelphia, Campus, Belmont, Bon View, California, Campus, D to Sultana. 60-CHAFFEY COLLEGE via Sultana, Holt, Mountain, 5th, Benson, (to Montclair Plaza and return), Arrow, San Berdo, 13th, Arrow, Baker, Foothill, Vineyard, Base Line and Haven to Chaffey College.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: Two new Park/Ride lines were started June 27th necessitating the recall to duty of 26 TDH 4517s which had been in storage at Hobby Airport. The buses have been refurbished and had been in storage since arrival of 100 T8H5307As in May 1975. Line 59-SOUTHWEST FWY/BELLAIRE BLVD begins at Sharpstown Baptist Church parking lot via Bellaire, Larkwood, Southwest Freeway, Louisiana, Rusk, Milam and Pease to Smith - six commute hour trips inbound in the morning and outbound in the afternoon are operated. Line 61-WEST LOOP/BEECHNUT starts at the Sage Store parking lot at Meyer Park and Indigo traveling Indigo, West Loop Fwy, Southwest Fwy, Louisiana, Rusk, Milam and Pease to Smith with seven commute hour trips. Another new line, 33-NORTHWOOD MANOR, began operating July 11th. Beginning in downtown Houston the line travels the Eastex Freeway to Little Rock, Hirch, Mt. Houston, Homestead, Guadalupe, Cheeves, Little York and the freeway back to Houston. The line operates 6AM-7PM Monday-Friday. The City of Houston has had its UMTA grant for $9.7 million to help finance purchase of two sites for HOUTRAN maintenance facilities approved. The city is negotiating with Houston Belt & Terminal Co. for an 18 acre site at the old Union Station which location would be used for administrative offices and light maintenance. A 28 acre site near Eastex Freeway and Loop 610 would be used as a heavy maintenance facility.

FORMER GREYHOUND BUSES IN HOUSTON AREA

MC5s 7242 and 7253 noticed in early July in Greyhound lot painted white with old fleet number on bumper awaiting delivery to new owners. OLIVER BUS CO (successor to GRAY LINE TOURS OF HOUSTON) has ex GLW 7239, this bus also painted all white plus former GLE 4768 and 4786 (PD 4106s). GLT had been using 4786 but with no ID other than Greyhound number. 7214 and 7241 have also been observed. (Ed. Note - In California a number of 2400 series MC5s have also been obersved in the all white scheme but with fleet number on the rear windows in traditional fashion).

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Free circulator bus service began in Boulder on April 18th using specially painted and completely refurbished FMC coaches. Labeled "the freeB" four buses run every 15 minutes between Crossroads Shopping Center, University of Colorado, Hill Shopping Center and downtown Boulder over portions of exisitng lines. 450 new Duncah fareboxes have been installed in RTD buses replacing older fareboxes.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

STOCKTON: A new express line was instituted June 12 operating one AM round trip and one PM round trip designed to coincide with the 8 to 5 work schedule. From Weber & California, downtown, buses travel Weber, Center (return on El Dorado), Washington, Interstate 5, Benjamin Holt, Pershing, Meadow, Hammer Lane, I5, Benjamin Holt, Herndon, Mill Springs, Allegheny, 5 Mile, Cumberland, Swain, Grisby, I5 and return downtown.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The City PUC has authorized MUNI to proceed to purchase 25 diesel buses equipped with wheelchair lifts to replace 25 Mack C49DTs, authorized purchase of two way radios for 494 motor coaches and trolley coaches and approved a 6 month trial of interchange of transfers between MUNI lines in the Embarcadero area and GOLDEN GATE TRANSIT ferry boats. Diesel buses will continue replacing Line J-CHURCH streetcars until September 5. Because of the move to the new MUNI-METRO facility and required alterations to shop equipment to conform to health and safety standards crewmen have not been able to repair the 16 PCCs presently out of service and the buses, normally used for school service, are available this summer.

EQUIPMENT REPORT

Prpperty	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Salinas Transit System	805-809	Flxible	35096-6-1/62389-93	33 seat, kneeling feature
City of Pacific Grove	unnumb	Minibus	MED8000/1305-06	25 seat, A/C
Yosemite Transp System	80	GMC	P8M4108A/183	
Can-Am Tours	4175	GMC	P8M4905A/1404	
USED				
Yosemite Transp System	77-79	GMC	PD4107/734,736,737	Mid Cont Coaches
Franciscan Lines	199	GMC	PD4107/1148	NMT 233
The Gray Line, Inc (SF)	(344,347	GMC	PD4107/836,931	GLW 7956,1733
	(349-351	GMC	PD4107/939,786,821	GLW 1741,7906,7941
	(353	GMC	PD4107/904	GLW 7091
City of So Lake Tahoe	(3023A,3025	GMC	TDH4507/1485,1487	ACT 1751,1756
	(3026	GMC	TDH4507/1540	ACT 1829
SAMTRANS	132-137	GMC	TDH4518/003-005,009, 011,013	MARTA 725-7,731, 733,735
Scenic Hyway Tours	8420	MCI	MC5A/6134	GLW 8420
Brock Bus Lines	(75,76	Intl	1600/Wayne	Valley Chtr Bus
	(78	Ford	B600/Wayne	75,76,78
DISPOSITIONS				
Orange County Transit	1402-1406	Flxette	572-KE-F73-1/FX424-428	sold to Micro bus Corporation
Fresno Transit	5301,2,4	GMC	TDH4509/2413,14,16	For Sale
	5401,5601,02	GMC	TDH4512/594,1376,77	"
	601-602	GMC	TDH4517/169-170	"
	603-604	GMC	TDH4517/331-332	"
	605,7,8,9	GMC	TDH4517/757,716,753,771	"
	6020	GMC	TDH4517/767	"
City of La Mirada	26,28,29	Gillig	Microcoach/-	For Sale

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WT STAFF

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MEETINGS: 730PM AUGUST 14, SEPTEMBER 11, OCTOBER 8, BOARD OF DIRECTORS ROOM, PASADENA CHAMBER OF COMMERCE, 182 SOUTH LOS ROBLES, PASADENA, CALIFORNIA