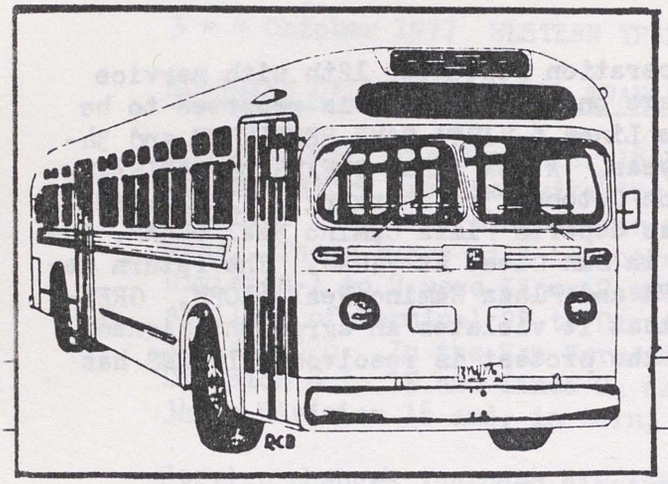


Western Transit

Monthly Publication of The Western Transit Society

Vol. 15 No. 10 October 1977

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: Riverside County's second publicly owned transit system this year became operational on September 6th as it took over the system operated by the City of Palm Springs and expanded service to include Desert Hot Springs, Palm Desert, Catherdral City, Indio and Coachella The STA fleet consists of twelve brand new Flxibles (Model 35096-6-1) plus at least five FMC coaches, formerly operated by Palm Springs. The buses are painted cream over yellow with orange striped trim with the name "Sunline" and a large "S" inside a sunburst design. The Flxibles feature air conditioning, 33 two tone brown bucket seats including 28 in a perimeter seating design, openable windows, push doors, back lighted car card area, touch tone buzzer and cream and brown interiors. The buses have electric headsigns and sidesigns (presently sans curtains) and have the "kneeling feature" built into the front door and stepwell. The Flxibles have three digit Run Number boxes in the front window in which is displayed the coach number rather than in a decal or some other style on the body of the bus and the coach number is the last three digits of the five digit serial number -- fleet number 441 is serial number 62441. There are nine lines in the system although the DESERT HOT SPRINGS-COACHELLA "Backbone" line is known as 9 north/westbound to Desert Hot Springs and as 10 enroute to Coachella. Line 1-PALM SPRINGS LOCAL anchors on the Palm Springs Mall and serves selected areas of Palm Springs every half hour and hourly service to Dream Homes or Cathedral City Monday thru Saturday 630AM-600PM replacing the former "Red Route". 2-PALM SPRINGS LOCAL replaced the former "Blue Route" and operates half hourly 628AM-558PM Monday thru Saturday servicing the Mall, Palm Springs Airport, Smoke Tree Village and several residential areas. 3-PALM SPRINGS LOCAL services the long north/south Palm Canyon Drive/Indian Avenue corridor which includes the downtown area. Half hourly service 635AM-605PM is operated six days a week replacing the "Green Route". 4-DESERT HOT SPRINGS LOCAL operates over a myraid of streets within DHS operating on weekdays between 7AM-10AM and 3PM-7PM while Saturday service runs between 10AM and 2PM. 5-INDIO LOCAL operates hourly 643AM-543PM over two branches serving North Indio and Central Indio while 6-INDIO LOCAL serves West and South Indio at the same service hours. 7-COACHELLA LOCAL provides hourly service to the Sierra Vista area and half hourly service to the rest of the city Monday thru Friday 640AM-1131AM and 110PM-810PM and Saturday 910AM-1210PM and 110PM-610PM. 8-PALM DESERT LOCAL runs within Palm Desert 645AM-545PM Monday thru Saturday on hourly headways. 9-COACHELLA-DESERT HOT SPRINGS runs hourly 610AM to 610PM weekdays, two hourly Saturday 610AM-610PM with the first two weekday trips (first Saturday trip) originating at Highways 86 and 111 operating through Thermal on Airport Blvd and then regular route to DHS. 10-DESERT HOT SPRINGS-COACHELLA operates on same basic times as 9 except that last two southbound weekday trips (last Saturday) operate to Coachella thence along Highway 111, Airport Blvd (thru Thermal) and Highway 86 to Avenue 52 in Coachella. Sunday and holiday service is not offered anywhere on the system. Exact Fare is required and fares are 35¢ adults, 15¢ for those under 12, seniors and handicapped with free transfers.

2 * * October 1977 WESTERN TRANSIT

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD Line 8-ESCONDIDO-RANCHO BERNARDO began operation September 12th with service operating Monday through Saturday 615AM to 815PM. Patronage on the new line is reported to be beyond expectations. NCTD Directors have voted to combine Lines 6-VISTA-CAMP PENDLETON and 34-VISTA-FALLBROOK into a new Line 6 about the first of the year. A new line, OCEANSIDE-CARLSBAD-SAN DIEGUITO-SAN DIEGO PARK/RIDE EXPRESS began operating on October 3rd charging a $7.50 weekly fare or $25 monthly fare offering a reserved seat. The bus departs Plaza Camino Real 645AM, the K Mart off Lomas Santa Fe Drive 710AM arrives First and C in San Diego at 740AM. The return departure is 515PM from San Diego arriving Solana Beach 545PM and Plaza Camino Real 610PM. GREYHOUND LINES-WEST has protested this new service claiming that it violates an agreement signed last year by GLW, NCTD and SAN DIEGO TRANSIT CORP. Until the protest is resolved CALTPANS has withdrawn their financial support of this service.

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: October 3rd brought service changes at CVT. Line 3-TELEGRAPH CANYON-SOUTHWESTERN COLLEGE was rerouted and a new Line 7 CASTLE PARK was instituted. 3 begins as before at Rohr Industries via H St, 5th Avenue, J St, Lori Lane, Crest Dr, Telegraph Canyon, Buena Vista, East H Street and Otay Lake Rd to Southwestern College. Service to Chula Vista Community Hospital is scheduled on inbound trips only although outbound service to the hospital is available upon request. Line 3 runs hourly 6AM-10PM weekdays and 8AM-7PM Saturday. Line 7 will start at Chula Vista Shopping Center via H St, 4th Avenue, Oxford, 1st Avenue, Palomar, 4th Avenue, I St and Broadway to H. Service is offered half hourly the same hours as Line 3.

SOUTHWESTERN COLLEGE (SC)

CHULA VISTA: In addition to service being offered by CHULA VISTA TRANSIT the college is now offering bus service on two routes, Route 1 from National City departing there 700AM and Route 2 from Coronado departing 645AM. Both buses leave the college in the afternoon at 4PM. Ten ride tickets are available at $1.50. (It is unknown if the college is operating the buses themselves or if a private carrier is operating them under contract).

MEXICOACH (MC)

SAN DIEGO: The Public Utilities Commission has granted MC's request for authority to operate between San Diego and Calexico. Plans calls for two daily departures from the San Diego AMTRAK Station at 815AM and 1130AM and from the Hotel Rey in Calexico at 200PM and 500PM. Adult fares will be $7.50 one way, $13.50 round trip. GREYHOUND LINES-WEST had protested the decision and the PUC decided that since GLW did not now provide direct service between the two cities and since the revenue losses would be minor that the decision should stand.

CITY OF SAN BERNARDINO DIAL A RIDE

SAN BERNARDINO: The City Council has agreed to order three new cars for the system immediately. Recently the Council authorized up to ten cars (from 7) to be operated in DAR service due to increased ridership, but three of the cars are now inoperable and YELLOW CAB, DAR operator, had to draw from the YC fleet reducing revenue from regular taxi service. The council has also authorized negotiations to transfer the DAR contract to OMNITRANS which would enable DAR to qualify for funds not now available as DAR is a city service.

GREAT AMERICAN STAGE LINE, INC. (GAS)

THOUSAND OAKS: GAS has been granted permission by the PUC to increase its fares by 15% due to increased costs of fuel, labor and rents. The firm will soon begin construction of a storage facility near Old Conejo and Reino Roads including an office, maintenance facility and recreational vehicle storage yard. GAS operates between LAX, 1000 Oaks, Oxnard and Ventura.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The September 18th Shake Up brought several service changes, but the biggest story was the switching of certain lines between certain divisions in anticipation of the arrival of the accessible buses (200 AMG Model 10240-8s) later this year. These buses will be operated from Divisions 2, 8, 9 and 12. Moving from Division 1 to 2 were Lines 2 and 9 while Division 11 sent Line 800 and the responsibility of Terminal 22 to Division 2. D2 sent to Division 1 Lines 12, 15, 18, 32, 142 and 826. In the San Fernando Valley it was a two way swap -- 81 and 158 from Division 8 to 15 and Lines 24 and 152 from Division 15 to 8. Division 12 sent Line 34 to Division 18 and, in turn, received Line 846.

Service changes included discontinued of 127-LONG BEACH-MARINELAND for the winter; extension of 446-EL MONTE-WEST COVINA-WALNUT from Amar Road and Valinda via Amar, Shadow Oak, Nogales, La Puente Road, Grand and Temple to Mount San Antonio College; rerouting of 842-COMPTON BLVD-BELLFLOWER BLVD from Central and Walnut via Central and Victoria to Cal State Dominguez Hills and rerouting of 846-ARETSIA BOULEVARD to also serve Cal State Dominguez Hills. Weekday night service was discontinued on 441-PUENTE AVE-CITRUS AVE, 443-SUNSET AVE-SAN DIMAS AVE, 446-EL MONTE-WALNUT and 849-HARBOR CITY-SAN PEDRO while all weekend service was dropped on 813-LOS ANGELES-PALOS VERDES-MARINELAND and 875-WESTCHESTER-REDONDO BEACH-MARINELAND.

RTD has received a $37.9 million federal grant toward purchase of 280 new buses to replace vehicles built between 1949 and 1960. 230 of the buses will seat up to 53 passengers while the other 50 will accommodate up to 35 riders and all buses will be equipped with lifts for the handicapped and elderly. The grant also covers the increases in purchase price and expenses in purchasing 30 articulated buses and construction of new maintenance facilities at Division 4/5.

SALINAS TRANSIT SYSTEM (STS)

SALINAS: The six times daily Line 7-SALINAS-WATSONVILLE/8-WATSONVILLE-SALINAS was rerouted on June 20th from Prunedale Center westward along Highway 156 to Oak Hills and return to Highway 101.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Transbay Line L-RICHMOND-SAN FRANCISCO has been rerouted via Pierce Street in Albany to serve the new Gateview Development while Line 78-PARCHESTER VILLAGE is to be extended into Point Pinole Park for a one year trial contingent upon subsidy by the East Bay Regional Park District. A $17 million grant is being sought toward purchase of 75 new buses for use in the San Pablo-Hayward service area plus 22 buses for contract service in suburban areas of Contra Costa and Alameda Counties. It is expected that these buses will include wheelchair lifts and associated equipment. Using AC coach 703, a cut down TDH 4517 including a wheelchair lift, the Concord Senior Citizens Bus, sponsored by funding from the City of Concord, is operating Monday thru Friday 900AM to 400PM on a one day advance reservation basis and is presently handling an average daily ridership of 72 including some handicapped children. The bus provides door to door transportation to medical, shopping or recreational facilities as well as connecting with BART/Concord.

SIMI VALLEY TRANSIT (SVT)

SIMI VALLEY: SVT initiated new bus service between Simi and Moorpark on September 1st as a new line was instituted operating 645AM to 645PM Monday through Friday. The line starts at K Mart at Los Angeles Avenue and Tierra Rejada via Los Angeles, Campus Road, onto the Moorpark College grounds, back to Los Angeles Ave looping thru the community of Campus Park, thence to Moorpark where it makes a loop via Moorpark Road, Highway 118, Flory, 3rd, Moorpark Avehue to High, thence returning to Simi Valley. SVT Lines A and B have been extended to K Mart. Besides the city subsidy, the County of Ventura is contributing $50,000 toward the operation.

CITY OF MORRO BAY (COMB)

MORRO BAY: Using a fleet of three Argosy buses the city is operating a Dial-A-Ride service Monday through Friday 7AM to 7PM and beginning September 9th buses began operating on Saturday between 9AM and 5PM.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: A number of changes were instituted on September 11th including extension of 5-UNIVERSITY CITY-MARKET STREET to the University Towne Center, a new shopping center, via Genesee Avenue and reduction to hourly of the weekday headways on Lines 12-BAY VIEW HILLS-PARADISE HILLS and 13-LINCOLN ACRES-EAST SAN DIEGO-ALLIED GARDENS. Lines 9-CORONADO, 41-FASHION VALLEY-DEL MAR and 80-GROSSMONT CENTER-PACIFIC BEACH have been assigned bicycle rack equipped T8H5307As.

LAKE ELSINORE TRANSIT SYSTEM (LETS)

LAKE ELSINORE: With the arrival of its new Argosy buses schedules were changed in March to include two way operation around the lake with some revisions and extensions. The clockwise loop leaves Main and Graham at 700AM and every 90 minutes until 530PM. Saturday service runs between 830AM and 400PM. After the loop is completed a small extension runs from downtown to Elsinore Cemetery-Peddlers Village, returns to loop around the lake. The counter clockwise loop begins at Main and Graham 745AM and 90 minutely until 615PM. Saturday trips run 915AM-445PM. A small extension from downtown, after the regular loop, goes to the Franklin-Highway 71 area and Country Club-East Lakeshore area before returning downtown for the next loop. The small loop extensions do not operate Saturdays and Thursday trips now operate full day rather than until 100 PM only. Regular fare is 25 cents except for the first PM trip each way which is 50 cents. Elderly and handicapped pay 25 cents for all trips. Service in the western end now operates along Machado Street rather than Riverside Drive.

CITY OF RIVERSIDE DIAL A RIDE (COR)

RIVERISDE: The city's Dial A Ride program operating service for seniors and disabled has had a 21 passenger Argosy bus, powered by hydrogen fuel, join a fleet of Fleetwood buses. The bus, developed by Billings Energy Corporation of Provo, Utah, has a dual hydrogen and propane fuel system with an 80 mile range and will be tested in Riverside for one year under a state demonstration grant. City officials estimate their cost will be close to one dollar a gallon for the purchase and storage of hydrogen. The bus is being leased from Billings for $89,880 a year.

OMNITRANS (OT)

SAN BERNARDINO: Extensive changes were made in San Bernardino Valley and Yucaipa lines as well as the West Valley (WT 8/77). The Colton legs of Lines 1 and 2 were separated from the 40th Street legs with Colton service being renumbered 25 and 26. Line 4-MUSCOTT now has 15 minutely peak service 6AM-9AM and 2PM-630PM while 6-NORTON AFB was altered to travel along 4th, D Street, 2nd, Waterman, 3rd to Tippecanoe, serving the Norton Passenger Terminal returning to 3rd at Del Rosa. 7-VICTORIA was altered from 4th and E via E, 5th, Pedley, 6th to Cunningham returning via Cunningham, 5th, Lankershim, 6th, Pedley and 5th-hourly service 640AM-540PM. 10-DEL ROSA was changed to operate from 4th and E via E, 5th, Mountain View, Base Line, Waterman, Gilbert, Perris Hill, Pacific, Del Rosa to Highland with alternate trips looping Highland, Golden, 40th, Mountain, 39th, Del Rosa in opposite directions. 11-HIGHLAND-PATTON was changed to runs from 4th and E via E, Base Line, Victoria, Highland, Palm and Baseline to Victoria. 12-STERLING is new - from 4th and E via 4th, D, 3rd, Tippecanoe, thru Norton AFB, Del Rosa, 3rd, Sterling, Foothill, Arden and Pacific to Sterling - hourly headway 545AM to 615PM. Another new line is 24-HIGHLAND - from 4th and E via E, 5th, F, 9th, Central, Pacific, La Praix, Base Line, Palm and 9th to Central with hourly service 645AM to 645PM. In Yucaipa 33-YUCAIPA NORTH, 34-YUCAIPA WEST and 35-YUCAIPA-CALIMESA received minor alterations while new Line 36-YUCAIPA SOUTH starts at 4th and Yucaipa via 4th, Ave F, 5th, Yucaipa, 1st, Ave B, 2nd, Ave F, California, Ave H, Fremont, County Line to Mesa Grande returning to Douglas to Ave L, California and Yucaipa to 4th. 36 has hourly service 630AM-630PM.

SANTA CLARA COUNTY TRANSIT DISTRICT (CT)

SAN JOSE: On July 15 direct service between downtown San Jose and Marriott's Great America amusement park in Santa Clara was instituted by splitting Line 64-SANTA CLARA-ALMADEN VALLEY into two branches north of San Jose Airport during hours the Park is open. Alternate coaches after 8AM (9AM weekends) with the exception of certain PM peak trips, now proceed north from the Airport via Guadalupe Pkwy, Bayshore Fwy, Montague Expwy, Mission College Blvd and Great American Pkwy to the park entrance instead of following regular route via Airport Blvd, Coleman, Lewis, Lafayette and Benton to Monroe (Santa Clara CBD). This split service offers a basic 30 minute headway to the park 8AM-6PM weekdays, hourly weekends 930AM-430PM and weekday evenings 6PM-10PM. The first of the 81 Gillig/Neoplan buses for replacement of the original CT fleet was delivered during August. Numbered 601, this 35 foot long by 96 inch wide bus is powered by a rear mounted, propane fueled Ford 477 cubic inch V8 engine and is designated Gillig Model PT-477-P, serial number E4601 on the nameplate. It sits 35 on a two and one transverse arrangement with longitudinal seats over the wheel wells. Oter features include upholstered seats, fully carpeted interior, push button operated electro mechanical headsigns, route numbers and destinations on separate curtains, bronze tinted windows with "black window" wrap around paint scheme, air conditioning, front suspension "Kneeling", and a distinctly European body style with flat roof and wrap around windshield. Gillig was also the sole bidder on the first lot of 100 of the 300 coach expansion program and was awarded the contract at $89,912 per unit. Specifications for this order are similar to the 81 bus order but including addition of wheelchair elevators. In this connection, CT has produced a film titled "Lifting The Barriers" which demonstrates its' TE-2 handicapped lift installed on Twin Coach #458. This elevator, designed inhouse by CT, is unique in that it ilfts from the ground level, then rotates 90 degrees about a vertical support stanchion so that the passenger is facing forward once inside the bus.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Beginning July 25 the South San Francisco lines were organized and extensions made to connect with the Daly City Division at Serramonte Shopping Center. Route and/or headway changes were also made on the San Mateo and Menlo Park Divisions on this day. The South SF and San Mateo changes included eliminating local lines on El Camino Real (ECR) which have been duplicated by 15 minute basic headways on the Peninsula Mainline Routes taken over July 2 from GREYHOUND LINES. South San Francisco Divisions changes include: 3F-SOUTH SAN FRANCISCO EXPPESS which connects BART/Daly City and Buri Buri Shopping Center via Junipero Serra Fwy (I-280) and Westborough Bl had off peak service (9A-3P) reduced from 30 to 60 minutely since parallel service between these points is offered 15 minutely at about the same running time by Mainline Rts 5L and 5M via ECR and Mission. 24E-EL CAMINO connecting Buri Buri and Tanforan Shopping Centers was abandoned for the same reason. Former 24A-WINSTON, 24B-BRENTWOOD & 24C-CIVIC CENTER and 24D-WESTBOROUGH were replaced by the following new lines: 26H-CIVIC CENTEP-SERRAMONTE VIA BURI BURI: From SSF Civic Center (Maple and Grand) via Grand, S. Linden, Hillside, Franklin, Hemlock, Kearney, Hillside, Dolores, Willow, Grand, Chestnut, ECR, Arroyo (Buri Buri), Alta Loma, Del Paso, Camaritas, El Campo, Del Monte, Alta Loma, Camaritas, Hickey, Hilton, Duval, Arlington, ECR, Serramonte thru Serra Ctr and Southgate to Serramonte Center. Replaces Sunshine Gardens and Hemlock/Hillside portion of 24C and most of 24A through Winston Manor with northbound extension to Serramonte. 27M-BURI BURI-SERRAMONTE VIA WINSTON MANOP: From Buri Buri via Arroyo, Alta Mesa, King, Newman, Kipling, Hilton, Hickey, then looping counterclockwise Longford, Sutton, Dunman, Dundee, Clay and Longford to Hickey, then Hickey, I-280, Serramonte and Gelbert to Serramonte. Replaces westernmost portion of 24A thru Winston Manor to Hickey Blvd, then new service north to Serramonte. 28C-CIVIC CENTER-TANFOPAN VIA BURI BURI & BRENTWOOD: From Civic Center loops clockwise via Miller, S. Linden, Baden and Spruce to Miller, then Miller, Orange, ECR, Arroyo (Buri Buri), Camaritas, W. Orange, Fairway, Alida, looping thru Potary Plaza and return Alida to Ponderosa, Valencia, Avalon, Alhambra, Granada, Conmur, Northwood, Rosewood, Spruce, Huntington and Sneath to Tanforan - replaces Orange Park portion of 24C and all of 24B. 29W-BURI BURI-SERRAMONTE VIA WESTBOROUGH: From Buri Buri via Arroyo, I-280, Westborough, Gelbert, Wexford, Burren, Donegal, Ulster, Tipperary, Carlow, Olympic, Shannon, Galway, Greendale, Callan, King, Shipley, Margate and Gelbert to Serramonte - replaces all of 24D with extension to Serramonte. Basic service on all four lines is 30 minutely 600AM-900AM and 200PM-600PM weekdays and 800AM-900AM and 400PM-600PM Saturday with hourly midday and on 26H only weekdays until 9PM. Each line requires 1 bus for hourly service and, excent for 27M, another for 30 minute service. In San Mateo 40B-BURLINGAME-HILLSDALE which operated princi pally along ECR (with jog thru San Mateo CBD) was abandoned as its entire length is duplicated by 5L and 7S. 40C-BURLINGAME-CSM was rerouted between the San Mateo and Burlingame CBDs to run both directions on San Mateo-California Drs and Bellvue instead of former large clockwise loop (shared with 40B) via Baldwin, ECP, Primrose, Bellvue, California and San Mateo Drives. 90H-CROSS COUNTY EXPRESS was extended on weekdays east from its inland terminus at College of San Mateo (CSM) to Hillsdale Shopping Center by addition of a second bus and running from CSM via CSM Dr, W. Hillsdale, J. Arthur Younger Fwy, Alameda de las Pulgas, W. Hillsdale to Shopping Center terminus serving Chope Hospital enroute. The AM eastbound/PM westbound trips and one midday roundtrip which extend from the regular Half Moon Bay terminal north along the Coast to Montara continue to cutback at CSM as does all Saturday service. In line with SAMTRANS continuing policy to tailor off peak service to ridership experience headways on all four Menlo Park lines were lengthened from 30 to 60 between 9AM and 1PM weekdays and all day Saturday. Bus requirements are reduced from 4 at peak hour to 1 alternating on 50B-MARSH MANOR and 54L-THE WILLOWS and another on 50L LITTLE HOUSE and 54S-SHARON HEIGHTS. One AM and PM weekday peak round trip on 54S has been rerouted to bypass Sharon Park Shopping Center and instead serve the business offices along Sand Hill Road. Instead of looping from Alameda de las Pulgas

SAMTRANS Continued -- via Sharon, Sharon Park, Monte Rose and Avy to Alameda and Santa Cruz, outbound trips from S P Depot continue south on Alameda to Sand Hill, thence west to a terminal loop in front of the Allstate Insurance Bldg near I-280. The evening trip returns inbound by the same route but the morning trip returns thru the Shopping Center from Sand Hill via Sharon Park, Monte Rose and Avy. Timetables published July 23 for the San Mateo, Burlingame-Millbrae and Redwood City Divisions retain the basic full time 30 minute headways except for those lines which already had hourly service (San Mateo lines 40C after AM peak and 90H and Millbrae's 30A-TANFORAN-MILLBRAE MEADOWS and Burlingames 34D-SKYLINE). Due to temporary closure of the fames "Devils Slide" portion of California Highway 1 between Linda Mar and Montara for repair, Lines 1A-HALF MOON BAY LOCAL and 1H-HALF MOON BAY EXPRESS were cut back on their southern end at Linda Mar Blvd and a substitute service offered over a bypass route from BART/Daly City (Spear and Market in S F on weekends) via I-280, Bunker Hill Interchange and California 92 to Half Moon Bay, then north along the regular route thru El Granada and Moss Beach to Montara (2nd & Main). Running times and headways approximated regular 1A/1H service. This change was effective from July 25 through August. More recently painted former GREYHOUND 9600 series TDM5303s (renumbered 9800s as they emerge in SAMTRANS colors) carry a new variation of the waistband striping on their otherwise all white exteriors. Instead of equal width medium red and medium blue bands separated by white appearing on the sides only the new scheme features a deep red band and a thicker royal blue band, separated by a thin white stripe below the window level around the sides and rear of the coach which curves downward following the contour of the front wheel wells and then sweeps around the front following the horizontal centerline of the headlights. The SAMTRANS logo is still absent on these leased buses, but small black lettering indicating they are "owned and operated by Greyhound Lines, Inc., Phoenix, Ariz." appears at each side on the lower body panel. On September 6 weekday service on 4A-ALAMEDA SHOPPER was changed to start from Hillsdale Shopping Center at 650A instead of 750A and from Stanford Shopping Center at 720A instead of 850A providing morning commute service and peak hour headways (7A-10A and 2P-6P) were improved from 60 to 30 minutely by increasing the number of buses from 2 to 4. Saturday service remains 60 minutely. Buses used are ex Belmont M/B 0309Ds and ex Pacifica handicapped lift Minibuses 250-257 from the "Redi-Wheels" demand responsive handicapped route pool. A Gillig-Neoplan demonstrator was tried out during September. SAMTRANS' 74 replacement buses will be a mix of 50 passenger AMG 10240s and 42 passenger 10235s which are scheduled for delivery this fall. Concurrent with passage of SB 1883 enabling public transit agencies to bulk purchase tickets for resale at reduced rates, SAM TRANS directors approved a new "SAM TRAINS CLUB" commuter plan whereby weekly, monthly, 20 trip, family and student SP commute tickets would be purchased by SAMTRANS and resold at a 30 per cent discount thus offsetting the 25 per cent rate increase granted SP by the PUC in August and bringing rail fares in line with SAMTRANS (former Greyhound) own Peninsula commute buses. The plan could become effective as early as January 1, 1978 when the enabling legislation becomes law. Another feature of the SAM TRAINS CLUB would be free SAMTRANS bus rides to and from the SP stations for commute card bearers. SAMTRANS is also negotiating with MUNI for a similar free ride arrangement on the San Francisco end of the Peninsula rail line.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: The City of Torrance is seeking funding of about $80,000 from the California Transportation Program to begin a subscription bus service for the handicapped. If funding is forthcoming TTS would renovate an older bus including complete overhaul of the engine, repainting, installation of a wheelchair lift and specialized seating for those not confined to wheelchairs. Meanwhile TTS is completing plans for for Dial A Ride bus to transport people directly from their homes to any destination within a 10 mile radius of Torrance City Hall using two small buses.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Bellingham Transit System	871-872	GMC	T6H4523N/1573-1574	
Anchorage Transit	6003-6006	GMC	T6H4523N/1722-1725	
Boise Transit System	301-310	GMC	T6H4523A/1076-1085	
City of Morro Bay	(01-02	Argosy	B20P7V/3065-3066	Addtl info
	(03	Argosy	B22H7V/3067	Addtl info
USED				
Napa Charter Lines	(241	GMC	PD4107/466	GLW 1704
	(52	GMC	SDM4502/109	Gray Line-Hilo 60
Sierra Lines	(309-310	GMC	SDH4502/005,	correction
	(	GMC	SDM4502/056	"
	(313	GMC	SDM5301/458	TNJ P-781
North County Transit	II601	GMC	TDH4517/451	HOUTRAN 235
Delta Charter	unkn	GMC	SDM5302/050	Plymouth & Brockton St Pwy 6305
Napa Transit Company	unkn	GMC	P8M4905A/003	Gray Line Motor Transport 293 (SLC)
Simi Valley Transit	608-609	GMC	TDH4517/753,771	Fresno 608-609
Calif-Nevada Golden Tours	unkn	MCI	MC8/S10760-63	TUI 217-220
DISPOSITIONS				
Orange County Transit	(2371-2372	GMC	TDH3714/282,501	to So Calif Transport (So Gate)
	(2451-2453	GMC	TDH4509/747-749	to The World of Pentecost (Austin TX)
Continental Western Lns	14727	B&C	01SE/6453	

THE FLXIBLE COMPANY

DELAWARE, OHIO: Flxible's parent corporation, Chula Vista based Pohr Industries has agreed in principle to sell the company to Grumman Corporation of Bethpage, New York for approximately $40 million in cash. The sale will reflect Flxible's book value and a $5 million premium. During the last fiscal year Flxible produced 1190 buses and grossed approximately $90 million. Recently Flxible was named low bidder in contracts to build 455 advanced model buses including 65 model 870s for the ORANGE COUNTY TRANSIT DISTRICT.

# # # # # # # # # # # # # # # #

WTS OFFICERS

Acting General Manager — Edmund Buckley

Treasurer — Todd Terpening

Librarian — Tom Helliwell

Business Address — P. O. Box 46402, Los Angeles CA 90046

WT STAFF

Editor — Edmund Buckley

Senior Staff — Robert Higginbotham, Marvin Martin, Warren F. Quon

Reporters — Neil Bjornsen, Wilbur Sherwood, Bill Vallow, Jack Perry