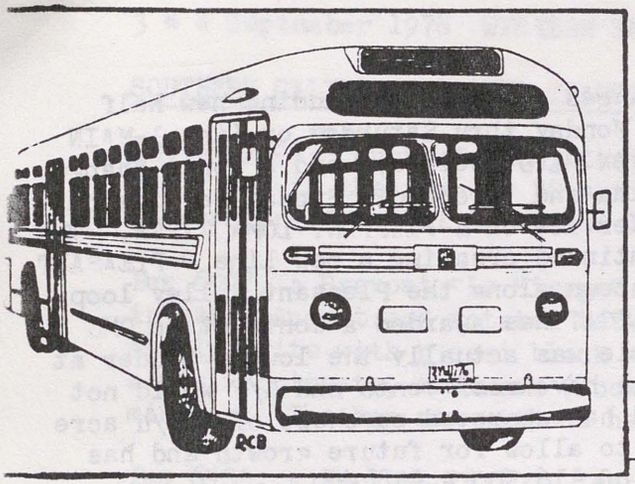


Western Transit

Monthly Publication of The Western Transit Society

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: On June 6 Santa Cruz County voters passed Measure G which imposes a ½¢ sales tax to support the Transit District in lieu of a 5¢ per $100 property tax. The measure, with matching UMTA assistance, will provide for immediate purchase of 22 Advance Design buses after which 15 to 30 minute service will be provided to most areas, express bus routes will be established for commuters and shoppers, evening service will be improved and new routes will be added to rural areas. In addition, over the next five years, summer recreational routes will be added to aid out-of-county summer visitors, park and ride lots will be started and new Santa Cruz and Watsonville Transit Centers (terminals) will be constructed. It is also planned to integrate the county's transit and school bus services for greater economy of operation. The summer only BEACH-MALL FREE SHUTTLE (20 minutely/1 bus) began weekend service from 10AM to 8PM on May 27 and daily service on June 26 thru September 4. Fleetwood's 809 and 810, one of which normally services the line, have had a broad rainbow colored waist band added to their normal white over powder blue paint scheme and the route map/schedule signs posted at each Shuttle stop display a rainbow insignia and a "Ride The Rainbow" slogan. A new CAPITOLA BEACH FREE SHUTTLE began summer weekend/holiday operation July 1 thru September 4 every 10 minutes 930AM-630PM connecting an unimproved free parking lot at Bay and Hill with the Capitola Beach (where parking is quite limited) via Bay & Capitola looping Stockton, Esplanade, Monterey to Capitola and return. TDH 3301 #814 was used during the first weekend of operation. The six TDH 3301s (811-816) and two 3302As (824-825) regularly see service on 4-HARVEY WEST-CO. HOSPITAL/5-DE LAVEAGA/7-BEACH, 9-APTOS-LA SELVA BEACH, 11-CAPITOLA RED/12-CAPITOLA GREEN, 18-PORTOLA-E. CLIFF/28-SANTA CRUZ GARDENS and Watsonville locals 13-AIRPORT-FREEDOM, 14-EAST LAKE-FREEDOM and 19-PINTO LAKE-CORRALITOS whereas T8H5307As 826-827 & 837-839 provide all service on Santa Cruz to Watsonville "interurban" lines 8 and 10. With the suspension of the 1X-UNIVERSITY EXPRESS during the UCSB summer vacation, AM Generals 846-851 were shifted from 1X-EXPRESS/6A-SEABRIGHT VIA SOQUEL/6B-SEABRIGHT VIA BROADWAY/6C-SEABRIGHT VIA E. CLIFF to run as base service on 1-UNIVERSITY/17-41ST AVE. EXPRESS/21-LIVE OAK RED/22-LIVE OAK GREEN combo. The remainder of the system is serviced by T6H4523Ns 819-823, 828-836 and 840-845 with the lone TDH 4512 #818 used in standby on the University-Seabright lines. The six leased FTD 2300s (TDH4801s) have become surplus with the entry into service of the AMGs and have been returned to their owner. It is doubted that the problems with the AMGs front door handicapped lifts, which had delayed their entry into service by 4 months and caused SCMTD to lease the 2300s, have been completely overcome, since this feature is not yet being publicized.

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT has been granted $4.5 million for purchase of 35 new air conditioned 45 passenger buses to be delivered in 1 year plus ten passenger shelters, an improved public information system and computerized accounting system. (Ed. Note - although local officials would prefer the new GMC RTS-2 bus, federal requirements for competitive bidding will need to be followed.)

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: SCAT instituted a number of route and service changes on July 2 including new half hour headways between Oxnard Plaza Park and Fashion Center Monday thru Saturday on Line 1-MAIN STREET-OXNARD, hourly midday headways on Line 6-OJAI-THOMPSON BLVD. weekdays and a route change to have buses operate operate along Thompson between Catalina and Borchard. Sunday service on 2-TELEGRAPH ROAD-SATICOY was discontinued as was Saturday service on 4-PIEPPONT-LOMA VISTA. The BEACH leg of former Line 9-BEACH-PLEASANT VALLEY was discontinued creating a new Line 9-PLEASANT VALLEY-PLAZA PARK with Monday thru Friday service from downtown along the Pleasant Valley loop to Oxnard Community College at Rose Avenue and Bard Road. SCAT has awarded a contract to GMC for 12 new buses worth $1.23 million although Grumman-Flxible was actually the lowest bidder at $1,210,000. GMC received the order because their buses will have roof vents and G/F would not have and did not offer to alter the design. The SCAT Board has approved purchase of a 3/4 acre parcel adjacent to their present new site for headquarters to allow for future growth and has created a full time planner position with an annual salary of $16,500 - $18,500.

REGIONAL TRANSIT (RT)

SACRAMENTO: A number of changes in service to and from the Roseville area took place September 3. The circuitous routing of Line 10-AUBURN BLVD-ROSEVILLE-SUNRISE MALL was "straightened" operating from downtown Roseville via Vernon, Folsom, Estates Dr (Roseville Square), Harding Douglas, Sunrise, Frances, Oak Ridge, Cirby Way and Sunrise Blvd, thence Antelope, Fair Oaks into Sunrise Mall. A short turn, designated Line 13-AUBURN BLVD-CITRUS HEIGHTS, ends at Auburn Blvd and Whyte Ave (County line) and 11-ROSEVILLE EXPRESS ends at Cirby and Mallard operating via Mallard, Meadow Lark, Swallow, Loretto, Sierra Gardens, Douglas, Harding, Estates, Folsom, Vernon, Riverside and I-80 to Sacramento. Former Line 12 was abandoned and the new 12 will begin at a new Park/Ride Lot near I-80 and Riverside Blvd (also served by 10, 11 and 13) operating over Line 10's routing to Greenback and Auburn, thence Greenback to I-80 to Sacramento. Line 81-FLORIN RD-FLORIN CENTER-WATT AVE-ARC-SUNRISE MALL was cut back from Roseville to Sunrise Mall (see Line 10) with weekday bus requirements dropping from 9 to 7 (still 30 minute headway) and Saturday to a 70 minute headway using 3 buses (with a fourth in the AM rush). CALTRANS gave RT a $400,000 contract to operate a State Employee Park/Ride service between the State Building Complex along N Street and the lot under I-80 at 8th and W Streets. Line 103-STATE BUILDING SHUTTLE Uses 3 buses during AM and PM peak with one bus on a 20 minute midday headway. A second new line, 106-ALMOND GROWERS serving the Almond Growers processing plant at 18th and C, has begun operating one round trip on the following routing - AM - 8th and O via 8th, F and 18th to C --- PM - 18th and C via 18th, E into F and 7th and J.

OMNITRANS (OT)

SAN BERNARDINO: OT Directors have announced there will be no fare increase this fiscal year and awarded Community Transit Services of Anaheim a contract for Dial A Ride service in Rialto beginning August 1. In the contract is the use of two cabs plus one back up six days per week at $13.50 per hour. In the West Valley DAR is now operated in Montclair. July 24th brought a number of changes in the West Valley. 51-UPLAND was converted into a two way loop with one bus departing The 5th and Mountain terminal every 40 minutes alternating the routing. 52-NORTH UPLAND lost its midday Monday thru Saturday service between 1040AM and 240PM which trips had included deviation to serve the Hot Lunch Program. All day Sunday service between 945AM and 445PM was continued. The routing of 53-MONTCLAIR was simplfied as well as shortened which resulted in bus requirements being reduced from 2 to 1. From Indian Hill Village buses travel Mills, Kingsley going-Orchard returning, Fremont, Benito, Ramona, San Bernardino, Fremont, Palo Verde, Monte Vista and Moreno into Montclair Plaza. A forty minute headway is maintained from 600AM until 740PM with Sunday from 900AM until 420PM. The four Ontario local lines (56-NORTHWEST ONTARIO, 57-NORTH EAST ONTARIO, 58-SOUTHWEST ONTARIO and 59-SOUTHEAST ONTARIO) are all two way loops with a common terminal of D and Sultana and now each has one bus departing that terminal every 40 minutes over alternating loops providing 80 minute (instead of 60) headways on each leg.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGEIES: Much of the latest RTD news centers on new vehicles, both additions to the fleet in the form of 30 articulated buses and two additional demonstrators and conversion of a 3301 to a Midi Bus.

Bus 6902, a Prevost "Le Mirage" (serial IM 103-2553-78), was in service for two weeks in early August and rotated between Lines 496, 776 and 782. The bus was painted mostly white with a semi black window effect, had 47 orange colored intercity style seats, footrests, restroom (locked for RTD demo), brown floors and automatic transmission. The bus ran without headsign and used windshield cards.

Bus 6903, a Berliet PR 100, featured 41 all forward facing seats, rear seats on an elevated platform, double width front and center doors, two small luggage bins on front wheel housing behind first row of seats, vertical bars and straps, push button for buzzer activated a "passenger stop" sign at front of bus and was painted white with a wide blue and wide red stripe. It was assigned to Division 2 and operated on Lines 83 and 800/802 in mid August. (The Berliet had previously been in Oakland and San Jose).

Coach 1201, a TDH 3301, has been repainted into the white, red and orange Minibus colors and has had 29 side seats with 7400 type brown cloth covers installed. In addition the interior has been reapinted white above the window line and eight metal strap hanger loops (4 on each side with spring return) have been installed. The bus has been assigned to Line 430-EL MONTE-GLASSELL PARK to test passenger reaction and has also been observed on 202-CHINATOWN-OCCIDENTAL CENTER (both traditionally Minibus equipped).

The 30 MAN/AMGeneral articulated buses (presumed to be 9200-9229) will be based at D7 and assigned to 83-WILSHIRE BLVD and 91-HOLLYWOOD BLVD beginning September 10. Added noted on the buses include double arm windshield wipers, single headlights and round amber turn signals, black rubber HELP front bumper with rear metal bumper with two hooks in middle rear (bus needs to be towed backwards), brown bucket seats, wood grain lower sides, all sealed windows, driver separation partition with glass top half and aluminum lower panel. There is a 3 digit line number box on front, side and rear with automatic flipping of numbers or letters, larger destination sign box and rear route number box causing rise in roof line and a plastic shield in back of each door to block wind.

The Bus-O-Rama advertising signs installed in 1969 are now being removed from all the buses which included 5050-5099, 6082, 6100-6109, 6132-6154 and 6201-6217.

Additional buses in the black window scheme include 2243, 2335, 6109, 6500 and 7046.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Beginning August 30th a new line, 82-CHINATOWN, was started to ease overcrowding on 30-STOCKTON and provide added service for the south of Market area. The line operates 10AM-3PM weekdays only from 4th and Clementina via 4th, Folsom, 3rd, Kearny, Sutter, Stockton, Filbert, Columbus to Union returning via Columbus, Stockton, 4th to Clementina. Line 88-HOSPITAL SHUTTLE was discontinued as 10-MONTEREY was extended from 12th & California via California and 14th Ave to U. S. Public Health Hospital weekdays only. Recently Lines 70-LAKE MERCED and 91-STONESTOWN were combined into a new 70 duplicating much of the old territory. The City PUC has authorized MUNI to purchase 25 Flxible 870 buses equipped with air conditioning and wheelchair lifts at a cost of $2.7 million

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: With the start up of Sunday BART service on July 2 Daly City routes 20C-MISSION/TEMPLETON-SERRAMONTE and 20J-MISSION/TEMPLETON-SKYLINE COLLEGE were altered to swing off John Daly Blvd thru BART/Daly City and return De Long St on Sunday as on other days. In line with SAMTRANS' continuing program to eliminate duplication of Peninsula Mainline (El Camino Real) and local lines and to trim unproductive service several changes were made August 7: Coastside-San Bruno Line 30B-TANFORAN-PACIFIC MANOR had headways lengthened from 30 to 60 weekdays 930A-130P and before 2PM Saturday (bus requirements reduced from 3 to 2). San Mateo 40C-BURLINGAME-COLLEGE OF SAN MATEO was abandoned without direct replacement as it was duplicated by 7B-S.F.-REDWOOD CITY VIA AIRPORT from Burlingame to Cal Hwy 92 and CSM is served by connection with 43N or 90H. $#N-NORFOLK had weekday evening trips (school nights only) at 808, 908 and 1008 from CSM to San Mateo discontinued: 90E-SAN MATEO-HAYWARD had midday headways (8AM-3PM) lengthened from 60 to 120 although peak headways remain 30 minutely. 6A-CANADA COLLEGE-MIDDLEFIELD-EAST PALO ALTO had evening service weekdays after 6PM discontinued. Menlo Park's former four lines (50B-MARSH MANOR, 50L-LITTLE HOUSE, 54A-THE WILLOWS and 54S-SHARON HEIGHTS) were consolidated into one line, 50B-BAY RD-SHARON HEIGHTS, operating 30 minutely Monday-Friday 630AM-630PM (2 buses) and 60 minutely Saturday 930AM-430PM (1 bus). Previously 4 and 2 buses were needed for service provided. 50B loops thru Sharon Heights from Santa Cruz Ave. via Avy, Monte Rosa, Sharon Park, Sharon & Alameda, then Santa Cruz, University, Middle (stopping at Little House Senior Center), El Camino Real, Ravenswood (looping thru Civic Center), Middlefield, Ringwood, north on Bay to Hedge and looping Hedge, Dunsmuir and Greenwood returning south on Bay past Ringwood and looping Berkeley, Van Buren and Windermere returning north on Bay to Ringwood and then reverse route to Sharon Heights. Abandoned by the change was the north end of old 50B to Marsh Manor and a connection with Redwood City's 51B/51M, most of 50L including to Stanford Shopping Center and along Willow (service along ECR via 5L and 7F and from Stanford south on Willow on 4A), 54A on Laurel and the Menal to loop and 54S on Santa Cruz and the one peak hour "Express" extension along Sand Hill to Allstate Insurance Building. 50C-UNIVERSITY-CAMELLIA was slightly rercuted in the East Palo Alto area. For the 1978 season Candlestick Park Baseball Specials were changed to originate at the Redwood City Greyhound Depot instead of Stanford Shopping Center. Buses leave the depot two hours before game time and pick up along ECR until loaded, then divert east to Bayshore Fwy and run express to the Park. AM Generals 500-529 (10240s) are being used. Peninsula Mainline $L-BART/DALY CITY-PALO ALTO VIA ECR and all Coastside Division lines connecting with BART (1A, 1C, 1H, 1L, 10L and 10T) became fully accessible to the handicapped on July 31 by assignment of TDT lift equipped AMGs 506-529 to provide all service. 18 of the buses have been leased to GREYHOUND LINES for their use on 5L. A two year extension on the Community Transit Services, Inc. contract for operation of REDI-WHEELS, point to point service for mobility impaired riders, has been authorized by SAMTRANS.

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: LBMTL fares were raised July 15th as basic fare went from 25 to 35 and childrens fares were raised from 15 to 35. Summer festival transportation rose from 25¢ to 50¢. Cessation of Saturday service as a cost cutting measure was considered but the service was retained.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: The city has agreed to equip nine new buses with devices for the handicapped following a State Attorney General's office announcement that equipping only 1 would be insufficient. This will add about $77,000 to the purchase price of the buses and has been a hotly debated issue in the city for several months.

COUNTY TRANSIT (CT)

SAN JOSE: New County Transportation Agency Director Jim Graebner has launched an accelerated program to replace most of the trouble ridden propane fueled Twin Coach TC-31s earlier than would be possible by waiting for new replacement orders to be processed. Under his two pronged plan a total of 140 40 x 102 buses would be acquired as follows: used GMC TDH 5301s - 5303s and 5305s to be leased for a period not to exceed two years and 66 GMC RTS 2s already built for but not accepted by AC TRANSIT. By the second week in August the 74 leased buses had been lined up as follows pending formal signing of the lease agreements - 56 units from TRANSPORT OF NEW JERSEY, 10 TDH5301s used by GREYHOUND LINES on Peninsula Commute service prior to 7/1/77 but not included in the 50 TDM5303s since allocated to SAMTRANS Peninsula Mainline operation and eight TDH5303s and 5305s from Honolulu which are air conditioned with high back forward facing seats and center exit doors. The acqusition of the RTS units is dependent upon clearing all legal hurdles as well as obtaining UMTA approval. AC had refused acceptance of these buses because of anticipated service cuts due to Proposition 13 and strong protests from the handicapped lobby over lack of passenger lifts. If acquired by CT it is intended to retrofit these units with front door lifts (GM will only install rear door lifts on RTS IIs) as CT's goal is a fully lift equipped fleet. The aforementioned 140 buses will replace the 35 foot Gilligs on the system's heaviest lines and the Gilligs in turn will be diverted to replace the Twins. It is planned to retain between 10 and 15 Twins for operation on South County local lines 15G-GILROY, 15M-MORGAN HILL, 15W-SAN MARTIN and 19-DIAL-A-RIDE (Zones A, B, C) until the 60 30 foot buses included in pending UMTA Grant application for 335 buses are delivered. The first two lift equipped Gilligs (#682-683) of the 102 bus first phase expansion order (negotiations are pending to reduce this order to 52 and rebid the balance of 50 as 35 foot ADBs) arrived on August 1. Following receipt of additional lift buses and operator training in lift use, it is planned to initiate all lift service on Line 64-SANTA CLARA-ALMADEN VALLEY with 10 coaches on September 11. Successive lines to be made fully accessible as more Gilligs are delivered are 66-BART-SANTA TERESA and 62-BERRYESSA-LOS GATOS (each requiring 11 coaches). The four FMC Handi-Coaches (#534-537) will also probably be replaced by new Gilligs at an early date (3 used on 18-HANDY COACH and one on 19-SOUTH COUNTY DIAL A RIDE.).

RIDEO (R)

LIVERMORE: California's newest muncipal bus system went into service in Livermore, Alameda County, on August 7. The new service is named "RIDEO" being selected by a city wide contest judged by local citizens. The equipment consists of a number of GMC TDH 4517s acquired in New Jersey and driven to Livermore by employees of the PATCHETT'S BUS & TRANSPORTATION COMPANY, the city's operating contractor and a large Northern California school bus operator. Livermore with an estimated population of 50,000 was thought to be the largest city in California without urban bus service of some type. AC TRANSIT does serve Livermore with the contracted BART train connection services. Details of the routings and schedules is not yet available.

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	Henry Leinbach		Marvin Martin

INTRA COMMUNITY MUNICIPAL TRANSIT SYSTEMS-PART XXI

The City of Chula Vista expects to inaugurate a pilot program providing transit for elderly and handicapped using two wheelchair equipped vans operating 12 hours per day Monday thru Friday. The fare is presently unknown and it will be contractor operated with bids yet to be let. The vans will pick up handicapped persons anywhere but the elderly must live at least ¼ mile from the closest bus stop. Service will remain within the city expept for a few trips into San Diego medical facilities.

The City of Lemon Grove is planning a city Dial A Ride system using cabs to begin in November charging a 50 cent fare. Subsidy for the program will be provided by the fares plus state gasoline sales tax money (Lemon Groves $325,000 will be divided with $140,000 for SDTC and the remainder for this program). This plan has yet to be submitted to the Comprehensive Planning Organization and Metropolitan Transit Development Board for review.

In the desert area the City of Rancho Mirage is studying its cab provided Dial A Ride system which is now operated by DESERT CAB which receives $50 per day for six day a week service which is provided by a radio equipped station wagon with a back up car and driver available. AZTEC CAB CO. formerly ran the operation and ridership has increased dramatically since the switch to DESERT. Marriot's Rancho Las Palmas will open this fall which should generate more traffic and the city is studying to determine if they wish to continue as is or switch over to having the DAR operated as part of the SUNLINE TRANSIT AGENCY system.

The City of Glendale is preparing a Short Range Transit Plan which includes proposed operation of a three vehicle minibus system throughout the downtown area operating a one way loop eight hours a day Monday thru Friday on a 15 minute headway. The system is designed to complement existing RTD service. Presently the Glendale YMCA operates a Dial A Ride service with a fleet of vans and a station wagon for seniors unable to board a bus, who live too far from bus lines or cannot afford to ride.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: New Line 11-RANCHO MIRAGE began operation August 1st as did the Desert Hot Springs Hel-A-Ride demand responsive operation. Line 11 consists of two round trips between Tri Palm Clubhouse in 1000 Palms and Ave. 52 and Bermudas in Rancho Mirage plus one round trip between Tri Palm Clubhouse and Palm Desert Greens. The line starts at Tri Palm Clubhouse via Desert Moon, Ramon, Bob Hope Dr, Country Club, Washington, California, Ave. 44, Washington, Tampico, Bermudas, Ave. 52 and Eisenhower to Washington. Line 11 operates peak hours only and in the middle of the day there is a THOUSAND PALMS-PALM SPRINGS Special operating one round trip to Palm Springs in the late morning returning in the afternoon. From Tri Palm Clubhouse the bus travels Desert Moon, Ramon, Sierra Del Sol, La Canada, Thelma, Ramon, Farrell, Baristo, Sunrise, Tahquitz-McCallum, Indian, Alejo to Palm Canyon.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: Buses #365-367 have been completely repainted outside in TTS red and white. TTS decals in red have been placed on the destination sign glass and two foot metal windshield cards with reversible destinations for Lines 1 and 3 have been placed in the windshield area next to the entrance door. On August 6th Sunday operation on Line 2 was altered to operate hourly between Hawthorne/Artesia and Hawthorne/PCH from 10:40AM until 5:40PM and an extra bus was added to Line 3 to have hourly service from Del Amo Center to Long Beach 8AM to 4PM and 120 minutely prior to 8AM after 4PM to 8PM.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: SCAT received its 84 RTS buses from General Motors during July and August and a large number of them are already in service replacing an aging fleet which had suffered from deferred maintenance. It appears that the active fleet will consist of the 84 new buses plus 4215, 4216, 4218-4234 (T8H5307As); 4204, 4205, 4206, 4208, 4210, 4214 (Ex Dallas TDH 5303s) and 109 (former Country Club and a T6H4523). For complete SCAT roster of recent times see WT 11/77. The RTS buses are fleet numbers 1-84, serials TH 8203/133-216 and based upon a renumbering of one 5307 it is expected the 5307s will become 85 to 103 in order. (Ed. Note - If the El Paso buses begin with serial 133 and three previous orders, Dallas for 50, AC Transit for 66 and 15 for Brockton, Mass equal 131 buses these three orders may be TH8203 rather than 8201, Bus #95 (former 4226) has emerged in the new SCAT livery of white with two different shades of red stripes. Buses which had been repainted in the yellow and brown include 103, 109, 110, 112, 4220, 4226, 4227, 4231 and 4234. Buses being placed into storage are being sent to the El Paso International Airport. The former LOWER VALLEY BUS LINES garage has apparently been sold. Anticipated service changes include a realignment of former LOWER VALLEY lines 17-25 at the eastern end and establishment of four Park/Ride lines from Coronado, Northgate (Diana and Herrera), Montwood east of Wedgewood and North Loop. HANDI-SCAT #1-7, owned by the American Red Cross, driven by volunteers and maintained and stored by SCAT are also stationed at the Cotton Street Division. These units are 12 passenger school type buses but carry from 8 to 10 passengers, two of which would be wheelchair passengers. Passengers must call 24 hours in advance and be accompanied by an escort.

AUTOBUSES INTERNACIONALES (AI)

EL PASO: AI presently operates two lines between El Paso and Juarez, one via the Cordoba Island Bridge and Paisano and the other via the Stanton Street bridge as well as two lines within Texas north to the Upper Valley including Anapra, La Union and Canutillo and south into the Lower Valley communities of Socorro, Fabens and Clint, these two lines having started after SCAT dropped the service. SCAT will now look at the feasibility of extending back as far as Clint but eliminating other AI service in both the Lower Valley and Upper Valley (UV riders would still have WHITFIELD BUS LINES service) to bring transit expenses more in line with revenues.

LAREDO TRANSIT SYSTEM (LTS)

LAREDO: The City of Laredo's proposed $2.2 million capital improvement program has been certified for federal approval by the State Highway and Public Transportation Commission. The project includes funds to purchase 14 new air conditioned buses with wheelchair lifts, construction of a new operating facility and purchase of spare parts and a radio communications system.

SEATTLE METRO TRANSIT (SMT)

SEATTLE: The first two of 150 articulated buses were recently dedicated in this ci 19 of the 72-seat buses have been delivered and are being prepared for service. Initially the buses will be assigned to Park/Ride and other heavily patronized lines. The buses are being built by MAN/AMGeneral and when the last bus is delivered next spring Seattle will have the nation's largest articulated fleet.

IF YOU MOVE SEND US YOUR NEW ADDRESS AS FAR IN ADVANCE AS POSSIBLE SO THAT WT CAN CONTINUE TO REACH YOU.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Sun City Area Transit	1-84	GMC	TH8203/133-216	
Vaca Valley Bus Lines	(7701-7703	MCI	MC8/U32277S12715, U32657S13172, U-S-	
Alameda County-BART to Winton Ave Shuttle	(unnumb	Argosy	B28/8V3232	Chair lift, A/C
City of Los Angeles Dept of Airports	(20-39	Argosy	B28L8V/3239-3258	Addtl info?
City of Eureka	unkn	Argosy	B28 8V/3270-3271	29 passenger headrest seats, rear bge, A/C
Coronado Livery	unkn	Argosy	B28 8V/3276	
USED				
Msn Trails Chtr Serv	610	GMC	PD4104/3146	Smiths Chtr 522
Vaca Valley Bus Lines	(265	GMC	P8M4905A/866	Mauriel Trn 807
	(unkn	GMC	TDH5103/137,202	ACTrnst 2005, 2020
Regional Transit	(5101	GMC	TDH5301/1429	NOPSI 36 via ESL 436
Gray Line Scenic Tours	unkn	GMC	SDM5302/100	Maui Gray Ln 49
All Cal Tours	711	MCI	MC5/-	GLW 2964
Monterey Peninsula Transit	401-402	Minibus	MED8000/1305-06	Pac Grove
DISPOSITION				
All West	137	GMC	PD4107/066	to Sierra Lines
Santa Cruz MTD	(805,7,8	GMC	TDH4801/145,103,102	RTD 2379,37,36
	(852-854	GMC	TDH4801/112,110,111	RTD 2346,44,45
				retd to owner

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DOUGLAS BUS LINES d/b/a Commuter Bus Lines (DBL)

LONG BEACH: DBL has been granted authority by the PUC to institute race track service from any point in the Riverside-San Bernardino Service Area defined as any point within a radius of 5 statute miles of the intersections of Riverside Fwy and Lincoln Avenue in Corona, Interstates 10 and 15 in San Bernardino and I-10 and Euclid in Ontario and the Santa Anita Race Track. At the same time authority was issued to transport passengers who are either commuters traveling to or from work or job applicants seeking work between points in the Los Angeles-Irvine Service Area defined as any point within a radius of 50 statute miles of the junction of the San Diego and Newport Freeways and the Irvine Industrial Area including the Aeronutronics Ford Plant in Newport Beach. Such service shall be established upon prior reservation and payment of 30 weekly fares per bus and may be discontinued when the average passenger load for four consecutive weeks is fewer than 20 weekly fares per bus. Fares would range from $12 to $15 per week based upon distance.

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WTS MEETINGS: 730PM, PASADENA CHAMBER OF COMMERCE, 181 S. LOS ROBLES, PASADENA
SEPTEMBER 10, OCTOBER 8, NOVEMBER 12, DECEMBER 10