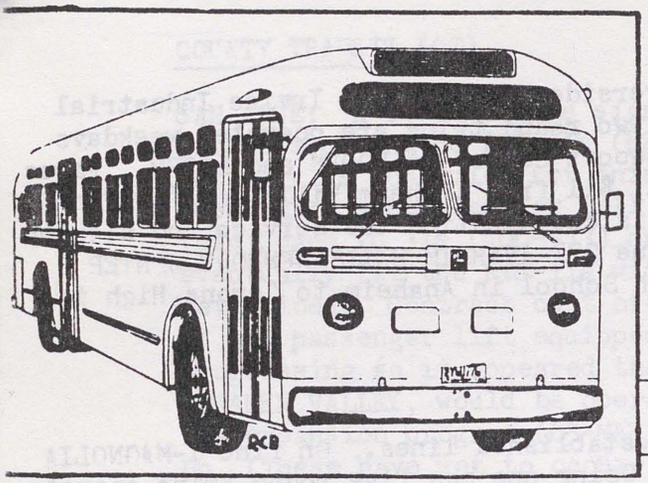


# Western Transit

Monthly Publication of The Western Transit Society

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PLACER MINI-BUS (PMB)

AUBURN: Operated by the County of Placer, Department of Public Works, from its equipment yard at 240 Auburn Ravine Road in Auburn, PMB provides scheduled service between Auburn, Roseville and surrounding communities over fixed routes with pick up/drop off of passengers making 24 hour advance telephone reservations within approximately two miles of the posted route. Fares are 40¢ one way with a daily excursion pass at 75¢ and a 20 ride student ticket at $5. Children under five ride free but there is no discount for seniors. Passengers without reservations may board at flag stops along the lines on a space available basis. The June 1978 timetable offers service over five lines as follows: AUBURN-ROSEVILLE: From Auburn City Hall via I80 (stopping in the communities of Newcastle, Penryn, Rocklin, Sierra College and Loomis), Roseville Square, Douglas Blvd, Folsom Road to Roseville City Hall. 3 round trips weekdays including non stop Express Roseville to Auburn at 800AM and return at 355PM and three additional trips Monday, Wednesday, Friday. AUBURN-NORTH AUBURN: Auburn City Hall via Main, Grass Valley Highway to Elder's Corner at Dry Creek Road - 5 round trips weekdays. ROSEVILLE-LAKEVIEW HILLS: Roseville City Hall via Folsom Rd, Roseville Square and Douglas Blvd to Joe Rogers Road with branches north via Auburn-Folsom Road and Hidden Valley to Lakeview Hills (Granite Bay Beach) and south via Auburn-Folsom Road to Lakeridge - 4 round trips weekdays with 2 extra trips Monday, Wednesday, Friday. AUBURN-BAXTER: Auburn City Hall via I-80 to Baxter serving Clipper Gap, Applegate, Weimar, Colfax Dutch Flat and Alta with one trip (AM eastbound/PM westbound) to Meadow Vista via Placer Hills and Crother Roads - two round trips Tuesday and Thursday. AUBURN-FOREST HILL: Auburn City Hall via I-80 to Train Village, then Auburn-Forest Hill Rd to Forest Hill with stops at Log Cabin and Todd Valley - two round trips on Thursday only. Daily schedules for the PMB system require four vehicles peak and three base with equipment consisting of 3 new Chevy Van/Microbuses and a Minibus MB-711 recently transferred from TART to PMB in exchange for PMB's Mercedes Benz 0309D #3. The spare pool at Auburn for both TART and PMB consists of two Dodge Maxiwagons and two Checker stretch out station wagons. TART's fleet is presently all Mercedes Benz 0309Ds and includes #1-3 equipped with street side ski racks and #3 (II) recently transferred from PMB.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: Most recently scheduled to be discontinued October 16th GLW will continue to operate commute service between Contra Costa County points and Transbay Terminal in San Francisco after receiving from the Metropolitan Transportation Commission Transit Development Act funds earmarked for BART in Contra Costa County for a one year period beginning November 1978. GLW is expected to receive a 20% rate increase from the PUC and it is expected that fares will cover 60% of the operating costs with the TDA funds making up the difference. There are 5 trips on T-WALNUT CREEK-LAFAYETTE-ORINDA-SF, 3 trips on Y-CONCORD-PLEASANT HILL-ORINDA-SF and 8 trips on R-MINERT ROAD-WALNUT CREEK-ORINDA-SF. There is also one PM trip on X-SF-WALNUT CREEK-CONCORD with MC 5s in the 9300 series being assigned to this service.

COMMUTER BUS LINES (DOUGLAS BUS LINES d/b/a)

NORTH LONG BEACH: DBL began operating service between Riverside, Corona, the Irvine Industrial Complex and Newport Center/Fashion Island on October 24. Two round trips are operated weekdays departing Riverside's Tyler Mall at 530AM and 620AM and Newport Center at 400PM and 433PM. Fares on a weekly basis, are $14 from Riverside, $13 from Corona, $11 from Anaheim Hills and $10 from Orange. Lifestyle Relocation Management of Newport Beach is coordinating the service and signing up riders. From August through November of 1975 OCTD's Line 271-ANAHEIM HILLS-NEWPORT CENTER was extended (for two round trips per day) from Canyon High School in Anaheim to Corona High in Corona but was discontinued due to lack of patronage.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: September 10th brought changes on the already established lines. On Line 1-MAGNOLIA extra midday service weekdays only is now being operated. Using one bus five round trips operate between 9AM and 4PM providing some periods of 15 minute headway. Line 14-HOME GARDENS-CASA BLANCA midday weekday service (10A-4P) has been reduced from 30 to 60 minutely, half hourly rush hour service continues. On Saturdays headways were stretched from 60 to 75 minutely. Line 22-PERRIS-RIVERSIDE has had Sunday and holiday service added on the same two hour headway as Monday-Saturday. Line 23-SUNNYMEAD-MORENO was established July 1 and consists of four weekday and three Saturday round trips over the following route - Sunnymead and Heacock via Heacock, Alessandro, Merwin, Bay, Wilmont, Gifford and Redlands Blvd to Alessandro in Moreno. New Lines 24-WOODCREST and 25-HIGHGROVE (WT 10/78) both started out with Dodge Vans but Dodge 813 was almost immediately replaced by Forti-Van 962 due to passenger loadings. The small bus program is now experiencing a shortage of equipment and a Gillig demonstrator has been borrowed and is being used on Line 22.

CITY OF NORCO (CON)

NORCO: The Norco City Council has voted to accept a federal grant to establish a Dial A Ride program in the city. The City is now developing specifications for the buses and support equipment with the assistance of RTA. Two buses are being proposed.

BANNING MUNICIPAL TRANSIT SYSTEM (BMTS)

BANNING: The basic fare on this system was increased in July to 35 cents and no noticeable drop off in ridership has been noticed. Two 25 passenger Chance Minibuses with wheelchair lifts are on order and expected to be delivered next month. The system's one loop type route was altered on October 30th as the TDH 4512 being used was not able to safely or easily maneuver into and out of certain private property areas (trailer parks, etc).

IMPERIAL COUNTY TRANSIT NEWS

The County Board of Supervisors have refused to endorse a transit needs plan that must be adopted prior to the release of $1.3 million in state transit monies. However, the Imperial Valley Association of Go ernments (IVAG) will have final approval on the plan. Of particular concern were a proposal of Campesinos Unidos, Inc. to run an inter city bus service to serve Imperial Valley College with a transfer point in El Centro to enable riders to travel to other cities along the line and a proposal by the City of El Centro to operate a Dial A Ride system in the city and its area of influence. El Centro has had little public transportation since the 1960s when ECONOMY TRANSIT (believed operated by a cab company) was operating and again in the early 1970s when RICO TRANSPORTATION of Calexico briefly operated a bus under the name of EL CENTRO TRANSIT SYSTEM (two Mercedes Benz buses and one Ford van).

IF YOU MOVE SEND US YOUR NEW ADDRESS - THIRD CLASS MAIL IS NOT FORWARDED - DONT MISS WT

COUNTY TRANSIT (CT)

SAN JOSE: A contract was signed between CT and General Motors August 24th for the purchase of the 66 RTS-IIs (8201s) which were built for but cancelled by AC TRANSIT. Delivery is scheduled for this fall and together with the 74 leased GMC 53 passenger buses also scheduled for fall will enable CT to replace most of the propane powered Twin Coach TC 31s (400-533) and FMC "Handy Coaches" (534-537). It is planned to eventually fit the RTS-IIs with front door passenger lifts of a design yet to be determined. Contract cost of the 66 buses was $107,000 each. Meanwhile, delivery of the passenger lift equipped Gillig-Neoplan 52 coach order (reduced from 102) was progressing so it appeared that the first all lift equipped line, 64-SANTA CLARA-ALMADEN VALLEY, would be operational in September and the first new line of the 30C bus expansion program (63-MERIDIAN AVENUE) would commence with the October 1 Sign Up. (These have yet to occur). 51 of the 57 older GMs (3102s, 3501s, 3609-10-12s, 4506s and 4507s) disposed of since September 1977 (WT 4/78, 5/78, 8/78) were sold to CT Central Division maintenance mechanic Roney Nunes with the last batch removed from North Division in late July. A recent newspaper article reported that Nunes paid $8000 for the entire lot and had resold one bus for $4000. However, many of these buses were inoperable when sold by CT. As the leased ex Sacramento 4512s go down for major maintenance they are being deadlined (4541, 4543, 4544, 4548, 4550 and 4555 noted in August) and it is planned to return all 17 buses as well as TDH 5103 #4551 and TDH 5105s #4501-4503 to their owners as soon as the leased GMC 53s are placed in service. The latter three buses from "The Bus That Goes In Circles" have been used regularly on 26-SUNNYVALE/LOCKHEED-HILLVIEW which experiences heavy peak loading from Lockheed commuters. Also on the dead line is FMC Handy Bus #536 and several of the 1975 Plymouth Voyager vans, #VP 20-39 series. On September 7 Line 83-12TH & KEYES-SOUTH SAN JOSE had its loop from San Jose CBD to Spartan Stadium via San Jose State reversed and buses now run from 4th and Santa Clara via 4th San Carlos, 7th and Alma to Senter returning Senter, Keyes, 11th, San Carlos and 3rd to Santa Clara. On the other end certain morning and afternoon trips were diverted onto Meridian Ave to serve Pioneer High School until new line 63-MERIDIAN begins on December 4th. Further changes effective with the October 2nd Sign Up included: 21-SAN JOSE-ALUM ROCK weekday peak headways improved from 30 to 15 over full length of line, midday still 15/30 and Saturday improved from 60 to 30. Line 31-PAGE MILL-SUNNYVALE COMMUNITY CENTER which was established 7/3/77 to replace the abandoned portion of GREYHOUND commute Route C along Alma and Evelyn between South Palo Alto and Sunnyvale had its three evening trips eliminated (weekdays 7-11 PM) as ridership during these hours was .76 riders per hour. 27-SANTA TERESA-WEST VALLEY COLLEGE, 54-SUNNYVALE-SARATOGA and 58-ALVISO-SARATOGA were modified at the request of Saratoga to eliminate a clockwise loop through The Village (CBD) from Saratoga-Los Gatos Road via Oak, 3rd and Big Basin Way. Weekday service on 61-GREAT AMERICA SHUTTLE was dropped as planned after September 4 but weekend service will continue until Great America Park closes for the season on November 26. Most of the ridership has been on the Santa Clara CBD branch with little business on the San Jose Airport leg and total patronage considerably the system average. Next season this line is expected to be replaced by a northward extension of 60-LOS GATOS-SANTA CLARA as was operated during 1977. The first scheduled use of the TDT passenger lift feature on the new Gillig/Neoplan 682-733 series began October 16 on Line 18-HANDI-COACH (3 buses required). Service on this 90 minutely cross county line for the handicapped had recently been provided by Plymouth Voyager vans (non lift equipped) in replacement of the four propane fueled FMCs which had been progressively removed from service as major maintenance problems occurred. One or two of these FMCs may eventually be converted to mobile display vans for use in publicizing CT service at major activity centers throughout the county.

COUNTY TRANSIT Continued

An UMTA grant of $21.9 million to pay 80% of cost to purchase 134 Advanced Design Buses (including the 66 RTS-IIs originally built for AC TRANSIT) was announced October 10. The balance of 68 40 foot ADBs covered by the grant will go to bid as soon as possible. Meanwhile bid opening for the 50 35 foot ADBs replacing the cancelled Gillig/Neoplans is scheduled for November 9 and an UMTA grant application for the final 135 buses to complete the 516 bus expansion plan is pending. The latter will include 75 40 x 102 ADBs and 60 30 x 96 small buses for which the TMC (Greyhound) T-30 and Flyer D2001 are potential candidates. Although the first RTS-II arrived on the property September 15 it could not be used in revenue service until formal approval of the UMTA grant. It is TH8201/367, carries fleet number 1008 and was received in basic GMC white with ACT belt striping which was soon transformed into CT colors by applying 3M vinyl tape over the original striping. This consists of a wide blue band over a narrower orange band separated by a thin white strip on sides and rear with the blue band only curving downward and across the front door and below drivers side window and a wider blue band covering most of the dash between windshield and front bumper. The balance of the 65 buses are receiving CT colors at the Pontiac plant before delivery and will retain their originally assigned ACT fleet numbers of 1000-1065 on the CT roster.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The San Diego & Arizona Eastern Railway has agreed to sell its right of way for $18.1 million, an action which could pave the way for the MTDB planned light rail line between downtown San Diego and the International border at San Ysidro. The negotiations with the SD&AE were conducted by the MTDB staff and San Diego Mayor Pete Wilson and these negotiations are being viewed by the City Hall insiders as a sign that Wilson will make a strong public and private lobby effort to overcome City Council objections to the rail line. The council rejected the rail plan 5-4 in July following a stormy seven hour meeting. Approval of a financial report on the proposed light rail system was grudgingly granted by the SAN DIEGO TRANSIT CORP. Board of Directors for transmittal to the City Council after they attached several contingencies designed to help the financial picture of SDTC. SDTC wants the council to recognize the construction of the line will not benefit most of today's bus riders and that the MTDB should be required to relinquish some of its gasoline sales tax money for SDTC use. The city has also been asked to consider use of general revenue to offset loss of operating funds as a result of Proposition 13. SDTC officials were also disturbed by the MTDB plan to use contract bus operators in outlying areas to provide feeder buses on the belief they would be cheaper than SDTC. Under the contemplated MTDB/SD&AE agreement MTDB would pay $18.1 million for 108.2 miles and 205 acres of SD&AE property. In turn Southern Pacific Transportation Company, parent of SD&AE, would donate $6.9 million worth of property, the estimated difference in value of SD&AE. SP would also restore the railroad to its operational condition prior to a September 1976 storm which washed away portions of trackage. SP and MTDB would cooperate in obtaining someone to run freight operations between San Diego and Plaster City and between San Diego and El Cajon. The proposed rail plan calls for 15.1 miles of track between San Diego and San Ysidro for freight and light rail transit. The 16.1 El Cajon line would also be joint freight and light rail while the 69.7 mile line to Plaster City would be exclusively for frieght as would a 7.3 mile line in Coronado. MTDB staff members expect the proposed rail transit system to be operational in spring 1982.

COLORADO SPRINGS TRANSIT (CST)

COLORADO SPRINGS: Operated by Colorado Transit Management, Inc. for the Colorado Springs Department of Public Works, CST serves this rapidly growing metropolitan area with 17 lines having succeeded the privately owned COLORADO SPRINGS COACH COMPANY which had eight lines. Present lines operated are 1-MANITOU, 2-FORT CARSON, 3-CASCADE, 4-WAHSATCH, 5-VISTA GRANDE, 6-PETERSON FIELD, 7-HILLSIDE, 8-BROADMOOR, 9-RUSTIC HILLS, 10-SPRUCE, 11-INDUSTRIAL EXPRESS (M-F peak only), 12-UINTAH, 13-EASTBOROUGH, 14-NORTHEAST EXPRESS (M-F peak only), 15-SHOPPERS SPECIAL (M-F off peak only), 16-SECURITY EXPRESS (M-F peak only) and 17-USAF ACADEMY (weekends only). The 12 full time lines use 1 bus each on hourly headways 920AM-220PM weekdays and all day Saturday and 2 buses each on 30 minute headways weekday peak hours except 1-MANITOU and 3-CASCADE which are 30 minutely at all times and 12-UINTAH which is 45 minutely with 1 bus at all times. 2-FORT CARSON is the only full time line with Sunday service and is the only line operating after 620PM (hourly to 1220AM). 17-USAF ACADEMY operates over a split route on Saturday afternoons with 1 bus 90 minutely to the Downtown Terminal and another 80 minutely to Citadel Shopping Center (west of downtown). Saturday evening service to approximately 100AM is offered on 17 only on those 5 or 6 weekends in the fall when the USAF Falcon football team plays at home. Sunday service operates only on the Citadel branch from 9AM to 6PM. Central hub of the system is the off street Downtown Terminal at the corner of Kiowa and Nevada on the street level of a modern four story municipal parking garage from which 1-5, 7-10, 12-14, 16 and 17 originate. The Terminal includes an information/commuter ticket booth, waiting area and four loading lanes, each capable of stacking 3 buses. A secondary terminal located in the Citadel Shopping Center serves as a layover point for 4, 6 and 13 (plus 17 weekends) and a transfer point with 5 and 9. The well maintained fleet numbered in the 1600s and painted pale green with white roof and wheels consists of #1611-1616 (TDH 3501s), #1646-1650 (Flxible 45096-6-1s) and sixteen T6H 4523As. CST' modern operating base is located on the Hancock Expressway south of Fountain Boulevard.

CITIFARE

RENO, NEVADA: Service commenced September 18 on CITIFARE, Reno's new bus service provided by the Regional Street and Highway Commission of Washoe County as replacement for the former NEVADA TRANSIT COMPANY. Four lines serve the general territory formerly covered by NTC with the exception of the more affluent Southwest section (NTC 5 & 6) which is not included initially and adds Meadowood Shopping Center, Reno Airport, MGM Grand Hotel/Casino and Silver State Center (East Sparks) to the area. 1-MEADOWOOD-SPARKS starts in southwest Reno at Meadowood Center via Neil, Peckham, Gentry & So. Virginia to 4th (CBD), then via 4th, Prater, Rock, B, Stanford, Lincoln, McCarran, Prater, Howard and Greenbrae to Pyramid (Greenbrae Center). 2-RENO-NORTH SPARKS starts downtown on a counterclockwise loop from No. Virginia and Plaza via Plaza, Sierra, 2nd, Center, Plaza, No. Virginia, 9th (Univ. of Nevada), Evans, 4th (returns Center), Wells, 9th, Silverada, Oddie, El Rancho, Greenbrae, Rock, York, 4th, and loops K, Pyramid and Greenbrae to 4th (Greenbrae Center). 3-KINGS ROW-SOUTHEAST starts on a clockwise loop in Northwest Reno via Kings Row, Bryan and Raburn, then via Kings Row, Keystone, Gear, W. 11th to U. of N., thence Virgina, Mill to Locust, thence a large counterclockwise loop via Locust, E. Plumb, Terminal, Vassar, Matley and Mill to Locust. 4-7TH ST-SOUTHEAST also starts on a clockwise loop in the northwest at 7th and Akard via W. 7th, Keystone, W. 4th, Arlington, W. 6th, Virginia (returns W. 5th and West to W. 6th) and east on Mill, then essentially reversing the Line 3 loop by running Mill, Terminal, Plumb and Kirman to Mill. All 4 lines run daily on hourly headways from approximately 600AM to 600PM with the following exceptions: 1 offers night service on the Reno-Sparks portion to 1000PM Sunday-Thursday and to 100AM Friday and Saturday; Sunday service on 3 begins at 1005AM and on 4 at 1035AM from Plumb and Terminal.

CITIFARE Continued

Line 1 requires two buses and the other three require one each. The fourth and fifth of the seven TDH 4517s purchased from Hausman Bus Sales did not arrive from Chicago until 5PM on Sunday September 5th which made for some anxious moments on the part of CITIFARE management but all five buses were able to operate on opening day. Common transfer point in downtown Reno is 2nd and Virginia (NTC's terminal had been on the Center Street Bridge over the Truckee River just south of 1st Street). A 60¢ fare (exact change) is charged with a Commuter fare 10 ride card available at $5, seniors and handicapped ride for 25¢ with identification and transfers are free. Ridership averaged 783 passengers per day during the first week of operation and had climbed to 923 at the end of the third week. All new equipment is promised in two to three years and local interest has already been expressed for adding service to Southwest Reno and to the Sun Valley, Lemmon Valley and Stead areas north of the Reno city limits.

INTERCITY TRANSIT (IT)

OLYMPIA: IT which operates in Olympia, Tumwater and Lacey introduced July 3rd in Lacey a new pattern of bus service. To improve service an expanded and bi directional loop with 40 minute headways replaced the former single directional half hourly loop service. The revised service was introduced during a week of free fares with a media campaign of "get out and give IT a try". Ridership results were encouraging.

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TRI MET)

PORTLAND: The Federal Department of Transportation has approved a $300,000 grant to the City of Vancouver, Washington, Clark County, Washington and TRI MET who will each provide some local funds for a two year project aimed at increasing transit ridership over the Interstate Bridge between the two cities by increasing service, establishing park and ride lots in the Vancouver area and reducing fares from the present 75¢ to perhaps 40¢. Also under consideration will be preferential treatment for buses on the freeway approach lanes and expansion of Line 5-PORTLAND-VANCOUVER to include branches north to Hazel Dell and eastward out Fourth Plain, Mill Plain and State Highway 14.

TRANSPORTATION HAPPENINGS IN KERN COUNTY, CALIFORNIA

The GOLDEN EMPIRE TRANSIT DISTRICT in Bakersfield is now considering purchase of a $12-15,000 small bus as the initial vehicle in a Dial A Ride type system for use by handicapped persons. Initial discussions have centered on attempting to use private contractors rather than add full time operators to the GETD payroll in addition to office personel to handle phone calls. A private group, KERN COUNTY TRANSIT, is already providing transportation for several social service agencies in the area.

The City Council of McFarland has approved a plan to join with the Recreation And Parks District in an agreement to provide transportation for the elderly and handicapped in the city. Details of the transportation plan have yet to be worked out.

The Kern County city of Delano (Pop. 16,000) has been determined as having unmet transit needs which will mean some type of transit must be provided before all money can again be spent on streets and roads. There are differing opinions within the city on which citizens should be served, all or just elderly/handicapped/retarded, but one plan calls for a two bus fixed route system plus one bus for a demand responsive system. The city presently provides one van weekdays for seniors and with the support of the North Kern-South Tulare Hospital District provides trips to medical facilities, city's nutrition center and some shopping trips.

CITY OF TUCSON TRANSIT SYSTEM (SUNTRAN)

TUCSON: Additional changes are in the works at SUNTRAN since the settlement of the labor issues and purchase of OLD PUEBLO TRANSIT COMPANY. The fleet is to be renumbered from 4 digits to 3 and there may be a change in the system name and logo. On September 3 former Line 12-SWAN-CRAYCROFT LOOP was divided into two lines, 30-SWAN-DAVIS MONTHAN AIR BASE and 34-CRAYCROFT-DAVIS MONTHAN AIR BASE. On September 1 the Public Transportation Division of the City of Tucson's Department of Transportation was eliminated with administrative functions performed by that department divided between the management firm and the Transportation Planning Division. To monitor the City's contract the position of Transit Coordinator was created immediately under the Director of Transportation and Larry Wren, City Special Needs Superintendent, was appointed to that position.

SUN CITY, ARIZONA BUSES/DEL E. WEBB DEVELOPMENT COMPANY

SUN CITY: DEVCO officials have indicated they would like to withdraw from the bus business in this retirement city of 50,000 as the operation is costing $90,000 per year. The company has already made plans to divest themselves of golf courses, recreation centers and costly road medians. The operation uses three 25 passenger non air conditioned school type buses plus one spare with no lifts (in a community with a large number of wheelchair residents). Basic fare is 35 cents. Discontinuance of or transfer of the franchise requires Arizona Corporation Commission approval and ACC officials indicate no such action has been taken. DEVCO has asked the ACC for a franchise on bus routes in Sun City West with costs to be subsidized by annual recreation fees, something DEVCO would like to see happen on the existing system. The buses date to the early 1970s and need replacement. -HANDI-CAR, INC., a private bus service operating 16 Dial A Ride type vans in Tucson has surveyed Sun City but is awaiting word from DEVCO and residents before proceeding. HCI transports persons with "mobility limitations" but operates under contract to large agencies such as Veterans Administration which reimburse the firm at $2.50 per trip plus 50¢ a mile. The State DOT has indicated a federally subsidized bus system would be workable in Sun City if the area was incorporated and would require a grant of about $200,000. The City of Glendale offsets its annual bus operating cost by nearly half with federal subsidy ($179,000) and federal funds paid 80% of the cost of the buses. There seniors pay 25¢ and others 50¢. DOT also indicated the entire transit picture would be easier to administer if there was a regional transit system rather than a number of independents.

TWIN TRANSIT-LEWIS COUNTY PUBLIC TRANSIT BENEFIT AREA

CHEHALIS: TT commenced service last November on a route about four miles long between Chehalis and Centralia. The new operation is a combined effort of the two cities and Lewis County. Three buses run twelve hours on weekdays and eight hours on Saturday with no Sunday or holiday service. The annual operating budget is expected to be about $170,000. Six buses are in the fleet which include one 1974 Mercedez Benz 0309D, two 1976 0309Ds, two Gillig Microcoaches and one TGH 3102.

SNOHOMISH COUNTY PUBLIC TRANSPORTATION BENEFIT AREA CORP.

LYNNWOOD: Officials recently contracted with Flyer Industries, Ltd. for purchase of 18 35 foot transit buses to be delivered in early 1979. Total cost of vehicles and spare parts will be $1.34 million. They also voted to purchase an additional 6 buses for $442,000. Earlier this year SCPTBA had withdrawn a grant application to UMTA because of the Area's refusal to comply with numerous federal requirements. The buses are being purchased with SCPTBA funds and are said to be less expensive than those purchased with federal assistance.

EQUIPMENT REPORT

| Property | Fleet Nos | Builder | Model/Serial | Notes |
|---|---|---|---|---|
| NEW | | | | |
| Greyhound Lines-West | 8000-8009 | TMC | MC8/- | 8002-S2363,UT1112-14 |
| Gardena Muni Bus Lines | 761 | P&C | 05SE/19553 | |
| Anchorage Public Trnst | 6032-6043 | Flxible | 35096-6-0/62424-35 | addtl info |
| USED | | | | |
| Gray Line Of Los Angeles | (4821-4824 | GMC | TDH4801/057,063, 400,198 | SAMTRANS 219, Douglas 209, Synanon 937B, Aerospace - Msn Trails Chtr 82,83,84 |
| Peerless Stages, Inc. | (318-320 | GMC | TDM5103/001,004, 013 | Smiths -,538, III516 |
| | (323-325 | GMC | TDM4801/021,031, 061 | Richmond Va 356 |
| County Transit | (4601 | GMC | TDH4517/106 | GLW 9700-9709 |
| | (4602-4611 | GMC | TDH5301/2197-2206 | Hawaiian Scenic 705,709,712,713 |
| | (4612-4615 | GMC | TDH5303/3116,4060, 6042,6043 | HST 717-719 |
| | (4616-4618 | GMC | T6H5305A/419-421 | |
| MISCELLANEOUS | | | | |
| North County Trnst Dist | (632 | GMC | TDH4517/104 | being converted to lunch room renumbered (512-520 for use by GLW on contract Mainline routes |
| SAMTRANS | (9512-9529 | AMGenl | 102L0B/1087-1104 (front door lifts) | |
| DISPOSITIONS | | | | |
| North County Trnst Dist | 627 | GMC | T6H4523A/1380 | being scrapped |
| AC Transit | (2014 | GMC | TDH5103/146 | to Santa Clarita Valley Boys & Girls Club |
| Fresno Transit | (630 | GMC | PD4106/1061 | For Sale |
| | (661-662 | GMC | PD4107/501-502 | " |
| | (663-664 | MCI | MC5A/U6001S6656, U6002S6657 | " |

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Monthly Meetings-2nd Sunday, Pasadena Chamber of Commerce, 181 South Los Robles beginning at 730PM