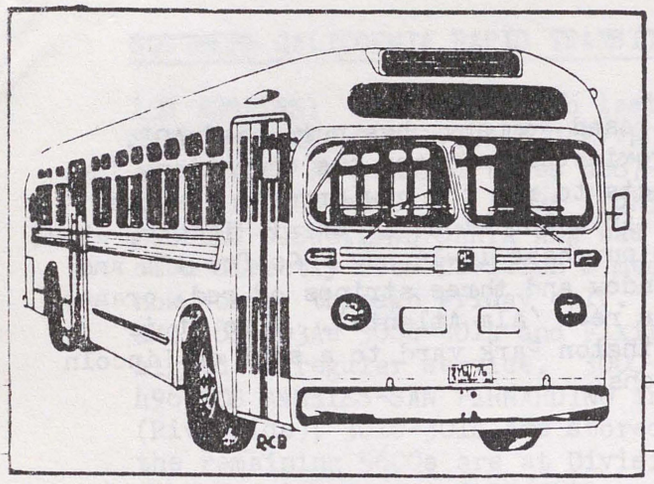


Western Transit

Monthly Publication of The Western Transit Society

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SALINAS TRANSIT SYSTEM (STS)

SALINAS: Effective September 1 STS routes were renumbered and renamed in a Monterey County wide scheme to avoid duplication with neighboring MONTEREY PENINSULA TRANSIT as follows: 1A-NATIVIDAD redesignated 31-VILLAGE HEIGHTS, 1B-NATIVIDAD redesignated 32-NATIVIDAD HOSPITAL and Saturday only 1C-NATIVIDAD (a combination of weekday 1A and 1B) abandoned since 31 and 32 now operate Monday thru Saturday. 5-NORTHRIDGE was renamed 33-SANTA RITA. 3A-EAST VIA ALISAL was redesignated 34-EAST ALISAL and 3B-EAST VIA MARKET redesignated 35-EAST MARKET and two way routing of each on Alisal between Salinas Street and North Madiera replaced by one way routing on Market and Central so that both routes now form one continuous loop with 34 running counter-clockwise and 35 clockwise. 4-WEST SALINAS was retitled 36-PIKER while 2-SOUTH SALINAS renamed 37-MEMORIAL HOSPITAL and downtown loop simplified to operate John, Monterey, E. Market and Salinas to John. 6-NORTH COUNTY redesignated 29-WATSONVILLE. 7-TORO PARK abandoned and largely replaced by the eastern portion of MPT's 21-MONTEREY-SALINAS VIA UTOHWAY 68 which runs from Salinas CBD (looping John, Monterey, Market, Salinas, John), So. Main into Hwy 68, Reservation Rd, Portola, Serra, Hwy 68, Olmstead, Monterey Airport, Henderson, Garden, Mark Thomas, Aguajito and Pearl to Alvarado (Monterey CBD) looping clockwise Alvarado, Franklin and Tyler to Pearl. Two buses hourly 7AM-6PM weekdays/10AM-6PM Saturday. 20-MONTEREY-SALINAS VIA MARINA (MPT) had its Salinas terminus changed from AMTRAK Depot to Salinas and Gabilan except for two daily trips. Basic STS service remains hourly 7AM to 6PM weekdays and 9AM to 6PM Saturdays except for Line 29 which is 120 minutely weekdays and hourly on Saturdays as before.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The District celebrated its tenth anniversary with an open house at its new 2½ acre Operations Facility at 1200 River Street on October 31st. On display were three of the initial delivery of five Gruman-Flxible 870s of an order for two 40 foot and 21 35 foot models (see Equipment Report). Forty footer #868 was used to demonstrate the front door lift feature common to all 23 buses, 35 footer #866 was on static display and #871 provided half hourly free shuttle service from 1 to 4PM between the Operations Facility and Pacific Garden Mall (Pacific & Soquel Aves). Coach maintenance will continue to be performed at the City of Santa Cruz vehicle maintenance shops across River Street from the Operations Facility until a new SCMTD Maintenance Facility is constructed on nearby Harvey West Blvd. Initially the 870s will replace GMC TDH5523Ns and 5307s while the latter undergo long overdue major overhaul, following which they will be used to implement a program if improved service including additional express lines, improvement of headways from 60 to 30 minutely in many areas, improvement of headways on the WATSONVILLE-SANTA CRUZ and 41ST AVE. EXPRESS lines from 30 to 15 minutely, additional routes to rural areas and reorganization and expansion of the South County (Watsonville) lines. Similarly, the six former SANTA CLARA COUNTY TRANSIT DISTRICT Twin Coach TC-31s (#858-863) have allowed SCMTD's original TDH 3301s (#811-816) to be withdrawn for major overhaul.

ARROW CHARTER LINES (ACL)

HUNTINGTON PARK: HUDSON GENERAL CORPORATION, a New York based company, has purchased ACL. Lee Bowman will remain as General Manager. HGC owns approximately a dozen bus operations including HUDSON BUS LINES in the Northeast and also contracts to run the new Airbusys for the Los Angeles Department Of Airports which buses are stored in a lot along Imperial Highway, about a mile west of the CREW TRANSIT facility. HGC intends to purchase 10-15 new MCIs for ACL and has introduced a new paint scheme of white body, black window and three stripes of red, orange and yellow over the roof to the ground slanting toward the rear (ala Atlanta). Also it is planned to move the operating base from the historic Huntington Park yard to a spot on Lincoln near Jefferson to facilitate tie ins with airport operations.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Additional information on the August 6 changes (WT 11/79) on the Daly City and South San Francisco Divisions is as follows: specific routing of 21A-STONESTOWN-WEST PT-SERRAMONTE-BURI BURI south of King & Callan which replaced 29W-BURI BURI-SERRAMONTE is via Callan, Greendale, Galway, Shannon, Gellert, Westborough, Junipero Serra and Arroyo to El Camino Real looping ECR, Westborough and Camaritas to Arroyo. Weekday evening service (hourly 6:45-10:45PM) changed with last from Stonestown to Buri Buri at 630, then 30 minutely to Serramonte until 830. 26H-SOUTH SAN FRANCISCO-SERRAMONTE VIA BURI BURI was changed to 26H-TANFORAN-SO. SF-BURI BURI-WINSTON MANOR replacing part of 27M-BURI BURI-SERRAMONTE which was abandoned entirely and 28L-FAIRHOPE-BRISBANE-SO SF-TANFORAN between South SF and Tanforan Shopping Center. Complete route is from Buri Buri via Arroyo, Alta Loma, Del Paso, Camaritas, El Camno, Del Monte, San Felipe, Serra, Romney, Del Monte, Alta Loma, Camaritas, Hickey, Hilton, Duval, Arlington, ECR, Mission, Grand, Willow, Delores, Hillside, Kearney, Hemlock, Franklin, Hillside, Linden, Miller, Airport (return Cypress), Baden, Spruce and Huntington to Tanforan. Weekday evening serivce was dropped. On November 5 a further extension of 26H was effected with three weeekday trips in each direction looping thru West Winston Manor over a portion of the abandoned 27M from Hickey & Hilton via Hickey, Longford, Sutton, Dunham, Dundee, Clay and Longford to Hickey. Also on August 6th Saturday headways on both 26H and 280-SO. SF-BURI BURI-TANFORAN between 8AM-6AM and 330PM-6PM were lengthened from 30 to 60. For the 1979-1980 school year SAMTRANS has contracted with COMMUNITY TRANSIT SERVICES to operate and maintain the SAM BUS school buses for transporting Daly City students to San Mateo and Burlingame high schools and for providing elementary school service in Hillsborough. This service had been subcontracted to GREYHOUND LINES during the 1978-1979 year. Special Football service for the eight Forty-Niner home games at Candlestick Park was provided over the same four routes operated during the Giants baseball season. SAMTRANS has finally issued system route maps to supplement the individual route schedule/maps. The Southern area map is dated August 6 and the Northern area November 12. A 14th lift equipped used Mercedes Benz 0309D was acquired in October for the "Redi Wheels" handicapped service and assigned fleet #206. Also in October leased Flxible 53102-6-0s #265 and 266 were returned to AC TRANSIT in trade for two more GMC TDH 4501s (#2101 and 2105) and ex Indianapolis TDH 5301 #1214 which was leased from THE BUS THAT GOES IN CIRCLES, INC. of San Diego.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: GLW is seeking to discontinue service between Napa and Calistoga through St. Helena and Rutherford except for one round trip daily. Cited in the petition is the inauguration of service in this area by TRI CITIES BUS SERVICE, a Napa County function which operates between Calistoga and Napa from 700AM until 800PM on hourly headways. The application also cites the case of ROESCH LINES being duplicated by RIVERSIDE TRANSIT AGENCY between Riverside, San Jacinto and Heret whereby a public agency stepped in and duplicated services operated by a private enterprise forcing the latter out of business.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Effective with last September's Shake Up Lines 24-LOS ANGELES-SAN FERNANDO and 157-SEPULVEDA BOULEVARD were transferred from Division 8 to Division 15 along with AM General buses 8067-8074 for use on the 24 line marking the first assignment of AMGs at D15. 3200s (T8H5307As) are assighed to Line 157. Line 800/802-LOS ANGELES-DISNEYLAND-SANTA ANA was rescheduled so that all weekend service is now handled directly from Division 2 meaning that operations at Terminal 22 (Santa Ana) are now Monday through Friday only. With the discontinuance of the Airport Express service GMC S8M5303As 3000-3014 and Flxible FDV8C-401-7S 5600-5609 and 5611-5624 were reassigned to regular service. 3000-3009 and 5600-5603 are based at Division 1 for Line 496-LOS ANGELES-SAN BERNARDINO including four buses stored overnight at Division 13 (Riverside), 3010-3014 are stored at Division 12 for Line 860-LONG BEACH-RIVERSIDE and the remaining 5600s are at Division 9 for 760-EASTLAND PARK/RIDE, 762-DIAMOND BAR PARK/RIDE and 764-POMONA PARK/RIDE.

RTD Directors have approved purchase of twenty additional Neoplan double deck buses similar in design and appearance to present 9900 and 9901 and scheduled for delivery next December. Tentative assignments will include Lines 760, 762 and 764 which are continuing to experience ever increasing patronage. The 230 Grumman-Flxible buses, which will come in both 47 and 51 passenger configurations, are scheduled to begin arriving next March.

Beginning November 25 Line 760-EASTLAND-WEST COVINA-CITRUS COLLEGE PARK/RIDE was extended from Eastland Shopping Center via Workman, Barranca, Rowland, Grand Ave, Alosta and Citrus to Foothill in Glendora (Citrus College). Alternate trips in the morning and all afternoon trips were so extended. Only selected stops are made between Eastland and Citrus College.

December 8th brought Hollywood style festivities including a parade to introduce RTD's newest line, 603-HOLLYWOOD STARSHUTTLE, to the area. The line operates from Division 3 using three 4000 series Flxible buses running from 10AM until midnight seven days per week on a 12-15 minute headway. From the Hollywood Bowl East Parking Lot buses run via Odin, Highland, Hollywood, Vine, Selma and El Centro to Sunset. Returning buses travel Sunset, Vine, Hollywood, Highland and Odin. Free parking is offered at the Bowl and Hollywood bound travelers are being encouraged to Park and Ride. Six 4000s have been repainted into the dark red and white Minibus paint scheme including striped roof and have had new brown tweed leatherette seats installed and one bus (4035) has carpeting on the ceiling. The buses include 4009, 4010, 4017, 4035, 4050 and one more. The headsign displayed is "603 - STARSHUTTLE" with windshield cards "Hollywood Bowl" or "Sunset & Vine" depending upon direction. On the first day BR 1 had 4017, BR 2 - 4010 and BR 3 - 4050. The buses also have flags saying "Hollywood Shuttle". Displayed on the sides of the repainted units is formfree advertising (white on red) proclaiming "Going By Bus Is Going In Style" which is also promoting a new Warner Brothers movie, "Going In Style". In true Hollywood fashion there was a three unit parade complete with motorcycle escort that traversed the route beginning at the Hollywood Bowl ending at the Brown Derby Restaurant which included comedian Jack Carter and actor (and RTD Director) George Takei. Joe Corbin's Yellow Coach double decker bus with the Hollywood High School marching band on the upper deck led the parade followed by RTD Bus 4035 and then RTD Bus 4009. The operating ocst of the line ($281,000) is being financed by Hollywood parking meter funds authorized by the Los Angeles City Council and such funding will carry through next June 30th. The fare is 20 cents with no passes nor transfers honored, similar to Line 202-CHINATOWN-OCCIDENTAL CENTER MINI-BUS and several Hollywood merchants are giving shoppers a free Star Shuttle ticket upon a minmun purchase.

White decal numbers are being applied in the lower front windshield near the Bus Run number box showing what division the bus is assigned to, reminiscent of METROPOLITAN COACH LINES letter designations for divisions in its last days.

GOLDEN GATE TRANSIT/MARIN COUNTY TRANSIT DISTRICT (GGT) (MCTD)

SAN RAFAEL: After a series of demonstrations including removal of GGT buses from Marin City and meetings of MCTD, GGT and the Marin City Community Services District bus service within Marin City was officially inaugurated in mid November. Initially the bus will operate along the Drake Avenue loop every half hour and connect with Line 1-STRAWBERRY-NOVATO at the Town and Country Village shopping center at Strawberry. The loop will also meet both northbound and southbound commute hour Line 10 buses. By the first of the year Line 1 will be extended south through Marin City to an unspecified point in northern Sausalito.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Trains were scheduled to run over the entire 75 mile BART system November 26 on a limited basis with full service restored November 29th (train operators had to be recertified) after the United Public Employees Local 390 which represents 1200 office and maintenance workers approved a new contract 442-302 (earlier the vote was 322-317 to reject) and the Amalgamated Transit Union Local 1555 representing train operators voted 267-169 to accept the pact. The three year contract provides for a 7-10% pay increase through June 1981 and a 3% wage increase beginning July 1981 and an increase of 1 cent per hour for every 0.4% jump in the cost-of-living index beginning July 1981. BART officials indicated the approved contract was similar to that presented which started the four month labor dispute just concluded.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Weekend service has been added to Line 21-FREMONT-HAYWARD. Saturday service operates 30 minutely from 8AM to 630PM while Sunday service is hourly from 9AM to 6PM. Residents of the New England Village of South Hayward now have two-days-per-week (Tuesday and Friday) service on Line 91B to Southland Shopping Center with a bus departing Huntwood & New England 1010AM returning from Southland at 1201PM and 100PM. The Excursion Fun Pass available on Sundays and holidays for 75 cents with unlimited ride privileges has been extended to be valid in the Fremont and Newark areas.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Cable cars returned to Line 61-CALIFORNIA November 5 after a six week program to add guard rails to the trackbed, correct rail gauge, rebuild track switches, reweld and replace fastenings below the street and replace over 200 underground pulleys which help the cable move under the street. Because of a number of curves which cause extra wear on the cables 59-POWELL-MASON and 60 POWELL-HYDE will not return to service as cable lines until the spring. Meanwhile motor coaches are operating in their place. A complete rebuilding of the cable system which will take two years and cost over $40 million is in the works and is awaiting federal funding assistance.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Following several political battles the City of El Cajon will fund a shuttle bus system within the city operated by SDTC using two Mercedes Benz 0309Ds on a daily service starting Janaury 27th. From Parkway Plaza the line will travel via Fletcher Pkwy, Johnson, Madison, Magnolia, Washington, Johnson, Renette, Avacado, Chase, Mollison, Broadway, 1st, Washington, 3rd, Granite Hills, 4th, Madison, 2nd, Greenfield and Main to El Cajon Valley Hospital. Return route is the reverse.

WILLIAM CARROLL

SAN MARCOS: Carroll is seeking a certificate to operate between Escondido, Vista, Oceanside and Lindbergh Field (Airport), San Diego with on call service to Fallbrook. Two daily round trips are proposed using a 12 passenger van charging $6 to $8.

COUNTY TRANSIT (CT)

SAN JOSE: On September 4 South County Mini Route 15G-GILROY LOCAL, which had been extensively rerouted July 2, was again altered on both its north and south ends and now runs from 1st & Wren via 1st, Church, Pierce, Murray, IOOF, Forest, 6th and Princevale to 10th. Headway was lengthened from 30 to 45 to improve schedule performance of the 1 bus assigned on this weekday only line. Other changes were made September 4th in conjunction with the opening of school but not published until Oct. 1 (net increase of 6 am buses): 63-ALMADEN VALLEY-SAN JOSE STATE had 2am and 2pm school day trips extended from regular south terminal at Almaden and Camden to Leland High School via Camden and Via Valiente to Almaden returning Almaden and Trinidad to Camden. 70-MILPITAS-EDENVALE had certain am/pm school trips deviated from Capitol to Flickenger between Berryessa and McKee to serve Independence High. 94-PRUNEYARD-SARATOGA/PROSPECT (Mid day Route) added a 745AM trip from Saratoga & Prospect (first trip was 845) to serve Rolling Hills Jr. High and dropped the last trips from Pruneyard at 344P (was 234P) and from Srartoga & Prospect at 305P (now 235P). 95-HAMILTON/WINCHESTER-DE ANZA COLLEGE (Midday Route) added 2am (742 & 816) and 2pm (216 & 242) round trips between Saratoga & Williams and Bollinger & Miller to serve various schools by extending regular 25-EAST SAN JOSE-SARATOGA/WILLIAMS west from its Saratoga and Williams terminal. 96-KAISER HOSPITAL-DEANZA COLLEGE (Midday Route) added a short trip west from Vallco Park to DeAnza at 736A and east at 806A from Vallco to Kaiser Hospital to serve several schools. 98-LAKEWOOD COLLEGE-DEANZA COLLEGE (Midday Route) added an am trip at 736 (was 823) to serve Sunnyvale High. Further route and service changes effective with the October 1 Sign Up were: EXPRESS TWO-SANTA TERESA-STANFORD INDUSTRIAL PARK, heretofore CT's only express with midday service had all midday trips (9A-230P) dropped due to low patronage. The route was also modified to eliminate the jog thru Mountain View CBD in favor of continuing on Central to Mary to Evelyn and three short turn trips which had originated northbound am/terminated southbound pm at 2nd & Santa Clara in downtown San Jose were extended southeast to S. 11th and E. San Antonio (am trips start at San Antonio and travel via S. 11th and E. Santa Clara to Market and regular route while pm trips extend from 2nd & Santa Clara via Santa Clara and S. 10th to San Antonio). EXPRESS SIX-CAMPBELL-LOCKHEED/MOFFETT PARK was improved from 3am/4pm to 4am/5pm trips and altered slightly by dropping northbound (am) routing on Bayshore Fwy between Lawrence Expwy and Fair Oaks in favor of Tasman (same as pm), southbound (pm) routing on Lawrence from Prospect to Saratoga to Prospect changed to stay on Prospect between Lawrence and Saratoga and southern terminal loop changed. 25-EAST SAN JOSE-SARATOGA/WILLIAMS had weekend/holiday operating hours expanded from 815A-445P to 645A-645P. 26-EASTRIDGE-LOCKHEED had Saturday hours expanded from 8½ to 11½ and Sunday from 8 to 11. 54-LOCKHEED-WEST VALLEY COLLEGE had weekday peak trips on Lockheed end extended to loop thru Moffett Industrial Park from Mathilda via Moffett Park, Borregas, Java, Mathilda, 5th, C, 6th, Mathilda, Lockheed Way and Moffett Park to Mathilda and peak trips on the south end were rerouted to make a large triangular counterclockwise loop from Saratoga Ave via Saratoga-Los Gatos Rd and Fruitvale to West Valley College returning via Fruitvale and Saratoga to Saratoga-Los Gatos. Weekday service hours expanded to start one hour earlier in the morning and evening service extended to 1030 and weekend hours expanded from 9A-5P to 8A-9P. In equipment news three AC TRANSIT TDH 4801s (#2101, 2111 and 2115) have been leased during the summer and fall months as training coaches to avoid tying up regular service coaches for this activity. At its October 22 meeting the CT Board approved purchase of 9 Mercedes Benz 0309D buses to replace a like number of Twin Coach TC 31s on the South County Dial A Ride (19) and Mini Routes (15G and 15M). All are 1977 models and include 3 from the City of Bettendorf, Iowa (at $29,000 each) and 6 from Dominic Motor Co. of Charlottesville, Virginia (at $40,000 each) which are in "like new" condition having under 100 miles each of use. Deliveries were expected to begin in late November and all will be fitted with handicapped lifts before being placed in service. Also expected for late November deliveries were the first of the 50 bus order of 35' by 102" lift equipped RTS IIs (Model T7H203) (the first six arrived just before Thanksgiving) and bid opening for 134 40 foot ADBs is scheduled for November 30th.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: GMBL revised its schedules on October 14 on Lines 1, 2 and 3. 1-LOS ANGELES was retimed to allow a maximum of 5 minutes at 6th & Main and increasing recovery at 147th & Hawthorne while headways continue as before - 15 wkdy rush, 35 wkdy base, 45 Sat/Sun, 60 evening-nite and two hourly owl. Line 2-WESTERN-VERMONT LOCAL remains 30 minutely 6AM-6PM seven days per week. Line 3-CITY OF COMPTON does not make perfect 4 bus (with Line 1) connections at Gardena and Vermont although some trips do connect. Line 3 was improved by adding one bus Sunday (total of 2) extending service from Gardena & Vermont to Manhattan Beach and Crenshaw every 45 minutes 925AM-410PM. Weekday headway is 30 and Saturday 45. Accessible buses on Line 1 are still advertised operating weekdays only and wheelchair patrons are advised to call to determine the bus is running (either RTS II #770 or 771).

BIG BEAR DIAL A RIDE

SAN BERNARDINO: OMNITRANS directors have assured funding of BBDAR until January 30. The agreement provides for continued channeling of state funds thru OT to BIG BEAR CAB CO. to operate an 11 passenger van which it began doing one year ago as part of a demonstration program. Arrangements have yet to be made for further financing but there are two possible sources - the county's allocation of SB 325 local transportation funds that can be spent for either transit or street improvements or federal Section 18 monies used for support of rural transit systems.

MOUNTAIN AREA TRANSIT COMPANY (Gerald E. Hanford and JoAnne Hanford dba) (MATCO)

BIG BEAR LAKE: MATCO has filed an application for a certificate for transportation of passengers, baggage and express between San Bernardino and Big Bear Lake and intermediate points. Two round trips per day are planned initially using vans with the intent of purchasing intercity buses, probably PD4106s. Commencing at the Goldmine Ski Area in the Moonridge district of Big Bear Lake buses would travel Clubview Dr, Moonridge Rd, Garsten Dr, Big Bear Blvd (Cal 18) passing through Boulder Bay, Snow Valley, Arrowbear, Running Springs, Santa's Village and Sky Forest, thence via Cal 173 to Lake Arrowhead, thence Cal 189 through Blue Jay and Twin Peaks to Cal 189 and Lake Gregory Dr, thence Lake Gregory Dr, Lake Dr, Cal 138, Cal 18, Waterman Ave, 5th and F Street to vicinity of bus depot in San Bernardino. Two additional routings are also requested - from Big Bear Blvd and Summit Blvd via Summit to Snow Summit Ski Area at Summit Blvd & Pristlecone Drive and between Running Springs and the intersection of Waterman & Highland via City Creek Road (Cal 330) and Highland. Alternate routes using Cal 30 between Cal 18 and Cal 30 Business and using Cal 18 (Rim of the World Drive) between Cal 18 and Skyforest are also sought. No local passengers would be transported in the OT service area, service to both Goldmine Ski area and Summit Ski Area would only be provided on days the ski facility is in operation and no package express would be handled in excess of 100 pounds gross. An adult one way fare of $4 is proposed between Big Bear Lake and San Bernardino with childrens and round trip fares offered and all fares based on distance traveled. Two 12 passenger Ford Econolines and one 11 passenger Dodge van are available for service. The proposed timetable calls for an 815AM trip from Big Bear Lake using the Cal 330 additional route serving Patton State Hospital arrinving San Bernardino 945AM. The first eastbound trip would depart 1030AM over the Cal 138-Lake Arrowhead routing arriving Big Bear Lake 1245PM. The second (and last) westbound trip would depart 210PM via the Lake Arrowhead routing arriving San Berdoo 423PM. The afternoon departure would leave 510PM operating the Patton State Hospital-Cal 330 routing arriving Big Bear 642PM. All four trips would serve Summit Ski Area and Goldmine Ski Area on days of ski lift operation.

RENEW NOW FOR 1980 - $7 MEMBERSHIP $6 SUBSCRIPTIONS - COMPLETE THE RENEWAL NOTICE

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: After investigating three different proposals for expanded transit the City of Rancho Mirage has joined STA leaving Indian Welss the sole holdout. The decision to join with a $90,000 contribution was influenced by Riverside County Transportation Commission's withholding of $20,000 TDA funds because of the claim of unmet transit needs in the city. Since 1977 the city has been relying on Dial A Cab service and STA had operated peripherally around the edge of the city. Of the money $65,000 purchases one year of STA service and $25,000 is for lift equipped 8 passenger van replacing the Dial A Cab to which RM will retain the title. This action now entitles the city to $4,253 in TDA money. The service is expected to begin in February.

FRESNO COUNTY TRANSIT AGENCY/CITY OF COALINGA

COALINGA: The City Council has approved an agreement with FCTA to provide additional rural service as an outgrowth of a lawsuit by several Fresno County cities (excluding Coalinga) over sharing CTA funds with smaller communities to provide inter and intra city services. CTA will provide Coalinga with added buses to establish a second run to Fresno. The city currently operates a bus service for seniors around town plus a line to Fresno via Five Points and McMullen Grade along the Coalinga-Fresno Road. The second line would pass thru Huron and Easton and bus service would be expanded to include all citizens. The changes are expected to begin this month.

KERN RIVER VALLEY TRANSPORTATION SYSTEM

BAKERSFIELD: Kern County Supervisors have adopted the concept of low cost transit, expected to run $120,000 the first year, linking the communities of Lake Isabella, Bodfish, Wofford Heights, Kernville, Mountain Mesa, Squirrel Valley, South Lake, Belle Vista, Weldon, Kelso Valley and Onyx with health care facilities and shopping centers in the valley and twice a day trips to Bakersfield with a future expansion to Ridgecrest. Service within the valley would be hourly 7AM to 7PM on weekdays. Route deviations to serve elderly and handicapped are planned. Three buses would be used and fares would be 50¢ between Lake Isabella and Bodfish or Onyx, $1 between Kernville and Onyx via Lake Isabella. Trips to Bakersfield would cost $2.25 with half fares for seniors and handicapped. The system should be started next spring.

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MEETING NOTICE: Jan 13, Feb 10, March 9 - 7:30 P.M.
272 Alpine Street in the back, Pasadena, California

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Santa Monica MBL	4701-4715	Flxible	53102-8-1/90403-90507	front door lifts
Santa Cruz MTD	(858-863	Flxible	45102-8-1/	"
	(864-866	Flxible	45102-8-1/90969-90971	"
	(867-868	Flxible	53102-8-1/90972-90973	"
	(869-880	Flxible	45102-8-1/	"
Bellingham Transit	unkn	GMD	T6H4523N/M018-M022	
County Transit (San Jose)	1100-1149	GMC	T7H203/A001-A050	RTS II, rear door lifts
Safeway Lines	226	GMC	H8H649/060	49,PR
Peerless Stages	335	GMC	H8H649/-	
Calif Parlor Car Tours	60-71	MCI	MC9/-	
Vaca Valley Bus Lines	7709-7710	MCI	MC9/-	
Orange Belt Stages	174	MCI	MC9/-	
USED				
County Transit	(200-202	M-B	0309D/30982-10-301046, -301248, -301648	Ex City of Bettendorf IA, air doors, 201 lift equipped
	(2103,2111, (2115	GMC	TDH4801/530,538, 542	leased from AC TRANSIT
SAMTRANS	(206	M-B	0309D/-	lift equipped
	(2100,01,05	GMC	TDH4801/527,528,532	leased from AC
	(1204	GMC	TDH5301/2448	ex Indianapolis, leased from TRTGIC (SD)
Santa Cruz MTD	(881-886*	Twin	TC-31/25649,25677,25697, 25699,25711,25712	SCCTD 445,473, 403,405,507,508
	(887*	GMC	TDH4517/508	leased
	(888*	GMC	TDH4517/1358	leased
Msn Trails Chtr Srvc	(612	GMC	SDM5301/483	Ft Lauderdale 166
Peerless Stages	(338-339	GMC	S8M5303A/028,143	Hilo Gray Line 12,23
All West Tours	552	GMC	P8M4905A/-	Sun Valley Stgs
Gray Line Scenic Tours	709	MCI	MC7/-	CNGT 709

* - Santa Cruz 881-886 were originally numbered 858-863 and then renumbered as the Flxible 870s began to arrive. The Twins are leased from San Jose with an option to purchase. 887 is painted white over red is former Sun Valley Stages 4 and 888 is blue with white belt and roof (had yellow belt at NEVADA TRANSIT as #18) and the two 4517s are leased from an unknown Sacramento source.

DISPOSITIONS				
Synanon	(unnumb	Flxible	111-DD-D05/55694	to North Coastal Transit
GLOSF	(202	GMC	SDM4501/080	to Gray Line Scenic Tours (Peno)
Sun Valley Stages	6	GMC	TDH4517/506	to Regional Transit (Sacto)