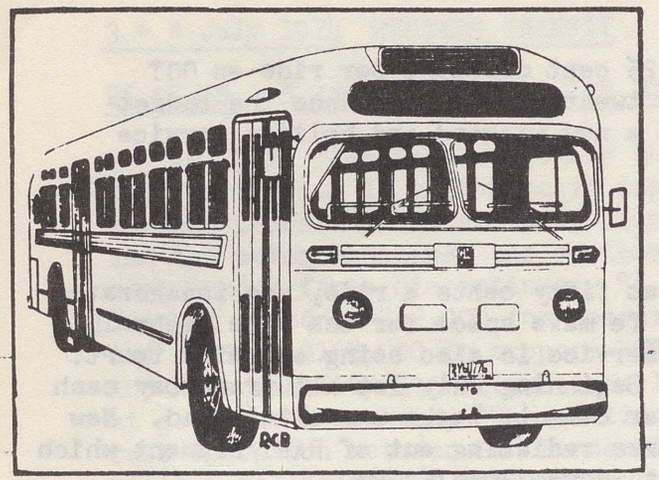


Western Transit

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UNIVERSITY TRANSPORT SYSTEM (UNITRANS)

DAVIS: The Sacramento Regional Planning Commission has awarded UNITRANS $20,000 for fleet expansion. The money is being spent to purchase two more RT type ex LONDON TRANSPORT double deck vehicles bringing the double deck fleet to seven. Four single deck American vehicles round out the roster. When the new operating year begins on October 3, 1974 a new line, D-STONEGATE-WESTWOOD, will be operated to serve far west Davis. This line will be served by single deck buses and be through routed with Line A. Initially there will be hourly base and half hourly peak service using exSCRTD 2960 (TDH4801/061), exEASTSHORE LINES 428 (TDH4507/1093) and exUniversity of California 3103 (TD4506/027) which was LAMTA 2687. Patronage for the 1973-1974 operating year was approximately 240,000, up from 185,000 during 1972-1973.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: More frequent service on five lines is now being operated in response to increased patronage - on 61-CALIFORNIA daily, 38-GEARY and 55-SACRAMENTO on Saturday and on Sunday 28-19TH AVENUE and 30-STOCKTON. SFMRy has received a $27.1 million federal grant to aid in purchase of 100 35 foot, V6 engined diesel coaches (*to go* out to bid), 135 new trolley coaches, 25 new 33 passenger coaches and 20 additional streetcars.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Sunday service (using Saturday schedules) was begun July 7th on a three month trial basis. Lines 29-HUNTINGTON BEACH-LA HABRA VIA BEACH BLVD. and 37-HUNTINGTON BEACH-LA HABRA VIA EUCLID were rescheduled and each line now has three coaches. Line 29 works out of Divisions 1 and 4 while 37 works out of only 4. Line 85-SAN CLEMENTE-LAGUNA HILLS VIA MONARCH BAY was revised in San Clemente so that northbound trips now travel directly along El Camino Real between Camp Pendleton Gate and downtown rather than via Ola Vista and the San Clemente Pier. Southbound there is no change.

AIRPORT TRANSPORTATION SERVICE (R. C. Fremsley dba)

NAPA: ATS has filed for a certificate to operate between Napa, Vallejo and San Francisco International Airport. Using two 1974 Maxivans four daily round trips are planned charging a $7.00 one way fare from Vallejo and $7.50 from Napa.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT Directors have voted to eliminate the 25 cent discount per ride on GGT convenience ticket books which are sold in multiples of twenty to help balance the budget for the 1974/1975 fiscal year. The board also approved a new weekend and holiday service in July and August from San Francisco to Drakes Bay.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Hourly bus service for riders with bicycles, at fifty cents a ride, was inuagurated July 5 between BART/Berkeley and Tilden Regional Park. To make space for ten bike racks 14 seats were removed from the buses. Special summer bus service is also being operated to Pt. Pinole, Don Castro, Redwood and Chabot Regional Parks. Beginning July 1st all trans bay cash fares were increased five cents and the reduced rates for commute books was eliminated. New bus service in Fremont (WT 6/74) will consist of six lines radiating out of BART/Fremont which will run half hourly weekdays 930AM/330PM and hourly Saturdays 730AM/530PM.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART's latest plans call for transbay service on the FREMONT and CONCORD lines to start September 9th with the RICHMOND line targeted for next January. For safety reasons it will be necessary to maintain a 5 minute headway through the tube this fall and until the safety features of the automatic train control system are all functioning properly. BART's General Manager B. R. Stokes has resigned to accept a position with the American Public Transit Association, the result of a merger between American Transit Association and Institute For Rapid Transit. Voters in BART's area have voted to elect Directors rather than have them appointed.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: RT's federal grant for $7.7 million to cover purchase of 103 buses (25 35 feet and 78 40 foot), six trams, an annex to the present maintenance facility, land improvements for new bus parking lot, two way radios and dispatching facility, 120 fareboxes, 5 autos, a pick up truck and other small items. 85 buses (including the 30 4801s) will be replaced leaving a net fleet of 207. Line 79-McCLELLAN AFB-FLORIN CENTER began May 20th using one 4512 operating one round trip during weekday commute hours. AM trip leaves Florin Center 604AM and PM trip departs McClellan at 420PM. The line is operated 72 per cent on Highway 99 and I-5 Freeways. Line 89-AMERICAN RIVER DRIVE, which is operationally connected with 79 also began May 20th. Operating one weekday commute round trip the line travels from Fair Oaks and Shefffield via Shefield, Carmelo, Gary, American River, Howe, Highway 50 Freeway, Interstate 80, Interstate 5, Q Street, 10th Street and L Street to 3rd. Funded by the city and operating on a very circuitous routing Line 57-FOLSOM LOCAL uses one Van from 930AM to 525PM making 3 round trips on two legs east of Folsom Lake, 2 round trips to Folsom Prison and 2 round trips to Greenback and Main in Orangevale to connect with Line 23-ORANGEVALE-SUNRISE MALL-SACRAMENTO. Hourly service is operated in Folsom proper over a loop route and on 2 short legs Monday thru Saturday with no service to Orangevale and the prison on Saturday. Line 23 was extended to serve Folsom and Folsom Prison on weekends operating two round trips only. A special 15 cent fare is charged with Senior Citizens riding free. Effective with the June 9th Sign Up Line 81-WATT AVENUE SHUTTLE was discontinued due to insufficient patronage, Line 82-ROSEMONT-MATHER AFB-RANCHO CORDOVA lost its early AM and early PM trips, the line only operating thru extended rush hours and Line 3-J STREET Saturday schedules were reduced to a 20 minute headway. All fifteen TDH 4507s have been repainted and now the 4512s are being splashed. The 4507s are also receiving two piece headsigns to make them more interchangeable on all lines.

25 CENTS LOS ANGELES COUNTY WIDE BUS FARE

LOS ANGELES: The Los Angeles County Board Of Supervisors have voted a $46 million subsidy for transit for 12 months beginning July 1st, the money to come from federal revenue sharing funds. Included is $39.2 million to maintain the flat quarter fare on RTD and the seven municipal bus systems in the county seven days per week with the ten cent Sunday fares discontinued, $1.75 million to finance planning for a Personal Rapid Transit system, $202,000 for operation of summertime coastal bus lines for RTD, SMMBL and LBPTCo, $168,000 to support RTD Line 200-MINI-BUS LOOP, $137,000 toward a Park And Ride facility at Hollywood Bowl, $324,000 to develop subscription service, aimed at government workers, $2.4 million to offset revenue losses on proposed commuter rail operation between San Bernardino/Los Angeles and San Diego/Los Angeles and $1.75 million to lease rail equipment for the plan.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: Two new lines were added to the system in April-a new cross county line, 47-ALVISO-KAISER HOSPITAL inaugurated April 8 from the small community of Alviso, located on the mud flats at the extreme southern end of San Francisco Bay, to Kaiser Hospital in Santa Clara. The line loops thru Alviso on virtually the town's only paved streets, heads south on Lafayette thru the suburb of Agnew, crosses Bayshore Freeway, Central Expressway, San Tomas Expressway, Monroe, Bowers/Kiely Blvd to the hospital at Homestead Road. One bus offers hourly service 600AM to 700PM Monday thru Friday. 6515, a TDH 4517, has been assigned - SCCTD's practice is to assign the same bus to the same run regularly. The second new service is 35-PALO ALTO-MENLO PARK, began April 29th in conjunction with the startup of MENLO PARK CARRIAGE AUTHORITY (WT 6/74). Route is from Menlo Park S P Depot via Santa Cruz Ave, El Camino Real, passing Stanford Shopping Center to Palo Alto S P Depot, returning to El Camino and continuing south past Town & Country Shopping Center and Stanford Stadium to Stanford Ave. looping via Stanford, Ash and College to El Camino. Monday/Saturday service is run with one of the 260-268 series TGH 3102s on a 30 minute headway. Menlo Park departures coincide with MPCA schedules. SCCTD planned to discontinue Line 34-PALO ALTO MENLO PARK VETS HOSPITAL with the beginning of MPCA service since both the north and south legs of its loop thru the Willows district are duplicated by MPCA lines, but the City of Menlo Park protested on the basis that residents of the area desiring direct access to downtown Palo Alto would be inconvenienced. Since Menlo Park is in San Mateo County and technically out of SCCTD jurisdiction it was agreed to continue the service for 30 days if Menlo Park would absorb the cost which they agreed to. Line 7-PARK AVENUE, beginning last December 3rd, was rerouted on its western loop to serve Valley Fair Shopping Center from 957AM to 327PM weekdays and all day Saturday. A Contract for $1,985,000 has been awarded for construction of a second operating division at a site yet to be finalized in Mountain View. This facility will have a maintenance, administration and dispatch facility of approximately 21,000 square feet, fueling and washing facilities and storage space for 170 coaches.

COOKS CHARTER BUS SERVICE (John E. Cook dba)

29 PALMS: CCBS has filed seeking a Class "B" Charter Party Certificate which initially would have had a range of 40 air miles from 29 Palms, which would include Palm Springs and all intermediate points. An amendment to the application would allow no charters to begin at any point south of Interstate Highway 10. CCBS presently operates between 29 Palms and Palm Springs daily and from 29 Palms to Los Angeles and San Diego on weekends. Equipment listed in the charter application include:

101	PD4104/2715	39RR	1957	ExGLW 8529	103	PD4104/3169	39RR	1958	ExRussell 200
102	PD4104/3222	39RR	1958	ExGLW 8650	-	Chrysler	12	1967	

SAN BERNARDINO TRANSIT SERVICE (SBTS)

SAN BERNARDINO: Through the establishment of a joint powers agreement by Redlands, Rialto, Fontana and San Bernardino SBTS was created to assume transit operations from SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM on July 1st (it is assumed EAST VALLEY TRANSIT is also included in SBTS). Colton, Loma Linda and San Bernardino County will be invited to join the agreement. SBTS formation will allow participating cities and county to obtain state transit funds without requiring matching funds. For 1974-1975 this amounts to $1,011,826 available under SB 325, the Transportation Development Act of 1971. Equipment wise SBTS will receive the present fleet - 1 TGH 3101, 4 TGH 3102s, 6 TDH 3207s, 2 TDH 3610s, 1 TDH 3612, 4 TDH 5105s and 15 411-HD-D1-1s. 16 36 seat Flxibles are on order and the San Bernardino City Council just awarded a contract to Mercedes for five 19 passenger buses. An application will soon be filed with UMTA to buy nine more buses. Also planned is a new office and maintenance facility.

MODESTO MOTOR BUS SERVICE (MMBS)

MODESTO: MMBS will soon commence a limited stop service between downtown Modesto and points on the north side of town. Starting from 9th and J Streets service will travel J to McHenry and along McHenry to terminal at Floyd Avenue. Stops will be made on J at 9th, 10th and 11th, then non stop to McHenry and Orangeburg, then stops will be made from Orangeburg to Floyd. The city will use leased Dodge Maxivans on this line. Current service is operated by four TDH 3501s and one TDH 3302 with a UMTA grant filed requesting three 45 passenger coaches.

ROBERT H. ANDERSON and LOUIS J. GIGLIATI

LIVERMORE: An application has been filed to operate a local service in Livermore, primarily to serve the huge Lawrence Radiation Laboratory with home to work service. Two routes are proposed both operating to LLL and Scandia Corporation. There are some 3700 Livermore residents working at LLL and hundreds more at Scandia. Sears is to erect a large warehouse facility soon which will employ 1500. Additional request is to be filed for local city service in Livermore soon. Using #1, 1965 Chevrolet, a 36 passenger conventional and #2, a 1961 50 passenger GMC/Superior three AM and three PM weekday trips would be run. One way fares would be 40 cents west of Livermore Ave (10 tkt @ $3.60, 42 tkt @ $14.25). East of Livermore Ave fares would be 25 cents or 10 tkt @ $2.25 or 42 for $9.00.

THE SQUIRREL-REDWOOD TOUR BUS (Peggy A. Radcliffe and Marguerite Etchevery dba)

WHITEHORNE: TSRTB proposes to purchase the sightseeing service from SQUIRREL ENTERPRISE, INC. for $3500. Service started in 1968 and operates summers only using one Gillig bus #C5597. The operation supplies blankets to the passengers as the roof of the bus is open. Another application filed seeks to increase in rates from $4.50 for adults and $2.00 for children to $7.50 and $3.00. Service leaves 1000AM returning at 500PM three days per week. Beginning at Hartsook Inn, one mile north of the Mendicino-Humboldt County line on U. S. 101, north to Richardson Grove, Benbow Inn, Garberville and Scotia with a tour of the Pacific Lumber Company's mill. Included in the application is a proposal to extend on to Ferndale which is sort of an artist's colony not far from Scotia.

KINGSMEN TRANSPORTATION, INC. (KT)

ORANGE: KT, who had filed for a Class "B" Charter Party Certificate (WT 12/73), has requested the PUC to dismiss their application which action was taken.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The fifth Park And Ride facility, City of Los Angeles Parking Lot 665 at 323 West 87th Street (near Manchester and Broadway) was dedicated June 3rd. 24 AM peak hour and 18 PM peak hour trips on Line 7F-SOUTH LOS ANGELES COMMUTER FLYER serve the facility. The parking lot holds 750 cars and it is expected they will all be filled as the program develops.

On May 19th two existing lines, 146-ONTARIO-UPLAND and 149-RIVERSIDE-ARLINGTON HEIGHTS-TYLER MALL, were rerouted and extended. In Upland Line 146 was extended northward from 9th St and 3rd Ave via 9th, 11th Ave, San Bernardino Road, Arrow Highway, 2nd Ave, Foothill looping via 11th Ave, Mesa Court and Campus to Foothill. 149 had two changes, rerouting via Lemon, Olivewood, Cridge, Park, 14th and Victoria rejoining former route to serve Riverside City College Cosmetology Center and a rush hour alternate route along Arlington between Van Buren and Rutland to serve Rohr Industries. One trip in each direction each rush hour is so diverted.

Riverside County's 25 cent fare (WT 6/74) will continue for another month, until July 27, after County Supervisors and the Riverside City Council allocated additional funds. RTD figures indicate a 20 per cent passenger increase since the flat fare began. As in Los Angeles County Monthly Passes are $10 (Senior Citizens $4), students are 15¢ and seniors 10¢, however, transfers are free. Trips into L A County cost 50 cents (a quarter for each county) while trips to Orange County are charged on a zone basis although the fare will be 25 cents to Corona, then normal fares through Orange County, for example, the normal $1.53 Santa Ana-Riverside fare is $1.03.

Line 145-SAN PEDRO-HARBOR CITY was extended, beginning June 10, from Pacific Coast Highway and Vermont along PCH, Figueroa Place, L Street, Figueroa St (serving Harbor College), PCH, Vermont, 220th, Normandie and Carson to Vermont (Harbor General Hospital). An additional bus was added and service runs hourly 6AM/7PM Monday/Saturday.

The final 3.5 mile leg of the San Bernardino Freeway Express Busway, between Mission Road and the Long Beach Freeway, was opened June 10th and travel time was expected to be reduced by an additional five minutes. Stations at Cal State-Los Angeles and General Hospital are due to be completed about September.

A majority of the Atlanta and Fort Worth buses were put into service during late May and June, several painted all white, although many MARTA buses are still cream and orange. There are six TDH 3714s (2505-2510), 59 TDH 4512s (2224-2282) and 16 TDH 5105s (6583-6598). The 8 TDH 3501s (1400-1407) have not yet been placed in use.

Beginning June 15 on a six month trial basis was Line 175-SANTA MONICA-MALIBU-TRANCAS. From Pico and Main buses travel Pico, Ocean, California, Coast Highway, Cross Creek, Civic Center Way, Malibu Canyon, Coast Highway to Trancas Canyon. Weekdays alternate northbound serve Malibu Junior High. Southbound buses use Coast Highway, Dume, Grayfox, Fernhill, Cliffside, Dume, Coast Highway, Malibu Canyon, Civic Center, Cross Creek, Coast Highway, California, Ocean and Pico to Main. Weekdays a 70 minute headway is maintained from 515AM until 630PM. Saturday and Sunday an 80 minute headway is operated from 730AM until 610PM. Two 2300s (TDH 4801s) are assigned out of Division 6.

SUPPORT WTS EQUIPMENT PRESERVATION EFFORTS

WT NEEDS REPORTERS - SEND NEWS FROM YOUR AREA

SCRTD Continued

Operating from June 15 through Labor Day RTD has begun 6 new lines designed to aid beachgoers - two Park-Ride services and four inland to sea services, all titled "The Street Fleet". Line 601-SOUTH BAY COASTAL PARK-RIDE begins at Malaga Cove Plaza in Palos Verdes and travels Palos Verdes Drive, Catalina Ave, Torrance Blvd into Torrance Drive In, Torrance Blvd, Catalina, Beryl, Harbor/Hermosa, Greenwich Village, Manhattan, 5th, Highland, Rosecrans, Sepulveda, Marine, Redondo into TRW Parking Lot and returning to Highland, Vista Del Mar, Imperial into Dockweiler State Beach. Line 602-MALIBU SURFRIDERS PARK-RIDE begins at the Malibu Civic Center parking area traveling Civic Center Way, Cross Creek Road and Beach access roads to Malibu Beach. These lines both work out of Division 6. The next four lines operate two daily round trips departing for the beach about 830AM and 1130AM returning about 145PM and 430PM. Line 605-PACOIMA-VAN NUYS-SANTA MONICA begins at Eldridge and Terra Bella via Terra Bella, Foothill, Van Nuys, San Fernando, Paxton, Laurel Canyon, Roscoe, Van Nuys, Ventura, San Diego Freeway, Santa Monica Freeway, Lincoln, Wilshire, Ocean and Pico to Main. 605 works out of Division 8. Line 606-PASADENA-HIGHLAND PARK-LINCOLN HEIGHTS-SANTA MONICA, out of Division 10, starts at Lincoln and Wyoming running via Lincoln, Altadena, Fair Oaks, Colorado, Ventura Freeway, Figueroa, Avenue 57, Hermon, Monterey, Avenue 60, Hill, Collis, Paula, Monterey, Huntington to Eastern and return Huntington, North Broadway, Golden State Freeway, Santa Monica Freeway, Lincoln, Wilshire, Ocean and Pico to Main. Line 607-WHITTIER-MONTEBELLO-SANTA MONICA starts at RTD Station running via Bailey, Philadelphia, Whittier, Soto, 4th, Golden State Freeway, Santa Monica Freeway, Lincoln, Wilshire, Ocean and Pico to Main. This line is from Division 9. From Division 12 comes 608-COMPTON-SOUTH LOS ANGELES-PLAYA DEL REY-SANTA MONICA. From Compton and Willowbrook buses use Willowbrook, 110th, Wilmington, 103rd, Central, Manchester, Western, Imperial into Dockweiler State Beach, Vista Del Mar, Culver, Jefferson, Lincoln, Washington, Pacific, Windward, Main, Pico, Ocean to Santa Monica Blvd. Coaches 2343, 2360 and 2361 (TDH 4801s) and 2500, 2503, 2504 and 2506 (TDH 3714s) have been painted submarine gray with a splashy aquatic motif of fish and waves and are officially assigned to these lines although other coaches have been used. Initially 2506 had a conning tower on its roof. SANTA MONICA MUNICIPAL BUS LINES and LONG BEACH PUBLIC TRANSPORTATION COMPANY are also running summer only beach services.

Additional buses in the chrome yellow and champagne gold scheme - 2344, 2350, 2373 and 2395. All white buses include 1300-1306, 2224-2228, 2230, 2237, 2243, 2248, 2252, 2253, 2255, 2309, 2337, 2345, 6592 and 6596.

PEARSON CHARTER SERVICE (Loren E. Pearson dba)

UKIAH: Pearson, owner of a service station and truck stop in Ukiah filed seeking a Class "B" Charter Party Certificate and a hearing was held at Ukiah at which four protestants appeared, GREYHOUND LINES-WEST, WESTERN CHARTER TOURS, POODLE BUS LINES and B & H TRANSPORTATION COMPANY. Pearson had purchased a used Silver Eagle to be converted into a motor home following his retirement and while parked at the truck stop he received over 50 calls for use of the bus. Applicant had no idea what his charges would be until he handled a few trips to obtain cost estimates and made no showing that present service was unsatisfactory or that there was public need for more service. The application was denied as the proposal to transport passengers for less than rates charged by statewide charter carriers is not basis for a grant of a Class "B" Certificate. Pearson has now filed a petition for a rehearing to reconsider the matter.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: The PUC has granted GLW a 9.36 per cent increase in intrastate passenger fares and express rates. The firm asked for 16 per cent in two steps, the first to be an interim 11 per cent increase to offset labor and fuel costs (WT 3/74). Further hearings are scheduled on the second stage of the request. The present San Francisco/San Jose $2.45 one way fare will be increased to $2.70 as an example of the rate increases.

INTRA CITY BUS SYSTEMS - PART VIII

Monrovia's GEM CITY EXPRESS bus service was given up June 30th in favor of a Dial A Ride system using taxicabs charging 50 cents per ride. The city bus service in Hermosa Beach sponsored by Empire Savings and Loan is on two routes - "A" via Hermosa, Pier, Beach, 13th, Hermosa, 16th, Monterey, Manhattan, 25th, Silver Strand, 24th, Gould, Manhattan, Longfellow, Valley, 30th, Ardmore, Longfellow, PCH, Artesia, Prospect, Boys Market, Aviation, PCH, Pier, Monterey, 16th and Hermosa. "B" runs via 8th, PCH, Aviation, Prospect, 2nd, Hermosa, 6th, Monterey, 16th, Hermosa. Service operates Mon, Wed, Fri, Sun hourly between 1000AM and 600PM. The City of San Jacinto has purchased two buses (make unknown) for a new municipal bus system. Officially known as NORWALK TRANSIT SYSTEM, the system has chosen "Hustle Bus" as its official nickname. The fixed route, dime-a-ride route network is scheduled to begin August 1st and 23 operators are now being hired and trained to man the dozen Flxettes that will be operated. BELL GARDENS MUNCIPAL BUS SYSTEM "called its quits" June 15th after 8 months of operation using two former REGIONAL TRANSIT Minibuses on an 80 minute circuitous route throughout the city. It is felt that since almost half the ridership was composed of students that in the fall one bus would be used in school service beginning near Garfield and Shull in the south part of town destined for Bell Gardens High School in the northwest section of town.

TREZONA's CHARTER SERVICE (Merlin H and Mardys R. Trezona dba)

ORANGEVALE: TCS has been granted a certificate to operate between Roseville, North Sacramento and San Francisco and service will consist of one round trip per day Monday thru Friday for commuters residing in Roseville working in San Francisco (WT 9/73). GREYHOUND LINES-WEST protested the application as it serves Roseville and San Francisco, but the PUC found that GLW service is commuter oriented and granted the PSC as requested.

SOUTHERN CALIFORNIA TRANSIT COMPANY, INC. (SCTCI)

VAN NUYS: SCTCI is seeking a PSC to operate a Dial A Ride service, initially in the City of San Fernando and expanding to cover the entire San Fernando Valley later. It is proposed to charge adults 50 cents and 25 cents for both children and senior citizens. The corporation has purchased six new 7 passenger Checkers and service would operate 700AM/700PM seven days per week.

EL PASO CITY LINES (EPCL)

EL PASO: EPCL was struck by its operators April 15 when the labor contract expired. After three weeks union officials urged the men to return to work as the contract had been worked out, but by a 47-42 vote they voted to stay out. On May 6th EPCL began service on Lines 3-SUN VALLEY, 4-BEAUMONT, 5-GOVERNMENT HILL and 11-PARK using supervisory personnel. New employees were then hired and are now working which has caused the other employees, represented by Amalgamated Transit Union to refuse to come back to work

CITY OF TUCSON TRANSIT SYSTEM (TTS)

TUCSON: The city is presently involved in a four phase program of service improvements: Phase I - Effective February 4 Lines 1-UNIVERSITY, 4-EAST SPEEDWAY, 8-EAST BROADWAY and 10-MIRACLE MILE received additional rush hour service while 6-NORTH STONE and 10-MIRACLE MILE had route extensions. Line 11-CROSSTOWN was revised into a rather complicated figure eight loop. Operationally this takes 4 buses weekdays, two in each direction, to provide a 30 minute headway. Nights and weekends two buses on a 45 minute headway are used. The line has been divided into 11A-NORTH COUNTRY CLUB - SOUTH ALVERON and 11B-NORTH ALVERON-SOUTH COUNTRY CLUB. Phase II - Beginning March 3 a new line, 14-EAST 29TH, was begun using three "new" TDH4517s. This one operates from the downtown loop via Broadway, Campbell, Eastland, Country Club, 22nd, Columbus, 29th, Wilmot and Calle Marte to Kolb. Weekday service runs on a 30 minute headway and night and weekend service is every 45 minutes. Phase III was to have been effective May 1st with arrival of TDH4519s and T6H4521As from ORANGE COUNTY TRANSIT DISTRICT which arrived June 1st. This phase will include increased peak hour runs on 3-EAST 6TH-STELLA ROAD, a route change and extension on 9-EAST GRANT and a new line, 12, which will be a crosstown line on a reverse loop on Swan Road and Craycroft. Phase IV will include an extension on 4-EAST SPEEDWAY and increased frequency on 7-EAST 22ND STREET.

OLD PUEBLO TRANSIT COMPANY (OPTC)

TUCSON: On March 26th an election was held with two transit related issues on the ballot. Should the City operate a transit system both in the city and the county? This issue passed. The city had been operating TTS under a management contract with TUCSON TRANSIT CORP. since 1969 without voter approval. The second question was if the City should purchase OLD PUEBLO TRANSIT CO? This issue failed to pass. Prior to the vote OPTC launched a massive campaign to defeat the measure on the basis that the government was trying to put a small business man out of business (8 buses on 6 lines) and that the firm which is operated by Mexican Americans was being discriminated against. Before the election the decision had been made to buy and lease 9 new buses to OPTC. As the city was confident of election victory they ordered the buses from Twin Coach with TTS specifications including padded plastic seats, a center exit door and a livery of white over yellow. After the election when OPTC found the buses were not ordered to their specifications and it was too late to change the order a furor developed between the city and the bus firm. The conflict was resolved with OPTC agreeing to run the buses for one year after which they would be replaced with buses with OPTC specifications (no padding on seats, no center door and a cream over dark green paint scheme. The Twins, which arrived in yellow and white had a 18 inch dark green stripe applied in TTC shops before they were sent to OPTC for revenue service. Roy Laos, Sr., 76, founder and co-owner of OPTC died May 17th. Mr. Laos founded the firm in 1924 as OCCIDENTAL BUS LINES running one Model T Ford with wooden benches as seats. In 1949 the corporate name was changed to OPTC and Laos sold half interest to Emery C. Jones. Laos holds a distinction of being one of the few transit operators in the country to be able to operate over 50 years at low fares and without government subsidy or takeover.

CITY OF FLAGSTAFF, ARIZONA

FLAGSTAFF: City officials are considering applying for a federal grant to conduct a feasibility study toward establishing a public transit system in this northern Arizona city.

PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: Two new express lines began April 29th connecting Northwest Phoenix, the Central Corridor and downtown. Dubbed "Roadrunner Express" Both lines serve Metrocenter where a large park and ride lot has been opened. Fares from points north of Metrocenter to downtown are 55 cents, from Metrocenter to downtown 50 cents and local rides north of Metrocenter are 35 cents. Line 99A-31ST AVENUE EXPRESS begins at 31st and Greenway traveling 31st, Peoria (into Metrocenter), Black Canyon Freeway, Indian School Rd, Central to Jefferson. Line 99B-35TH AVENUE EXPRESS starts at 35th and Greenway using 35th, Peoria (into Metrocenter), Black Canyon Freeway and Jefferson to Central. Outbound buses use Washington in lieu of Jefferson. Service on both lines operates half hourly between 600AM/900AM and 400PM/600PM with hourly midday headways Monday thru Friday. Under consideration is a 1980 transit program prepared for the Maricopa Association of Governments calling for a fleet of 370 buses. Service would be provided by a basic grid system, express buses and dial a ride. Fifteen new Flxible buses are on order for December delivery. It is expected these coaches will be similar to the present models - 53096-8-1 - with 47 seats.

PRESCOTT-WHIPPLE STAGE LINES (PWSL)

PRESCOTT: PWSL is being offered for sale by its President Melvin Bressler for $39,000. Included in the sale price are two TGH 3102s, one conventional, spare parts, fareboxes, route franchises and (perhaps the bus garage and real estate it is on). It is thought that Yavapi County, in which Prescott is located, might be willing to offer some type of subsidy to keep buses running in the area if there are no buyers.

SPOKANE TRANSIT SYSTEM (STS)

SPOKANE: STS is currently taking delivery of eighteen new T6H4523As with 42 seats, two way radios and public address systems. It is planned to retire 13 buses with this purchase. 18 STS coaches, TDH 3610s and TDH 4507s, retired about one year ago had to be reactivated earlier this year to handle additional patronage caused first by the gasoline shortage and then by the opening of Expo '74.

SNOHOMISH COUNTY TRANSPORTATION AUTHORITY (SNOTRAN)

EVERETT: A greatly expanded transit network for Snohomish County is envisioned by the county which would be financed by a three tenths of one cent sales tax should county voters approve the levy in September. To be built on the present EVERETT TRANSIT SYSTEM fleet of 16 Twin Coaches and the 16 older ETS coaches the Twins replaced there would be 180 miles of local service, 300 miles of inter county routes, about 75 miles of service into King County with a possible transfer agreement between SNOTRAN and SEATTLE METRO TRANSIT. A base fare of 20 cents with 10 cent zones is proposed.

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TRI MET)

PORTLAND: June 10th saw establishment of midday schedules on Line 17-FREMONT EXPRESS new Sunday service on Line 46-MAPLEWOOD plus increased weekday midday and weekend service on a dozen other TRI MET lines. Hourly service was extended to the Meridian Hospital on Line 37-OSWEGO-NORTH SHORE-TULATIN. TRI MET's 1974-1975 budget of $51 million will cover a large expansion of scheduled bus service, start of the 5th/6th Avenue Transit Mall, purchase of 80 new buses, installation of many new bus shelters and the beginning of an extensive park and ride system.

EQUIPMENT REPORT

Company	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Dallas Transit System	601-650	GMC	T8H5307A/360-409	
Greyhound Lines-West	2230-2239	MCI	MC8/-	43 RR
Old Pueblo Transit Co	4421-4429	Twin	TC31/25588-25596	Leased from City of Tucson
Santa Clara County Trnst	401-403	Twin	TC31/25605-25607	First of 134, 25 seat, propane
Community Bus System	4077-4083	Crown	A-426-11/-	57/85 seat
Chapman Transp (Kingman AZ)	-	GMC	Suburban/TCY164F503301	12 seat
USED				
City of Tucson Transit System	(1276-1280	GMC	T6H4523A/126-130	Ex-
	(1516-1517	GMC	TDH3501/371-372	Ex Winston-Salem
	(1633	GMC	TDH3501/660	Ex So. Broward
	(1641	GMC	TDH3501/670	Ex W-S
	(1747-1748	GMC	TDH3501/885-886	Ex W-S
	(2034	GMC	TDH4517/423	Ex Beach Trnst
	(2916	GMC	TDH4517/028	Ex-
	(2918-2919	GMC	TDH4517/030-031	Ex Shreveport
Chapman Transportation Co	(255	GMC	PD4104/3263	Ex VVBL 255
	(1	GMC	TDH4507/1814	Ex Sulger Bus
Franciscan Lines	(160	GMC	PD4106/2806	Ex LTR 169
	(-	GMC	SDM5301/153	Ex DeCamp 153
JPA Transit	301	GMC	TDH4517/130	Ex La Trnst 301
Community Bus System	4084D	Crown	A-426-11/36078	Ex IST 200
Allstate Charter Lines	-	Prevost	TS4776/2042-71	Ex IST 107
DISPOSITIONS				
Montebello Municipal Lns	40	GMC	TGH3102/585	Crippled Childrens Society
Tucson Transit Corp	(2113	GMC	TDH3612/1512	Pvt party
	(6891,93-95	GMC	TDH4509/1354,1356-58	Tucson school bus contractor

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PUBLICATION STAFF

Editor — Edmund Buckley
Cartographer — Richard Mendes

Senior Staff

Warren F. Quon — John McKane
Bob Burrowes

Staff Reporters

Todd Terpening — Cameron Beach
Robert Higginbotham — Eli Bail
Eugene Caywood — Tom Helliwell
Richard Mendes — Gerald Squier
Jack Perry — Henry Leinbach
James Lucey — Mac Sebree

MEETING DATES: July 14, August 11, September 8 - 700PM - Culver City Municipal Bus Lines, 9815 West Jefferson Blvd., Culver City, California