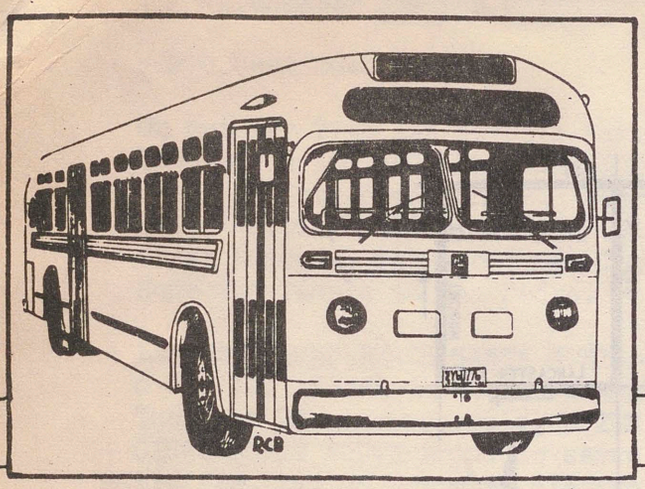


Western Transit

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LA FRANCE TRANSPORTATION SYSTEM (Fredirick La France dba)

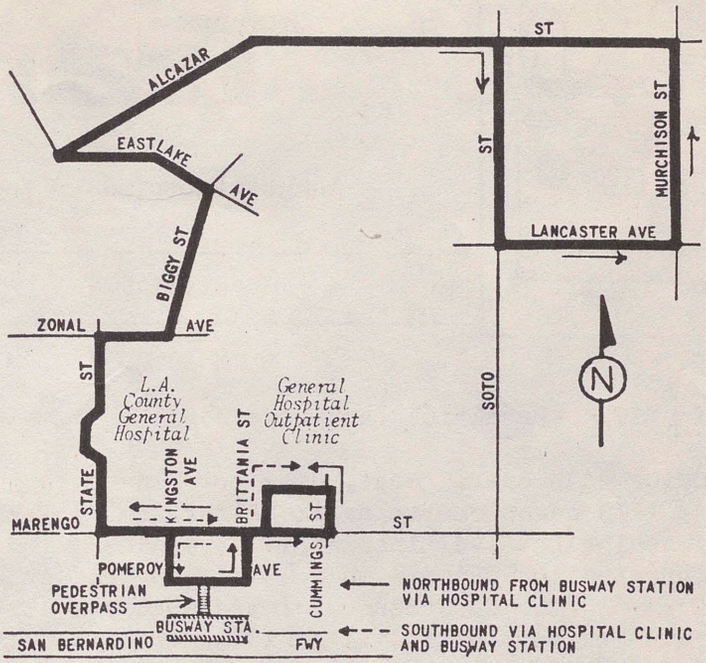
WEST LOS ANGELES: Beginning with one 19 seat, one door Winnebago motor coach with Dodge R50 chassis on August 1st LFTS began operating its first route, 1-VENICE JITNEY BUSLINE, serving the Pacific Ave/Washington Blvd/Lincoln Blvd area in Venice and Marina Del Rey with a 25 cent fare, later increased to 50 cents on a 40 minute headway 730AM/830PM. In late August service was ended at 620PM. On September 1st a second route and a second Winnebago was to be added and operated as sort of a Dial A Ride operation. If someone called for or wanted to be dropped off on one of the peninsulas the bus responded accordingly (details of this service have yet to be obtained). A "cabaret jitney" service serving local night spots and restaurants operating 800PM/300AM was also provided. Mr. La France advised that these routes were projected to operate at a loss, but with operation of three proposed routes into Los Angeles International Airport system revenue would offset system losses. To institute these Public Utilities Commission authorization was needed and applications were to be filed. On November 11th after three months of continuing losses LFTS discontinued operations with an announcement that the firm would return if it was able to receive a UMTA demonstration grant.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: With the opening of BART's Trans Bay service in September GLW's SFBACR ridership has started to decline and service reductions have been made. September 23 saw Line X-SAN FRANCISCO-WALNUT CREEK BART was discontinued completely and minor adjustments were made on other lines. On October 23 weekday hourly base and evening service San Francisco to Concord on Line U-SF-WALNUT CREEK-CONCORD was eliminated with 2 hourly base SF to Antioch on Line O-SF-OAKLAND-CONCORD-ANTIOCH continuing. Saturday/Sunday Contra Costa service remains unchanged as BART does not run weekends. The PUC has authorized GLW to eliminate all Contra Costa runs by next June 30. Scheduled for elimination December 2 when AC TRANSIT began operating BART feeder service were Line A-DANVILLE-SAN FRANCISCO (peak hours only) and Lines O and U between Antioch and Concord. Intercity service between San Francisco and Stockton via Antioch and Brentwood will now operate via the Caldecott Tunnel. A nationwide strike against GREYHOUND LINES, INC. occurred between November 18 and 24 as 16,000 drivers and office and maintenance workers struck for a new labor contract. A new three year contract providing a 16 per cent increase in wages and benefits saw employees returning to work November 24 with membership ratification scheduled over the next three weeks. The Los Angeles terminal was opened at 400 pm on Sunday November 24 with the first bus, 6007, an MC 7, departing for New York City at 600 PM followed by 1514, also an MC-7, for San Ysidro, also at 600 PM.

RENEW YOUR 1975 MEMBERSHIP/SUBSCRIPTION NOW

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)



— RTD MAP —

The General Hospital Busway Station was dedicated on November 3rd, the first on line station on the San Bernardino Freeway Express Busway. The station has two loading platforms each capable of accommodating three buses at a time and a second level bridge gives riders access to the street and connections with Line 87-RAMONA GARDENS-GENERAL HOSPITAL-BUSWAY STATION which was rerouted to serve the facility. Beginning at Lancaster and Murchison in Ramona Gardens the line travels Murchison, Alcazar, Eastlake, Biggy, Zonal, State, Marengo, Brittania, Outpatient Clinic roadway, Cummings, Marengo, Kingston to Pomeroy returning via Brittania, Marengo, Cummings, Outpatient Clinic, Brittania, Marengo, State, Zonal, Biggy, Eastlake, Alcazar, Soto and Lancaster to Murchison. Monday/Friday service operates on an 8 minute headway 600AM/600PM and 15 minutely to 800PM. On Saturday a 12 minute headway uses 3 buses and Sunday has a 15 minute headway with 2 buses. 1400s (GMC TDH3501s) and 4000s (Flxible 411-GD-C2s) are both used.

On November 11th Line 724-BURBANK LOS ANGELES PARK RIDE had its downtown routing changed to utilize the Spring Street Contra Flow Lane. Beginning at 11th and Main northbound buses run via Main, Spring, Sunset and Hill to Pasadena Freeway. Previously the buses used Main Street northbound. Southbound trips, which had been using Spring Street, remain unchanged.

All white repainted coaches include the following: 1400, 1402, 1403, 1404, 1406, 2310, 2338, 2354, 6501, 6516 and 6597.

3 * * December WESTERN TRANSIT

SCRTD Continued

On October 27th the seventh Park and Ride service was inaugurated - 755-SEAL BEACH-LONG BEACH-LOS ANGELES PARK/RIDE operating 4 trips in each rush hour. The line operates from Division 12. Beginning in Seal Beach at Electric and Main buses travel Electric, Marina, 2nd, Ximeno (serving Long Beach's Circle Drive In), Pacific Coast Highway, Lakewood, San Diego Fwy, Long Beach Fwy, Santa Ana Fwy, 7th, Flower/Hope and Temple to San Pedro.

Line 150-LONG BEACH-SANTA MONICA (WT 6/74, 11/74) operates out of both Divisions 6 and 12. First day coaches were 5215, 5218, 5219 from D 12 and 5253 from D 6. The last GLW bus was 9658, a TDM 5303. GLW rerouted two of its SAN DIEGO-SAN FRANCISCO COAST ROUTE trips to serve both Torrance and Redondo Beach for long haul traffic, but on November 6th the Redondo station closed so the intercity cars now only serve Torrance.

November 3rd saw inauguration of 2 new San Fernando Valley lines, extensions of two more and schedule improvements on two others. Line 180-CHATSWORTH-CANOGA PARK-WOODLAND HILLS, using five 2300s-TDH4801s, operates Monday/Saturday on a 30 minute headway 545A/645P and three buses Sunday on hourly headway 915A/615P and begins at Chatsworth and De Soto running via De Soto, Victory, Topanga Canyon, Mulholland/Valley Circle, Vanowen and Fallbrook to Victory. Line 182-PACOIMA-WEST VALLEY INDUSTRIAL CENTER operates peak hours Monday/Friday one trip westbound in the AM and one eastbound in the PM with limited stops along Devonshire using a 4300. Starting at Eldridge and Terra Bella buses travel Terra Bella, Foothill, Van Nuys, Arleta, Devonshire, Tampa and Nordoff to De Soto. Line 16-NORTH HOLLYWOOD-SUN VALLEY-CANOGA PARK-WOODLAND HILLS was extended southward from its former terminal at Roscoe and Fallbrook via Fallbrook to Ventura Blvd. Line 139-CHATSWORTH-NORTHRIDGE-PANORAMA CITY-VAN NUYS-WOODLAND HILLS was extended from its Fashion Square terminal (Riverside & Hazeltime) via Hazeltine, Ventura, Sepulveda, Victory, Wilbur, Vanowen, Tampa, Victory, De Soto, Oxnard and Topanga Canyon to Erwin. Half hourly service is operated daily except hourly on Sunday. Sunday service on Line 81 was expanded from hourly between Burbank and Tarzana only to half hourly west of Ventura and Vineland operating hourly to both Woodland Hills and Chatsworth. All Sunday trips run on the V leg with no service on Hatteras Street. Weekdays, on 93-LOS ANGELES-VAN NUYS-PACOIMA, between 945AM and 245PM service was added between Van Nuys and Pacoima supplementing thru service to/from Los Angeles and providing a half hour headway using 2 additional buses.

Line 403-LOS ANGELES-LA PUENTE-PUENTE HILLS MALL-ROWLAND HEIGHTS was extended from Puente Hills Mall to Rowland Heights via Azusa Ave, Colima Rd, Nogales St, Killian, Otterbein to Colima Rd on November 25th. All trips Monday/Saturday were so extended which required an additional bus in the base.

Also established on November 25th was Line 170-AZUSA-WHITTIER which begins in Azusa at Sierra Madre and San Gabriel Avenues running via San Gabriel, Azusa Ave (into Puente Hills Mall), Azusa Ave, Pomona Fwy, Hacienda Blvd, Colima Rd, Whittier Blvd, Greenleaf Ave, Wardman and Comstock to Bailey in Whittier. Service is operated Monday/Saturday departing both terminals every half hour between 600AM and 900PM using 7 buses. During the first week the line was serviced by the new 31/3200 series T8H5307As which first went into service on Monday November 25th, but beginning on Saturday November 30 6000s (Flxible F2DV8C-401-1s) were actually assigned.

THE TIME IS RIGHT TO SEND IN YOUR 1975 RENEWAL

SCRTD Continued

Community meetings were held in Van Nuys on November 26th and December 3rd to receive citizen input on the proposed grid network of bus lines which will start next spring. 16 new intra Valley lines plus those lines presently operating from the Valley into Westwood, Hollywood and Los Angeles are planned to operate at one mile intervals both north/south and east/west.

The first of the brand new 31/3200 series T8H5307As went into service November 25th on Line 35-WEST VALLEY FREEWAY FLYER out of Division 8, 94-SANTA MONICA BOULEVARD out of Division 7 and 170-AZUSA-WHITTIER from Division 9. Only a small number of buses were in service that first day and D7 buses ranged between 3124-3172, D8 from 3183-3186 and D9 from 3221-3235. The buses feature white roof, black window effect around the side windows outlined in white, chrome yellow cumberbund, aluminum siding and tan below the rub rail. They are V8 powered with 3 speed Super V transmission, air conditioned, EIP equipped, have 51 brown American seats, wood grain lower side paneling, 3 sealed windows the last window openable from the outside only, roof hatches, air assist push doors and water bumpers. The buses have both a hand brake and an air activated brake on the dash board and the dash sign box instead of being able to carry cardboard signs is designed for a roller sign which lights up. Additional 31/3200s were placed into service on December 2nd freeing a number of 47 seat 1000s, also GMC T8H5307As, which went to Division 4 for Line 51-LOS ANGELES-REDONDO BEACH which, in turn, freed a number of 5200s (TDH5301s) to travel to Division 12 to be used on Line 757-FULLERTON-LOS ANGELES PARK/RIDE (see OCTD story following).

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD's Fullerton Park-N-Ride facility, located at Magnolia and Orangethorpe Avenues, opened for business on Monday December 2nd. Commuters can park their cars in the 904 car parking lot and board any of five OCTD lines, 21-PARK-N-RIDE-SUNSET BEACH VIA VALLEY VIEW, 30-LA PALMA-ORANGE VIA ANAHEIM HILLS, 33-PARK-N-RIDE-HUNTINGTON BEACH VIA MAGNOLIA, 35-PARK-N-RIDE-HUNTINGTON BEACH VIA BROOKHURST and 133-THE CITY-PARK-N-RIDE VIA STATE COLLEGE BLVD and RTD Line 757-FULLERTON-LOS ANGELES PARK/RIDE. OCTD lines will continue to operate once each hour and Line 757 will have 9 inbound AM trips using 7 buses with comparable return service. Morning buses leave Fullerton between 605AM and 835AM with afternoon departures from Los Angeles between 335PM and 630PM. Line 757's route is via PNR roadways, Orangethorpe, Santa Ana Fwy, Soto St, Whittier Blvd/6th Street, Central and 5th to Flower returning via 6th Street to Central, thence 6th/Whittier, Boyle, 8th, Santa Ana Fwy, Magnolia and PNR roadways. The line is operated from Division 12 with 5200s as first choice equipment. First day buses were: BR 1-5212, BR 2-5209, BR 3-2335, BR 4-5208, BR 5-5211, BR 6-5207 and BR 7-5812. First OCTD bus into the facility was 624, a Flxible 45102-8-1, which arrived at 601AM on Line 21-PARK-N-RIDE-SUNSET BEACH VIA VALLEY VIEW. 52 riders used the RTD service on the first day.

SOUTH BAY TRANSIT COMPANY (Gregory W. Spearing and Leonard T. Molnar dba)

TORRANCE: SBTC is seeking a PSC to operate between Torrance, Redondo Beach, Palos Verdes and Los Angeles International Airport using an 11 passenger Dodge B-300, fleet number 1 charging a $5 one way fare. Four round trips would be operating departing Palos Verdes (Hawthorne and Silver Spur) at 6AM, 10AM, 1PM and 5PM. Details on trips from LAX not available.

RENEW 1975 WESTERN TRANSIT MEMBERSHIPS AND SUBSCRIPTIONS

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: The Board Of Supervisors has authorized the City's Public Utilities Commission to reroute 7 SFMRy lines, 33-ASHBURY, 36-MIRALOMA, 41-UNION-HOWARD, 44-DIAMOND HEIGHTS, 47-POTREPO, 51-SILVER and 81-BACON-FITZGERALD as detailed (WT 10/74) Due to considerable opposition of area residents proposed changes on Lines 10-MONTEREY and 26-VALENCIA were disapproved. The PUC has awarded a contract for 100 new 41 passenger, V-6 engined motor coaches to AM General Corporation for a total price of $5.7 million. AM bid $56,336 per bus, Flxible bid $56,730 and GMC bid $58,865. The AM buses will be similar in appearance to the Flyer trolley coaches which have been ordered and will give San Francisco the distinction of being the only U. S. City with motor and trolley coaches from the AMG/Flyer interests. Bids have also been called for construction of its new bus service center at 22nd and Indiana Streets and new rail car service center which will be located on the site of the present Ocean Division and for 265 miles of copper for the new underground electrical system. The insulated power cable will go in underground ducts to deliver power from substations to the new trolley coaches and light rail vehicles and will replace all of SFMRy's overhead feeder wires.

SAN MATEO COUNTY TRANSIT DISTRICT (SMCTD)

SAN MATEO: SMCTD's creation was approved by county voters last month. Establishing a county wide bus system and upgrading of SOUTHERN PACIFIC commute service are to be the first two projects (whether the district will assume operation of GREYHOUND's Peninsula commute routes has yet to be determined - Ed. Note). SMCTD is also required to reimburse the involved cities if it assumes operation of MENLO PARK CARRIAGE AUTHORITY, SAN CARLOS MUNICIPAL TRANSIT SYSTEM and REDWOOD CITY MUNICIPAL TRANSIT SYSTEM. No connection is to be made with BART without approval of the voters in another election.

CITY OF MODESTO (COM)

MODESTO: The City has expressed optimism about the future of transit on the first anniversary of city operated bus service. KENNY TRANSPORTATION, INC. operates the system under a 3 year contract. Two discount ticket books have been introduced - the 11 Ride Pass Book ($2.50) good anytime and the 50 Ride Commuter Pass Book ($12.50) for use only at peak hours with the Downtown Improvement District representing merchants and professionals paying one half the cost to stimulate sales and riders.

INTRA CITY BUS SYSTEMS - PART XII

The City of Lakewood will soon seek an east/west shopper special bus line on Candlewood St and is also considering a Dial A Ride program if money becomes available. Tustin has requested Federal Aid Urban funds for developement of a community bus system. The one bus, one route CITY OF TUSTIN NICKEL BUS is still operating. Covina is studying a minibus system running on regular routes with buses scheduled to meet peak demands, shopping days vs Senior Citizen meeting days and, as an alternative, the city would provide discount taxi fares for Seniors. Lake Elsinore's municipal bus system proposal (details presently unknown) has received Riverside County's funding approval - $30,000. Yellow Cab Company's HAIL A RIDE $1 taxi service begun August 5 was discontinued October 31 primarily because taxi riders returned to lower priced RTD buses after the strike. Only the Wilshire and Hollywood routes, of the 6 planned, were implemented. The City of Commerce will purchase two 12 passenger Dodge Maxivans to be used by the city for its parks and recreation program and city sponsored field trips.

HAWAII -- A TRANSIT UPDATE

(Editors Note - From time to time we feature transit news of the Honolulu area as sent to us by WTS Member in Honolulu, Ed Weiss. WTS Member Gerald Squier recently visited "the 50th state" and has written a feature which explains the former private companies on the island and the transition from private enterprise to public operation).

The island of Oahu with about 2/3 of the population of the State of Hawaii has experienced a spectacular growth in transit service in the past five or six years. The most densley settled area of the state is in the City of Honolulu stretching along some 25 miles of Oahu's south shore and about 5 miles inland. This area had been served in succession by streetcars, trolley coaches and motor coaches of HONOLULU RAPID TRANSIT COMPANY. Suburban service on the island had been provided by the OAHU RAILWAY AND LAND COMPANY from Honolulu to Pearl City with branches up the island's central valley to the Shofield Plateau, to the south shore town of Ewa (west of Pearl Harbor) and up the west or Waianae Coast. Originally served by narrow gauge steam trains they gave way to buses operated by subsidiary OAHU TRANSPORT CO. Passenger service was discontinued by OR&LCo in 1953 and the Honolulu-Pearl City-Ewa Beach-Barbers Point service was acquired by LEEWARD BUS COMPANY. The former OR&LCo route from Honolulu to Pearl City and up the central valley to Wahiawa was, at some time, acquired by WAHIAWA TRANSPORT SYSTEM which, near the end of its existance, had a common ownership with HRTCo. In the late 1960s the City and County of Honolulu (Honolulu County consists of the entire Island of Oahu) initiated contract service with LBCo and WTS for additional rural bus service. WTS provided service from Wahiawa up to the north shore, then east around to the Windward side of the island serving Haleiwa, Kahuku and Kaneohe. LBC ran from Honolulu to the Windward or eastern shore via the Nuuanu-Pali Tunnels to Kailua, Kaneohe and Waimanalo. LBC also ran a line from Honolulu thru Pearl City and up the west coast to Makaha. Sometime in 1970 or 1971 the Honolulu-Makaha contract was transferred to WAIANAE COAST TRANSPORTATION SYSTEM which also operated three shuttle lines in the Wainae-Makaha area under a Model Cities grant.

In 1971 an HRTCo strike resulted in city takeover of the firm. HRTCo owners refused to allow the city to acquire its equipment until after the courts decided the price to be paid for HRTCo real estate and so the city had to start its service with 50 used TDH 5303s purchased from DALLAS TRANSIT SYSTEM. The city operation has been variously known as the Department of Traffic and Transportation and (more recently) the Mass Transit Division. The city does not actually manage the operations, but contracts this to a firm called MASS TRANSIT LINES, INC. made up of former HRTCo management personnel. To further confuse things buses (owned by the city) are not labeled DOTT or MTD or even MTL but "THE BUS" on New Looks and carry a city/county seal (Old Look buses only carry the seal).

WTS was struck along with HRTCo in 1971 and its contract routes were eventually begun with city buses after the HRT settlement. In the interim all WTS contract routes were operated by LEEWARD. The Windward/EastShore LBCo contracts were taken over in 1972 when the first V8 powered Flxibles arrived. The Makaha route and shuttles were acquired at the end of the Model Cities project in 1973. In 1974 the city took over LBCo, its Barbers Point route and ten buses, one TDH 4507 and nine TDH 5103s. Former LBCo affiliates SCHOOL BUS SERVICE, LTD and HAWAIIAN SCENIC TOURS (in turn subsidiaries of the Van Nuys based EDUCATIONAL & RECREATIONAL SERVICES, INC.) continue to run, SBSL primarily with exRTD TDH5103s and a few HRT 5105s on school contracts. HST handles charters with New Look transits and suburbans, a few MC7s and MC8s, at least one PD4903/5 and a few TDH 5103s.

HAWAII Continued

Since the City/County take over, all of the White 798s and TDH 4507s and the 15 TDH 5105s purchased in 1953 have been replaced. All 75 of the 1957 TDH5105s and (at least the bodies) of most of the TD4505/06s, including the cut down versions, are still operable. The heart of the fleet consists of 10 TDH5301s and 20 TDH5303s acquired from HRTCo plus the 50 Dallas TDH5303s and a group of 10 T6H5305As and 7 T6M5305As that are part of an order cancelled by HRTCo. The 4 T6H5307As acquired from Waianae Coast were loaned to MAC KENZIE TRANSPORTATION CO. in exhhange for the 6 25 seat Bluebird transit coaches that are being run on the hilly routes - MKTC is a charter and sightseeing firm. The 10 TDH4518s that were delivered to HRT were retained by the still active former HRT subsidiary-HONOLULU SCENIC TOURS-along with a few 4507s. In 1972 the city's first order of new buses was delivered-35 49 seat air conditioned V8 powered Flxibles with fibre glass seats. These were followed in 1973-4 by 85 similar coaches but with cushion seats plus 8 43 seat Flxibles with air conditioning V6 engines and 96" wide for use on light lines. The problem of feeder lines in hilly terrain with sharp turns and steep grades requiring a bus with mechanical transmission and a short wheelbase appears not yet solved with the Bluebirds. The city plans now to cut a section out of one of its T6M5305As, ala AC TRANSIT, to test this idea.

Most of the buses operate from the exHRT facilities in the Civic Center, about 1/2 mile east of downtown. Plans call for construction of a major repair facility and operating division at this locale. Remaining service (the Honolulu-Makaha and Waianae/Makaha shuttles) are operated from the Maili Division located on the west shore south of Waianae. The 7 Flxettes purchased by Waianae Coast for its shuttles, the 17 5305As and a few 5105s are assigned to this division. Plans also call for a new division near the new municipal stadium near Pearl City which will replace Maili and supplement the downtown location.

Future plans call for an increase in the size of the fleet to about 450 buses with construction of a rapid transit line along the length of the populated coastal plain from Pearl City in the west to Hawaii Kai in the east.

(For a complete history of HRT readers are referred to the November 1973 issue of MOTOR COACH AGE, available from the Motor Bus Society, P. O. Box 527, Blackwood, New Jersey, 08012).

LAS VEGAS TRANSIT SYSTEM (LVTS)

LAS VEGAS: Effective September 29th LVT instituted an entirely new route system of 12 routes on major streets replacing a network of 10 lines, 9 starting downtown. The new lines are: 1-TROPICANA-FLAMINGO, 2-EASTERN, 3-DESERT INN, 4-SAHARA, 5-CHARLESTON, 6-BONANZA & OWENS, 7-LAKE MEAD & HIGHLAND, 8-DECATUR & RANCHO, 9-SALT LAKE HWY, 10-BOULDER HWY, 11-MARYLAND PKWY & PARADISE and 12-STRIP (Exact route description have not yet been obtained.

PRESCOTT-WHIPPLE STAGE LINE (PWSL)

PRESCOTT: Last June 3rd the COPPER BASIN & PIONEER HOME route was combined with the MILLER VALLEY route. The bus is first operated as previously over the Copper Basin portion to Park and Summit, then via Park to Gurley and west over the Miller Valley portion to Gurley and Smmit, then via Summit, Goodwin and McCormick to Pioneer Home. From Pioneer Home via McCormick, Goodwin, Granite and Gurley back downtown. Since the local cabs want to meters PWSL business is up 32 per cent, but it is too early to determine if the increase is permanent.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: 800 members of Transport Workers Union Local 260 struck HOUTRAN on November 5th after negotiations for a new labor contract collapsed. TWU is seeking a 2 year pact with raises of 70 cents and 65 cents in each year while the city is offering 45 and 35 respectively. A quick end to the strike was considered doubtful. Under the provisions of an ordinance issued on November 4th the City of Houston is issuing permits for persons to use their cars as emergency passenger vehicles for hire and can charge 50 cents for riders above age 12 and 25 cents for those 6-12, but in the beginning, for whatever reasons, the jitneys were carrying very few passengers. The last transit strike in Houston occurred in November 1950 against the privately owned HOUSTON TRANSIT COMPANY.

NATIONAL CITY LINES, INC. (NCL)

DENVER: With the recent sale of RAPID TRANSIT LINES, INC. to the City of Houston and the city takeover of MONTGOMERY (ALA) CITY LINES, NCL, once the owner and operator of approximately 40 transit properties nationwide, is down to only a single property - EL PASO CITY LINES. In California, properties owned either directly or through subsidiary PACIFIC CITY LINES included BURBANK CITY LINES, EUREKA CITY LINES, FRESNO CITY LINES, GLENDALE CITY LINES, INGLEWOOD CITY LINES, KEY SYSTEM TRANSIT LINES, LONG BEACH MOTOR BUS CO/LONG BEACH CITY LINES, LOS ANGELES TRANSIT LINES, PASADENA CITY LINES, SACRAMENTO CITY LINES, SAN JOSE CITY LINES and STOCKTON CITY LINES.

CITY OF TUCSON TRANSIT SYSTEM (TTS)

TUCSON: Phases III and IV of planned service improvements (WT 7/74) were instituted upon arrival of sufficient equipment on June 23rd. With these changes individual route schedules were printed for the first time since 1964 along with an abbreviated system time table and route map. In September the first 40 foot buses to ever run in Tucson were placed into service on Lines 4-SPEEDWAY and 8-BROADWAY with arrival of nine T8H5308As.

REGIONAL TRANSIT (RT)

SACRAMENTO: An Emergency Sign Up became effective October 27th and included the following changes: Lines 61-FREEPORT BLVD-FRUITRIDGE RD and 62-FREEPORT BLVD-FLORIN RD went from 60 to 30 minutely on each line (30 to 15 on the trunk) Monday/Friday 800AM/530PM giving badly needed service at Sacramento City College. This new 61/62 service replaces tripper service operated by Line 10-ROSEVILLE buses which began September 15, that service being operated in between regular 61/62 trips. Line 10 buses now terminate downtown. Operationally Lines 61/62/63/64 base service and rush service formerly operated interlined (8 base and 12 rush) and now 61/62 requires 8 all day and 63/64 requires 4 all day. Bids were opened and contracts awarded for 25 35 foot 41 seat buses and 78 40 foot 49 seaters to the Flxible Company, lowest of three bidders overall. On the 40 footers Flxible bid $63,400 for Model 53102-8-1, GMC bid $66,133 for T8H5307A and AM General $66,916 for 10253-1. For the 35 footers Flxible bid $62,656 for Model 45102-8-1 and AMG bid $66,388 for 10245-1.

BLUE BUS LINES (Betty Jean Tibbetts dba)

UKIAH: BBL has been granted a PSC to operate a service for handicapped, retarded, convelescent, disabled or elderly between Willits and Ukiah with no specific routing (an area certificate) operating two 12 passenger Vans. BBL also owns the taxi firm in Ukiah and has a number of 6 passenger sedans available.

MEETING DATES

January 12, February 9, March 9
700PM

Assembly Room
Culver City Municipal Bus Lines
9815 West Jefferson Boulevard
Culver City, California

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WESTERN TRANSIT

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* *

VANNETT LINES (Vannett, Inc. dba)

COVINA: VL proposes to operate as a PSC between Eastland Shopping Center and certain Hughes Aircraft facilities using one 46 passenger Silver Eagle on the following route- Eastland Shopping Center via San Bernardino Fwy, Rosemead Blvd to Ward's Shopping Center and return to fwy to Atlantic, south to Emerson and return to fwy, Santa Monica Fwy, LaBrea, Stocker, La Cienega, Centinela to Hughes Aircraft to discharge, then south on Lincoln, Sepulveda, Imperial stopping at Hughes, Aviation, 104th, La Cienega to Hughes facility, south on La Cienega to 111th to Hindry into Lot Y of Hughes. One round trip five days per week would operate leaving Eastland 630AM and Hughes Lot Y 455PM. Both daily and weekly fares would be offered.

RIVERSIDE COUNTY TRANSIT PLANS

San Jacinto has agreed to join Hemet and Sun City in establishing an area wide transit system. Indio indicated they are far from agreement on how a bus system should run in Indio or whether such a system is even practical. The Coachella Valley Association of Governments is proposing a joint powers agreement under which the cities and Riverside County would contract with someone to operate a bus system connecting cities plus local lines within cities. A Coachella Valley system could cover Indio, Coachella and possibly Mecca and Thermal and could cover communities along Highway 111 into Palm Springs.

10-* * December 1974 WESTERN TRANSIT

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Tri Met (Portland)	100-179	Flxible	53102-8-1/59544-59623	
South Coast Area Transit	(1444	PaceArrow	20 FT. BUS/S4588	12 seater
	(4500-4502	GMC	T6H4523A/613,614,690	42 seaters
Spokane Transit System	131-148	GMC	T6H4523A/841-858	
Culver City Muni Bus Lines	4515-4522	GMC	T6H4523A/1186-1193	
Montebello Muni Bus Lines	62-69	GMC	T6H4523A/-	
Burlingame Transit	101-105	Minibus	MBS3043/951-955	21 seaters
Santa Barbara MTD	(100-108	Mercedes	0309/-	20 seat, non AC
	(109-117	Mercedes	0309/-	two orders
USED				
South Coast Area Transit	302	GMC	TDH3501/455	Mt Ashland Stg
Napa Charter Lines	5116	GMC	PD4106/407	Assoc A5116D
Arrow Charter Lines	1210	GMC	PD4106/2809	LTP 171
Regional Transit	(100	GMC	TDH4509/1333	RTD 6062
	(4831-4832	GMC	TDH4801/226,243	RTD 6560,6577
Greater Vancouver Transit	--	GMC	SDM5302/537,646	Assoc 6671-72
Town Tour Fun Bus Co	804-805	GMC	PD4107/251,1077	Lake Shore Sys (Ohio)
Vancouver-Portland Bus Co	11	Flxible	F2D6V401/51271	LHPTCo 5301
Four Winds Transportation	502	Kass	SE/27847	CDL 12705
Vannett Lines	1100	B&C	10SE/6195	ABL-LA 25714
DISPOSITIONS				
Four Winds Transportation	472	GMC	PD4501/350	Pvt pty-Spokane
Spokane Transit System	2508-2509	GMC	TDH4507/2404-05	To pvt parties
	2510-2512	GMC	TDH4507/2419-21	"
	2514	GMC	TDH4507/2423	"
	2518,2521	GMC	TDH4509/461,464	"
	2523-2524	GMC	TDH4509/466-467	"
	3055,3349	GMC	TDH4509/384,1410	"
	4134-4137	GMC	TDH4507/2472,82,83,90	"
	2505	GMC	TDH4507/2401	scrapped
	2522,3059,3347	GMC	TDH4509/465,388,1408	"

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NORWALK TRANSIT SYSTEM (NTS)

NORWALK: Three small buses will be purchased from Fleetwood Transit Buses, Inc. of Riverside for a combined purchase price of $60,752. This will enable NTS to start Sunday service and service Rio Hondo College. Two more buses for the handicapped are also planned. The one bus now in service is a Dodge high door, high roof van equipped with six seats and two wheelchair spaces. Three drivers were especially trained to handle the handicapped at Rancho Los Amigos Hospital. Handicapped residents of Norwalk are issued ID cards and asked to request their rides one day ahead.