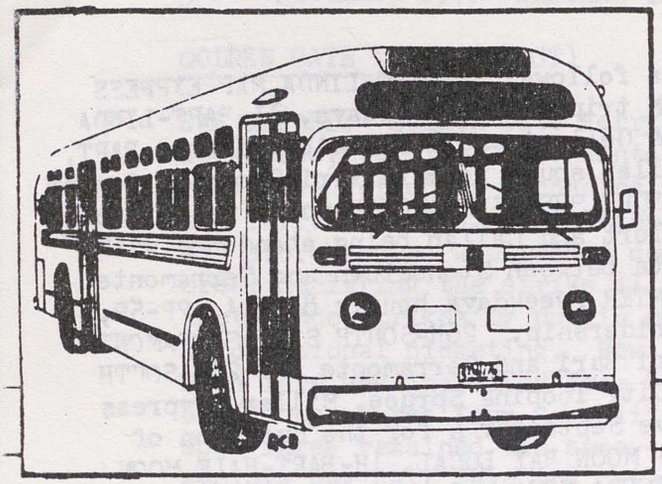


Western Transit

Monthly Publication of The Western Transit Society

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CITI-FARE (CF)

RENO, NEVADA: Since introduction of this Washoe County operated/American Transportation Enterprises managed system of four routes serving the Reno-Sparks metropolitan area with five buses on September 18, 1978 ridership has shown a steady increase. The first month's patronage of 5000 riders had doubled by year's end and risen to 12,000 by the end of this July. Last December CITI-FARE moved from its temporary outdoor yard/trailer office at the Washoe County Fairgrounds in Northeast Reno to permanent quarters in a former truck repair garage at East 5th and Center Streets in downtown Reno. Two additional used TDH 4517s were also obtained from Hausman Bus Sales to augment the initial fleet of seven coaches, all of which date from 1960-1961. The fleet has also been renumbered from 1 thru 9 in tens from 10 thru 90. An UMTA capital grant application is currently pending for thirteen mid sized buses which would replace the GMC New Looks and allow for expansion of service. CITI-FARE's paint scheme is cream to the wheel well level over orange to rub rail over brown skirt with brown "CITI-FARE" logo, very reminiscent of the long defunct RENO BUS LINES cream over orange livery of fifteen years ago.

ORANGE COVE-PARLIER TRANSIT SYSTEM (OCPTS)

ORANGE COVE: Effective November 1st a regular fare and route schedule took effect. Heretofore the system was running free of charge, the response was good and patronage was increasing daily. One way fares to Fresno are as follows: $2.50 from Orange Cove, $2.00 from Reedley, $1.50 from Parlier and 75¢ from Fowler with seniors and handicapped paying half the regular fare. Service operates Monday thru Friday departing Orange Cove at 615AM, 1215PM and 415PM stopping at Reedley College, Parlier and Fowler enroute. From Fresno departures are 730AM, 130PM and 530PM.

WESTRANZ (WT)

A new rural bus system began operating in Fresno County on October 29th linking San Joaquin, Mendota, Tranquility, Helm, Cantua Creek, Three Rocks, Coalinga and Fresno between 630AM and 730PM daily. No further detailed information at the moment but connections are made in Mendota for GREYHOUND LINES and in Helm for COALINGA TRANSIT SYSTEM for Fresno bound passengers. Fares on WESTRANZ will be 50 cents but fares to Fresno will be $2.96 one way, $5.62 round trip on GREYHOUND and $1.50 one way, $3.00 round trip on CTS.

TAFT/MARICOPA DIAL A RIDE (TMDAR)

TAFT: The city's first public transit system began operation October 1 as one wheelchair lift equipped van operating daily except Saturday between 800AM and 600PM started "roaming" streets in Taft and Maricopa. Regular riders are charged 75 cents while handicapped persons and those over 60 will be charged 40 cents. Riders have been requested to call one day in advance. The system is being financed by Kern County's Transit Development Act monies.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Several service changes were made August 6th as follows: 1C-BART-LINDA MAR EXPRESS three inbound AM trips from Linda Mar and three outbound PM trips added weekdays, 1L-BART-LINDA MAR LOCAL added 2 short turn trips inbound AM from Hickey & Gellert and 1 PM outbound from BART, 21A-STONESTOWN-KING & CALLAS was extended from King and Callan south to Buri Buri Shopping Center in South San Francisco Monday thru Saturday replacing 29W-BURI BURI-SERRAMONTE which was discontinued with the routing on Margate and Shipley between Gellert and Callan being abandoned without replacement. 21A continues to operate its shorter route between Stonestown and Serramonte only on Sundays and holidays. 22G-BART-DALY CITY CIVIC CENTER (weekdays hourly 8A-10A, 2P-5P, 120 minutely 10A-2P) was discontinued due to insufficient ridership. 26H-SOUTH S.F.-SERRAMONTE VIA BURI BURI was abandoned without replacement between Buri Buri and Serramonte and 28C-SOUTH S.F.-TANFORAN VIA BURI BURI was rerouted in downtown Daly City looping Spruce, Miller, Cypress and Baden to Spruce. Additional changes were made effective September 4 for the duration of the BART shutdown as follows: Coastside routes 1A-BART-HALF MOON BAY LOCAL, 1H-BART-HALF MOON BAY EXPRESS, 1C, 1L, 10L-BART-LINDA MAR BLVD and 10T-BART-TERRA NOVA had their inner termini extended weekdays from the Daly City BART Station at John Daly Blvd. and De Long Dr. via John Daly and Mission to Templeton (S.F. City Limits) thence continuing non stop into downtown S.F. via Mission to 3rd. Daly City route 20C-SERRAMONTE-BART-MISSION & TEMPLETON was also extended non stop to 3rd & Mission daily, 21B-BART-SKYLINE COLLEGE was extended to San Jose & Mission and 3C-BART-CRYSTAL SPRINGS EXPRESS, 5L-BART-PALO ALTO VIA EL CAMINO REAL and 22D-BART-SOUTH S.F. were all rerouted to Mission & Templeton. Weekday peak hour 2S-S.F.CIVIC CENTER-SKYLINE BLVD-SAN BRUNO AVE. EXPRESS was reduced from two to one round trip. To provide additional buses for the temporary extensions service on 3B-STONESTOWN-BART-AIRPORT-MILLBRAE EXPRESS and 2HG-BART-BRISBANE were suspended entirely. In August leased AC TRANSIT TDH 4801s 2101, 2104, 2112-2114 were being used as weekday trippers on Lines 1C, 1L, 3C and 21B while Flxible 53102-6-0s 265 and 266 saw regular service on 3B.

OMNITRANS (OT)

SAN BERNARDINO: OT Directors have approved a general fare increase, the first in the agency's history, to become effective January 1, 1980. Basic fare will increase from 25 to 35¢, student fares will increase from 10 to 25¢, elderly and handicapped will pay 15¢ (presently free) and transfers will cost 5¢. Dial-A-Ride fares will rise from 75¢ to $1.50 for regular riders and from 35¢ to 75¢ for elderly and handicapped. After a number of City Council hearings, proposals and counter proposals and a delay caused by the uncertainty about environmental impact reports the main downtown San Bernardino transfer point at 4th and E Streets was dispersed to eight different locations, some as far as two blocks away. The main reason for the change in bus stop locations was downtown merchants complaints about loitering and vandalism in the area, the need to station a policeman there and the large number of high school students who frequented the area. The change took effect October 22 and saw: Lines 1, 2, 3, 5, 10 - east side of D north of 4th; 1, 2 - west side of D south of 4th; 4 - north side of 5th west of D; 6, 12, 17 - south side of 4th east of D; 7, 11, 14, 24 - south side of 4th west of E; 8 - south side of 4th between D and E; 9, 14 - north side of 4th west of E, 13 - north side of 4th west of D and 15, 16 - north side of 5th west of E. Problems developed almost immediately and they are being worked on. Plans are to be presented to the Council for expansion of crosstown service to minimize downtown transferring of students. The route discussed would serve primarily San Bernardino High School and would begin at Muscott and 16th, east to G, south on G to Base Line, then west to Muscott. Buses would run at 15 minute intervals between 7 and 8AM and between 2 and 3PM. OT has been awarded 1,152,244 in UMTA grants toward purchase of eight 45 passenger buses, ten vans equipped with lifts, 12 Dial A Ride cabs and twelve maintenance cars and trucks. The eight buses will replace a like number of Mercedes Benz 0309Ds and a subsequent grant for 26 buses will replace the remaining Mercedes and eight other (unspecified) buses.

WING SOON? DO NOT FORGET TO SEND US YOUR NEW ADDRESS - THIRD CLASS MAIL IS NOT FORWARDED

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Golden Gate Ferry service began October 22 after a 106 day strike by deckhands, terminal attendants and ticket agents who struck over working hours. Later they were joined by mechanics and storekeepers and the picket lines were honored by the ferry captains. Settlement was reached October 12 with all but the mechanics and storekeepers who backed down on a demand for a pay increase after GGT got a court order declaring the strike illegal. GGT argued before the Marin County Superior Court that since strikes by public employees are illegal the mechanics could only resort to informational picketing. New fares greeted commuters on the first day at Sausalito. Cash fare was increased from $1.50 to $2.00, however passage is free on the 715AM and 825AM departures from Sausalito. Commuters using discount tickets pay $1.125. Larkspur fares remained the same - $1.50 cash and $1.35 with tickets. Handicapped and seniors pay half fare and children under six ride free. A four week old controversy burst into demonstrations and verbal portests from residents of the predominately black area of Marin City when GGT extended service thru Marin City to new condominiums and apartments on the ridges above but purportedly had not heeded requests for more bus service from the flatlands' residents. They felt the high income residents were receiving new service while the black community was being ignored. On October 13 protestors physically blocked GGT buses on their way up the hill demanding they make a loop around Drake Avenue that runs through the community. A GGT Supervisor, after conferring with operators and Sheriff's deputies, sent the buses around by Drake Avenue. Then GGT General Manager Donald White threatened to remove all service from Marin City of the protests occurred again. Residents passed out leaflets to commuters explaining their position of having buses pick up thru the community and mentioning that federal money had purchased three bus shelters but they were not installed because there was no assurance from GGT they would provide bus service. John Dowden, General Manager of MARIN COUNTY TRANSIT DISTRICT, indicated he would meet with the community groups. GGT is responsible for transbay service and MCTD is responsible for local service including some service to schools. On October 23, 24 and 26 protestors again blocked buses and in two instances GGT buses were pulled out of the area for periods up to 90 minutes. After meeting with Marin City residents MCTD's Dowden authorized GGT to extend a special school run for Tamalpais High School around the Drake Avenue loop making one morning trip and two afternoon trips. The two districts are working together to provide an experimental package which would include improved service to area high schools and would provide a link between Marin City and Highway 1. On October 26 GGT buses officially circled Marin City for the first time. Money for proposed new services by GGT and MCTD may come from the Metropolitan Transportation Commission. Service to the new ridgetop residences may also be halted. 5000 free tickets and 10,000 half fare tickets are to be issued by GGT to encourage ridership on the ferry system.

BLUE AND GOLD FLEET

SAN FRANCISCO: B&G has applied to the PUC for authority to operate six trips a day between Sausalito and the company's base at Pier 39, San Francisco. HARBOR CARRIERS, INC. has tried for years to get the city to accept its proposal but B&G has not yet asked the city. The proposed service would operate seven days per week with two 400 passenger vessels, a third vessel is on order. B&G has been running tour service in competition with HARBOR CARRIERS.

HIGH DESERT AIRPORT SERVICE (HDAS)

BARSTOW: HDAS, which started June 18, may soon discontinue service due to lack of continued patronage. Twenty daily passengers are needed but that is about current weekly ridership. Fares are $9 from Barstow and $8 from Victorville and three round trips are operated daily except Wednesday.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Omitted from the 8/79 WT report on SCMTD's Free Summer Beach Shuttles (PACIFIC GARDEN MALL-SANTA CRUZ BEACH and HIGHWAY 1-CAPITOLA BEACH) was that a second Capitola shuttle, 47TH AVE-CAPITOLA BEACH, was initiated June 24 operating weekends and holidays only thru September 9 every ten minutes from 930AM to 600PM using one of the new Chevy/Wayne Transettes (#852-857). Route was from Capitola Beach looping counterclockwise from Stockton via Esplanade, Capitola to Stockton, onto Cliff, Wharf, Capitola, 47th Ave to Portola where an unimproved free parking lot had been opened. Return via Portola onto Cliff onto Stockton to Esplanade. Equipment used on the shuttles varied thru the summer with the Santa Cruz route seeing everything from Transettes and Fleetwoods to TDH3301s and T6H4523Ns and the Capitola routes seeing both Fleetwoods and Transettes depending on coach availability and anticipated ridership. On September 13 new daily rural routes 33A, 33B and 34 were added in and around the community of Felton, six miles north of Santa Cruz on Cal 9 and connecting with SANTA CRUZ-BOULDER CREEK 15A and 15B at a new Felton transit center established in front of Felton Faire Shopping Center on Graham Hill Rd just east of town center. 33A-FELTON-LOMPICO: Felton Faire north via Graham Hill, E. Zayante Rd, W. Zayante Rd, Quail Hollow, E. Zayante and Lompico Rd to West Dr. (Lompico). 33B-FELTON-MT. HERMON-ZAYANTE: Felton Faire north via Graham Hill and Conference Dr to Mt. Hermon Christian Conference Grounds returning Conference to E. Zayante to terminus at Club Zayante returning to Felton via E. Zayante, Conference to Mt. Hermon, return Conference, Roaring Camp Rd, Graham Hill, E. Zayante, Conference and Graham Hill to Felton Faire. 34-SOUTH FELTON: Felton Faire south via Graham Hill, Hwy 9, Hihn, Gushee, Plateau, Valley, Redwood, Hwy 9, Lakeview to Lakeside and return Lakeview to Hwy 9 to Old Big Trees Rd. Returns north via Hwy 9, San Lorenzo Ave, Redwood, Hwy 9 and Graham Hill. 34 takes the place of the central Felton counterclockwise loop detour of 15A except for the last three late evening trips in each direction (945P, 1045P, 1145P) which still run over this loop. One Chevy/Wayne Transette serves all three routes departing Felton Faire as 34 hourly 615AM-815PM, as 33A on even hours 645AM-845PM and as 33B on odd hours 745AM-745PM. With the extra load imposed on the system by the discontinuance of school bus service within the city limits of Santa Cruz by the school district, SCMTD is seeking UMTA approval to purchase 12 surplus propane fueled Twin Coach TC31s from SANTA CLARA COUNTY TRANSIT DISTRICT. Pending this approval six Twins have been leased to SCMTD and arrived the week of Labor Day with some being pressed into service the following weekend on the special County Fair Shuttle between Watsonville and the County Fairgrounds. Painted in SCMTD's light blue and white and assigned fleet numbers 858-863, the Twins have also been put into service on lighter lines 4-HARVEY WEST, 5-DE LAVEAGA and 7-BEACH (the latter thru routed with 4 & 5) where they displaced TDH3301s for heavier duty. In addition two leased TDH 4517s of as yet undetermined origin arrived on the property in mid September.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: David R. Shilling, General Manager for RTA, was killed in a motorcycle accident in the Barton Flats area of the San Bernardino Mountains on October 23. Shiling was 31 and the first RTA GM. Shilling's major accomplishment at RTA was a three year effort to obtain federal funds for the system. Before coming to RTA he was with ORANGE COUNTY TRANSIT DISTRICT and helped to develop the first Dial A Ride system west of the Mississippi, in La Habra in February 1973. Al Schweim, RTA Transportation Superintendent, has been appointed Acting General Manager. The second phase of the state funded Western Rural Demonstration Project began October 15 as RTA increased service on three lines - a fourth round trip was added on 26-TYLER MALL-CORONA-LAKE ELSINORE which operates Tuesday, Thursday, Saturday. Four round trips were added to 27-SAN JACINTO/HEMET-PERRIS VIA SUN CITY operating Highway 74 and I-15 Freeway Monday thru Saturday while three round trips were added (for a total of six) on 28-SUN CITY-TYLER MALL Monday thru Saturday. The Project will continue through December 1981 and is designed to test the feasibility of providing transit service in low density areas.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: November 1st brought increases in all cash fare categories but with prices for monthly passes remaining constant. The basic fare is now 55¢, new student cash fare of 45¢ with RTD discount card available at cost of $1, seniors and handicapped now 20¢ and transfers were reduced from 10 cents to only a nickel. The downtown mini-bus was increased to 20¢ while Westwood mini-bus remained 10¢. The 20¢ distance steps on Freeway Express and Park/Ride lines remained constant. RTD Directors considered eight alternative fare structures plus some of their own prior to an 8-2 vote (after 4 hours of discussion) to adopt the revised fare structure. Directors Ruth Richter and Mike Lewis complained the large increase in cash fares and no increase in pass charges placed an unfair burden on regular riders who paid cash while those with special discounts continued to ride at reduced fares. RTD statistics have shown 77% of passenger loading are comprised of regular fares, 16% seniors and 7% students and that 60% of the regular riders pay cash. The regulation governing those riding free was changed to permit an unlimited number of children ride free when accompanied by their parents.

Subsequent to action taken by Amalgamated Transit Union officials calling for a second vote (by mail ballot) on a proposed 3 year labor agreement (WT 10/79) Service Worker Robert Camareno, who had indicated he would be challenging current Division 1277 President Jerry Long in upcoming union elections, filed suit in federal court to stop the second vote but the suit was rejected by U. S. District Judge Malcolm Lucas on the grounds that he lacked jurisdiction. In the mail ballot union members voted 476-410 to accept the pact which includes the hotly contested subcontracting issue. Subcontracting will only be allowed in the case of emergencies and the union must agree to the move. If management and labor do not agree there is a need to subcontract that issue would be presented to a neutral third party. After RTD Directors approved the pact RTD President Marvin Holen stated the provision could allow the district savings of up to $590,000 over the next three years and that bids soon will be called for the overhaul of 150 diesel bus engines, replacement of window glass and for crankcase drain plug bushings.

Two Park/Ride lines were extended beginning October 21st. 716-CANOGA PARK-LOS ANGELES PARK/RIDE no longer serves the PNR lot at Roscoe and Topanga Canyon and now begins at Platt and Vanowen via Vanowen, Fallbrook (stopping at Fallbrook Square PNR Lot at Criswell St), Victory, Topanga Canyon (stopping at Victory and Burbank Blvds), then via the Ventura and Hollywood Freeways to downtown. 758-LA MIRADA-LOS ANGELES PARK/RIDE was extended from the La Mirada Drive In Theatre to the La Mirada Mall. Morning buses start at the Mall (La Mirada and Ocaso) via La Mirada, Rosecrans, Carmenita, Excelsior, Marquardt, Freeway Dr, into the Drive In, the Santa Ana Freeway to Los Angeles. In the afternoon buses will operate to the Drive In, thence via Alondra and La Mirada to Ocaso.

8000 series AM General buses with operational wheelchair lifts were placed into service on eleven Bus Runs on Line 88-SAN DIEGO FREEWAY EXPRESS on November 5. This service is being promoted to concerned groups and public timetables have been issued especially marked with accessible bus trips indicated. The service is being offered on weekdays only. The lift being tested has no handrail and is therefore only useable by handicapped persons in wheelchairs although the buses do have the kneeling capability. The demonstration will be closely monitored by RTD planning and operations personnel and information gained will be helpful in implementing service in the future on an additional 22 RTD lines.

17 wrecked and burned RTD buses were authorized on October 11 to be salvaged and scrapped: 1104, 2041, 2302, 3104, 3109, 3251, 5003, 5005, 5204, 5246, 5331, 5988, 5990 7114, 7198, 7245, 5109. Bus 2399 was wrecked on the way back from Seattle and under terms of the lease agreement SEATTLE METRO TRANSIT bought the remains for $3,000.

RIVERSIDE TRANSIT AGENCY (RTA)

RTA has a fleet of 24 large buses (21 owned, 3 leased) and 45 vans and small buses (28 owned and 17 leased) operating six fixed routes in the City of Riverside and surrounding areas, ten fixed routes using small units and operated by contractors and five Dial A Ride service areas. The present fleet is listed below.

FLEET NOS	BUILDER	MODEL/SERIAL	YEAR	SEATS	NOTES
101-103	GMC	TDH4519/718-720	1965	45	Greenville SC 173-175
104-109	GMC	TDH4519/721-726	1965	45	Greenville SC 1065-1070
110-111	GMC	TDH4519/1362-1363	1966	45	Tucson 1648-1649
112-113	GMC	TDH4519/1374-1375	1966	45	Tucson 1650-1651
114-115	GMC	16H4521A/105-106	1968	45	Tucson 1832-1833
151-152	GMC	TDH5304/1356-1357	1966	53	Greenville 176-177
153-156	GMC	TDH5304/1993-1996	1967	53	Greenville 178-181
194-196	GMC	TDH4517/824,825,827	1960	45	Richmond VA 351,352,354
811-812	Dodge	Van	1974	9	
813-820	Dodge	Van	1977	9	
822-823	Dodge	Van	1977	9	
824-835	Dodge	Van	1977	12	Van Pool units
836-842	Dodge	Van	1979	12-15	
843	Dodge	Van	1976	9	
844-846	Dodge	Van	1979	15	Perimeter seating
862	Dodge	Van	1976	15	
911-912	GMC	Van	1974	9	
913-915	GMC	Van	1976	9	
961-964	Microbus	Fortibus	1978	24*	*-962-21, 963-19

817, 822, 826, 832, 862, 912, 915 wheelchair lift equipped

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: Line 1-OXNARD-VENTURA has been divided into two services-Oxnard Plaza to Ventura Fashion Center and Fashion Center to Dakota & Ventura Aves (Ojai on Sunday). The Oxnard to Ventura leg was changed to a 25 minute headway Monday-Saturday using 3 buses including 1 lift equipped RTS 2 and service on the Ventura Avenue leg is being provided by a rotating combination of buses from BRISTOL, TELEGRAPH RD, TELEPHONE, TELEGRAPH RD, BRISTOL etc. Sunday service remained as before but the Ventura-Oxnard lone bus is wheelchair equipped. This change occurred September 16th.

NATIONAL CITY TRANSIT (NCT)

NATIONAL CITY: October 1st brought changes to the newly established NCT system. Former Lines A and B were changed into three services during the day and a separate service after 7PM weekdays and Saturday and all day Sunday using only one bus. 601-DIVISION/4TH STREET-30TH STREET operates 30 minutely using 2 buses in a U shaped affair, 602-PLAZA BLVD-18TH STREET also operates 30 minutely as a U while 603-CLEVELAND AVENUE-8TH STREET runs hourly as an east/west line from 4th and Euclid thru downtown to the industrial area. 602 needs two buses while 603 requires one for a daytime total of five. 604-DIVISION-4TH-PLAZA BLVD operates hourly using one bus over the Division/4th/43rd & Delta portion of 601 into downtown then out Plaza Blvd and the Plaza/8th/Euclid loop of 602.

SUN CITY AREA TRANSIT (SCAT)

EL PASO? SCAT recently awarded an approximate $20,000 contract for a route restructuring study to McDonald Transit Associates, Inc. of Fort Worth. MTA is also in the transit management field (CITRAN in Fort Worth, NATIONAL CITY TRANSIT and others). At the same time EL PASO TRANSIT SERVICES, INC. which presently manages SCAT was in the midst of a personnel crisis with no Maintenance Manager, a recently dismissed Operations Manager and the illness of EPTS General Manager Wes Williams. James Cromer, Vice President of MTA and the person who was to conduct the routing study, has been named as temporary manager of EPTS until either Williams returns to work or the EPTS contract with the city expires in January (WT 10/79). The city is presently conducting interviews for the position of Assistant Administrator of Operations which job will replace the General Manager when the city begins actual day to day operations of SCAT next January. Several route and schedule changes occurred during September. 2-FORT BLISS was extended through downtown from Myrtle and Stanton via Stanton, Main, Oregon returning San Antonio to Cotton and on to Fort Bliss to terminate downtown at San Jacinto Plaza. Headways were stretched from 30 to 40 minutely on Line ? for this change. 5-GOVERNMENT HILL also received a 40 minute headway because of schedule adherance problems. 13-CIELO VISTA had another jog to serve the Texas Rehabilitation Commission building by diverting off Cielo Vista via Meadowview, Sunglow, Montana, Oakdale, then on to Cielo Vista. This change was made without increase in vehicles but to the dismay of area residents who are now working to remove the buses from their area. A striking increase in tolls collected on the International Bridges will allow the city to pay off revenue bonds this December, two years prior to the date they were to come due and the profits from the bridges may now be used for transit operations improvements. A recent crackdown on toll collectors (two have been indicted on theft charges) and increased surveillance on bus operators after accusations that some of them were pocketing fares are believed to be partially responsible for the increased revenues. The first benificiary of this revenue will be the northeast area where a new Park/Ride line operating eight round trips weekdays between the Northgate Shopping Center and San Jacinto Plaza downtown at a 75 cent one way fare will be instituted as soon as all the details can be worked out. The city recently solicited bids for the sale of about fifty buses acquired with the purchase of EL PASO CITY LINES, LOWER VALLEY BUS LINE and COUNTRY CLUB BUS LINES, INC. which included a number of TGH 3101s, TGH 3102s, TDH 4512s, TDH 4517s and others, many of which were not in operating condition. Hausman Bus Sales and Parts Company bid $76,767 for 46 of the units, considerably higher than the lot bids of American Machinery and Equipment Co. of Fort Worth or Ralph Garcia of Juarez. A few units were sold independently including #50, a former LOWER VALLEY TDH 4517 sold to Dickinson Lines of Anoka, Minnesota. Bidders included people from San Diego, Los Angeles and Pittsburg, Kansas. The proceeds from the sale will be divided up in the same ratio as the contributions to purchase SCAT's new buses - federal government 80%, state of Texas 13% and city of El Paso 7%.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Following public hearings RTD Directors authorized filing of two grant applications for a total of $15,558,126 to purchase new buses and remodel or construct maintenance facilities. 27 new buses, all equipped with wheelchair lifts, will be purchased to replace those currently being used in community circulator services. They will be 40 footers and seat 49 passengers. A unit repair shop is proposed to be constructed at the Platte Division to overhaul engines, transmissions, serve as the main parts storehouse, and have 12 bays for upholstery, glass and sheet metal work. Remodeling of Alameda Division would include a new roof, rebuilt heating and air conditioning and construction of a new fuel storage and dispensing area and a bus washer. Also proposed would be a training center for maintenance employees.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Santa Cruz MTD	(867-868	Flxible	53102-8-1/90972-00973	870s w/lift
	(869-877	Flxible	45102-8-1/90963-00971	870s w/lift
Snohomish County Public Transit	201-224	Flyer	D800B/1442-1465	
Seattle Metro Transit	(1600-1742	Flyer	D102400/1466-1608	47 w/lifts
	(900-1008	AMG	1024OT/001-109	trolley coaches
Greyhound Lines-West	8153-8353	TMC	MC 9/-	43, RR
Calif-Nevada Golden Tours	901-903	MCI	MC 9/-	
Stockton MTD	1801-1805	GMC	T7H603/169-173	
Safeway Lines	226	GMC	H8H649/060	
Peerless Stages	335-337	GMC	H8H649/-	49, RR
USED				
Santa Cruz MTD	858-863	Twin	TC31/25640,-,-,-, 25711,25712	SCCTD 445,-,-,- 507,508
CITI-FARE (Reno)	(10,20,30, (40,50,60, (70,80,90	GMC	TDH4517/100,105,102, /936,107,935, /934,1333,1332	
Eastshore Lines	322	GMC	PD4107/801	Alaska Yukon
Sierra Lines	507	GMC	PD4107/810	GLW 7930
West Valley Chtr Lines	927	GMC	PD4903/-	
DISPOSITIONS				
Sun Valley Stages	(6 (	GMC	TDH4517/506	to Sacto Regional Transit
Snohomish County Public Transit	(108,113 (	GMC	TDH4517/771,762	to Sacto Regional Transit
Houston Metro	79	GMC	TDH5301/2730	to Eastshore Lns

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MEETING NOTICE: Second Sunday of the month: November 11, December 9, January 13
730 P. M.
272 Alpine Street, Pasadena in the back
RTD Lines 423 and 770 provide transportation