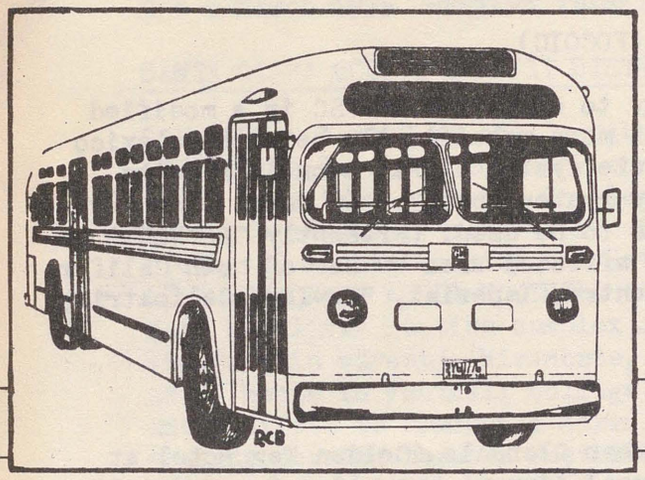


Western Transit

Monthly Publication of The Western Transit Society

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OMNITRANS (OT)

SAN BERNARDINO: OT Victor Valley lines which began January 20th (WT 2/75) include the following: Shaped like a three leaf clover VICTORVILLE LOCAL starts from 7th and Mojave, the downtown terminal, via 7th, Kentwood Blvd, Monterey, Civic, Seneca, Amargosa, Monterey, Kentwood, 7th, Victor, Mojave, Verde, 11th, B St, 7th, D St, 3rd, B St, 7th, Mojave, Las Piedras, La Cumbre, Mojave, Condor to Joshua to Mojave, La Paz, Del Rey, Mojave to 7th. Weekdays hourly service runs 630AM/530PM with Saturdays hourly 1000AM/300PM. The APPLE VALLEY line starts at 7th and Mojave via Verde, 11th, California Highway 18, Outer Highway North, Kiowa, Ramona, Outer Highway North, Outer Highway South, Yucca Loma Rd, Apple Valley Rd, Mondamon, Highway 18, 11th and Verde to 7th. Weekday trips are 730A, 930A, 1130A, 130P and 430P with Saturdays 1100A, 100P and 300P. Sharing a bus with APPLE VALLEY is ADELANTO line - from 7th and Mojave buses run via 7th, D St, National Trails Highway, Air Base Rd, thru George Air Force Base via Cory, D St, 4th, 13th to Air Base, Adelanto, Bartlett, Pearman, Crippen, Bellflower, Bartlett, Jonathan, Air Base and return to Victorville. Weekday departures are 830A, 1030A, 1230P, 230P and 530P and Saturdays are 1000A, 1201P and 200P. Weekday departures at 630A and 330P operate to Adelanto via a special Air Base routing. Two new Victor Valley lines were started February 17th - HESPERIA from 6th and D via 6th, 7th, Lorene, La Paz, Hughes, Rodeo, Green Tree Blvd, Hesperia Rd, Bear Valley Cut Off to Victor Valley College and return to 3rd Ave, Hercules, 5th Ave and Main St to I Avenue (Hesperia) returning via the reverse of the outbound routing. Weekday trips run 630A and every two hours thru 430P with Saturday at 1000A, 1201P, 200P. LUCERNE VALLEY runs Mon/Thur/Sat only leaving Victorville 830A and 330P and Lucerne Valley at 930A and 430P operating along California Highway 18 into Lucerne Valley as far as Camp Rock Road. Also begun February 17th were two more lines, YUCAIPA WEST and FONTANA. YW runs Monday thru Saturday hourly 650A/650P and Sunday 650A/350P. From 4th & Yucaipa via Yucaipa, 7th, Washington, 8th, Avenue C, 7th, Plum Tree, Columbia, Eureka, 8th, Avenue F, 13th, Kentucky, 12th, Avenue D, 13th, Avenue E, 14th, Avenue D, 15th, E, 16th, D, 15th, Yucaipa, Campus to Crafton College and return to Yucaipa to 4th. FONTANA begins at Fontana Square Shopping Center (Foothill Blvd and Mango Avenue) going to North Fontana, then south by the Fontana Community Center and across Interstate 10 to Slover Avenue. The return trip travels Sierra Ave. stopping at Kaiser Hospital and north to Fontana Square. Hourly service weekdays 600AM/600PM and Sunday 600AM/300PM. OT service is still fare-free at this time. John Shone, County Director of Transportation, has announced that passenger loads on the Victorville local have been averagng 1000 a week and from 668 to 956 on the Adelanto route in the past three weeks. San Bernardino County Supervisor Dennis Hansberger announced 1659 passengers were carried during the first week of Yucaipa service and noted Yucaipa was the most patronized of the services started during January which trend is continuing. The Mercedes Benz 0309 diesel buses used by OT have appeared in both a 16 seat (2 and 1) all forwarding facing design as well as peripheral seating. Additional details on the fleet will appear in the April issue.

ECONOMIC OPPORTUNITY COMMISSION OF IMPERIAL COUNTY, INC (EOCOIC)

EL CENTRO: EOCOIC has filed an application for authority to operate as a PSC in a modified Dial-A-Ride service for thw whole of Imperial County, but more specifically between Calexico and Calipatria. They state this would be "a variable route system". Fares on intra-city routes would be 25 cents each way and fares on inter city routes would be 50 cents each way. Plans call for 12 to 15 passenger Ford and Chevrolet vans to be used. (Presently GREYHOUND LINES provides service between Calexico and Indio in the affected area by way of both California Highways 86 and 111 including service to Heber, El Centro, Imperial, Brawley, Calipatria, Niland, Salton Beach, Mecca, Westmoreland and Coachella).

CROWN LIMOUSINE SERVICE (Frank A. Matranga dba)

NORTH HOLLYWOOD: CLS has filed for a PSC to operate between Glendale (Golden Key Hotel at 720 North Brand Boulevard) and the Los Angeles International Airport operating 6 round trips Monday/Friday and 4 on Saturday/Sunday charging an $8 per person fare using two vans.

THE TOWN TOUR (FUNBUS) COMPANY (Valen Parking Management, Inc. dba)

ANAHEIM: TTFB is seeking a PSC to operate from the Disneyland area to various points in Los Angeles and Orange Counties, namely Los Alamitos Race Track, Hollywood Park Race Track, Los Angeles Coliseum and Sports Arena and Dodgers Stadium. Service would be operated on days of activities only and on a round trip basis only.

FRANCISCAN LINES, INC. (FLI)

SAN FRANCISCO: On January 27th FLI began operating, on a six months trial basis, commute service between the Danville-Alamo area and San Francisco on weekdays. Buses depart Camino Ramon and Greenbrook Drive 630A, 640A, 650A and 700A making stops along Danville Blvd arriving San Francisco's East Bay Terminal at 735A, 745A, 755A and 805A. Evening buses depart EBT at 440P, 450P, 510P and 520P. Twenty ride tickets sell for $30.00 and all classes of equipment are used - PD4104s, PD4106s, SDM 4502 and SDM 5301s.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Lane 3 of San Francisco's East Bay Terminal is now being used by GGT buses. Midday weekday service on Lines 10, 20, 50, 70 and 80 plus weekend service on Lines 10, 20, 50, 60, 62, 70 and 80 is provided. The GGT Board has authorized application for a federal grant of $2 million for the purchase of 15 articulated buses, similar to those recently tested, and for increases in grants totaling $4.1 million to help meet inflationary costs of construction of the Larkspur and San Francisco ferry terminals.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: SFMRy's new identity and graphic design program was unveiled February 4th as three buses (GMC 3178 and 3211 and Flyer 5001) were on display in addition to autos and a service vehicle. New black and white bus stop signs crowned by a new swirling letter symbol "MUNI" were also shown. The new Muni look was drawn up by the marketing design firm of Walter Landor Associates for a $100,000 fee. All new equipment to come plus the existing "New Look" bus fleet will be painted in the new colors - basically all white with a wide band of California Poppy Gold and Sunset Glow orange. The 10 Cummins powered Flxibles (4000-4009) may receive a new life if a proposal to re-engine these units with 6V-71 engine and new transmission receives approval. An apparent parts shortage keeps the units off the road 70 per cent of the time. With the strike at Flyer Industries settled expected delivery of new trolley coaches will start in October which is the same anticipated delivery of the new 41 seat AM General diesels. It has been learned that the new equipment will feature some revised headsign readings and that as curtains on the GMC T8H5305s are replaced they too will receive the new readings. Some examples include 5-Fulton in lieu of 5-McAllister, 6-Parnassus in lieu of 6-Masonic, 47-Van Ness instead of 47-Potrero, 45-Greenwich in lieu of 45-Van Ness-Sutter.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: Part 2 of the December 21 SCCTD changes. Line 50-EAST PALO ALTO-STANFORD UNIVERSITY is the main trunk route thru Palo Alto and replaces former Lines 32 and 33 which were thru-routed. Complex East Palo Alto loop route was retained, contrary to the arterials-only plan as EPA is in San Mateo County out of the Dial-A-Ride service area. 30 minute weekday and Saturday service with hourly on Sunday is provided. 52-AMES/MOFFET FIELD-FOOTHILL COLLEGE begins in the Ames Aeronautical Laboratory/Moffett Naval Air Station complex and heads south via Moffett Blvd & Castro St (Mountain View's main street), Miramonte, Cuesta, Grant and Fremont to El Monte, then southwest on El Monte to Foothill College. 30 minute service weekdays and hourly Saturday from Ames/Moffett to Fremont & Miramonte Aves only. No Sunday service. Hourly weekday evening service between Foothill College and Castro & Villa (downtown Mountain View). This replaces portions of 42 and 43 with some new areas. 54-SUNNYVALE-SARATOGA runs from Lockheed Missiles and Space Co complex in North Sunnyvale south along Mathilda Ave (detouring via Washington, So. Francis and Evelyn to serve Sunnyvale S P Depot) to Olive Ave (Civic Center) to Pastoria and continuing south via Hollenback, Stelling (De Anza College), McClellan and Saratoga-Sunnyvale Rd to Saratoga (3rd & Big Basin). Half hourly weekday base with 12-25 minute AM peak and 15 minute PM peak, hourly Saturday and two hourly Sunday service is offered. This line replaces old 41 plus new mileage from Cupertino to Saratoga. 56-LOCKHEED-PRUNEYARD TOWERS runs from Lockheed complex via Moffett Park Dr to Lawrence Expressway (return loop via Caribbean & Mathilda then south on Lawrence, Duane, San Xavier, Santa Trinita, Arques, Wolfe joining Line 26 to Pruneyard Towers in Campbell. Only weekday peak hour service is offered on rough 20/30 minute headways. 58-ALVISO-SARATOGA travels from Alviso south via Lafayette, Central Expwy, Scott Blvd, Bowers, Kiely, Saratoga (serving West Valley College) to 3rd & Big Basin (Saratoga). 30 minute weekday base with added peak hour trips between Saratoga and Santa Clara and hourly weekend service. Weekday evening service hourly between West Valley College and Kiely & El Camino in Santa Clara only. 58 replaces all of 47 and portion of 44 plus new territory. 60-SANTA CLARA-LOS GATOS runs from San Tomas Industrial Park in North Santa Clara via Scott, Monroe, Winchester thru Campbell and Santa Cruz Ave to Main in Los Gatos. 30 minute service weekdays, 45 minutely Saturday and 90 minutely Sunday is offered. Weekend northern terminal is Monroe and Warburton in central Santa Clara. 60 replaces portions of former lines 11, 13 and 15. 62-BERRYESSA-LOS GATOS starts at Sierra & Piedmont in the Berryessa section of northeast San Jose via Sierra, Berryessa, King, Taylor, North 1st, Hedding, Coleman, Naglee, Bascom, Union, Branham, Los Gatos and Main to Santa Cruz (Los Gatos). 30 minute weekday base (more frequent rush), hourly Saturday and 90 minutely Sunday service is run and this line takes over former 6, 11, 12 and 15 in portions. 64-SANTA CLARA-ALMADEN VALLEY runs from downtown Santa Clara via Coleman, Airport Blvd, Brokaw, 1st (north via 2nd), West Santa Clara, Bird, Coe, Lincoln and Almaden Expwy to Via Valiente in Almaden Valley. 15 minute weekday, 30 minute Saturday and hourly Sunday with southern terminal cut back to Blossom Hill & Almaden. Weekday evening service hourly between Santa Clara and Blossom Hill. 66-BART/FREMONT-SANTA TERESA HOSPITAL runs from BART via Paseo Padre Pkwy, I-680, Park Victoria Dr, Calaveras Blvd, Main, Old Oakland Rd, Hedding, 1st, Monterey Rd, Snell, Blossom Hill and Cottle to Santa Teresa Blvd. 30 minute weekday base with 10-15 minute rush BART to San Jose, hourly Saturday between Milpitas and Santa Teresa only and no Sunday service is offered. 66 replaces 2 and 45. 68-SAN JOSE-GILROY runs from San Jose via 2nd, Virginia, 1st, Monterey Rd, Cottle Rd, Santa Teresa to Morgan Hill and via Monterey Hwy thru San Martin to Gilroy, then via 6th, Miller, 1st and Santa Teresa to Gavilan College. Hourly weekday base, average half hourly rush and three trips on Saturdays/Sundays are run replacing old 46 in toto. 70-MILPITAS-EDENVALE is brand new serving East San Jose from Calaveras & Main (Milpitas via Park Victoria, Montague Expwy, Capitol, McKee, Jackson, Story, Capitol Expwy (thru Eastridge Center) and Senter to Monterey (Edenvale). Service is half hourly weekdays and hourly weekends. Equipment assignments are a mixed bag with only 20, 50 and 52 served exclusivley by Twin TC 31s, North County coach yard, however, is all Twin,

BURLINGAME TRANSIT (BT)

BURLINGAME: This operation began in September with Minibuses 101-105 (WT 12/74) and assumed its present form after a rerouting effective November 11th. Coaches are owned and operated by the City of Burlingame and garaged and maintained by AIRPORTRANSIT at their facility west of the Bayshore Freeway between Peninsula Ave and Broadway in Burlingame. Lines are B1/B2-BAYSHORE/HILLSIDE, C-PLAZA and D-BROADWAY/SKYLINE each offering 30 minute service weekdays from 630AM until 630PM and Saturdays 900AM until 600PM. B and C operate from Burlingame S P Depot and D from Broadway S P Depot, each line using one bus. Line B2 operates weekdays only 9AM-5PM hourly with all other trips on the B1 branch.

TAHOE AREA REGIONAL TRANSIT (TART)

LAKE TAHOE: Bus service in the Tahoe-Donner area was started in December by TART on a 4 month trial basis, primarily as a service to skiers. The system is a joint venture of Placer and Nevada Counties with backing by the North Tahoe Chamber of Commerce, the ski areas and merchants at the north end of the lake. Original plans for operation by KENNY TRANSPORTATION, INC. fell thru when the 8 forty passenger buses figured in the cost estimates were sold. Placer County then considered leasing or buying used buses from A C TRANSIT (17/1800 series TDH 4507s), but finally settled on subcontracting the operation to LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. who operate regularly scheduled service from Reno and Carson City to South Lake Tahoe and around the North Shore to Tahoe City, Squaw Valley and Truckee. Service is reported to connect the Lakeshore communities of Crystal Bay (Stateline), Tahoe City and Tahoma with Truckee and the ski areas of Alpine Meadows and Squaw Valley off Highway 89 and Northstar off Highway 267 (Brockway Cut Off) and Truckee-Tahoe Airport and the Greyhound and AMTRAK stations in Truckee. Adult fare is 50 cents, children 25 cents with 10 ride books available for $3.50 and $2.50. Five buses are used on 45-60 minute headways with daily service from 600AM until 830PM (Presumably LTR's standard PD 4107s are used).

CITY OF SOUTH LAKE TAHOE BUS SYSTEM (CSLTBS)

SOUTH LAKE TAHOE: Using a fleet of six 16 passenger Mercedes Benz buses CSLTBS has started a four route system. Service on the Stateline "D" Street route is from 6AM to 10PM daily with similar service to the Tahoe Valley area. Four trips daily between 11AM-Noon and 4PM-5PM are operated to the Needle Park Area. Service to the Glenwood Area is provided daily from 7AM to 7PM. Half hourly headway are provided on all daytime routes with special hourly night service routings operating daily 10PM to 6AM.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: Free rides on MPT buses are now available to Senior Citizens (those over 64) and handicapped persons who obtain special identification cards in a program which began on March 1st. In an cooperative effort with MPT the cards are being processed by Valley National Bank offices in Monterey and Pacific Grove as a public service.

VENTURA LIMOUSINE & BUS SERVICE (Robert O. Ernst dba)

VENTURA: VLBS is seeking a PSC to operate a specialized service from Ventura and Oxnard to eight different destinations in the Los Angeles metropolitan area. All trips would orignate at Buenaventura Shopping Center at Main & Mills in Ventura with an additional stop in Oxnard at Wagon Wheel Road and Buckroo Avenue. VLBS presently holds TCP 470P issued April 23, 1974. Round trip service would run to Hollywood Park, Santa Anita, Disneyland, Dodger Stadium, Coliseum, Pasadena Tournament of Roses Parade, Ontario Motor Speedway and Hollywood Santa Claus Lane Parade.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The second phase of the South Los Angeles Grid and the first phase of the San Fernando Valley Grid began March 2nd. All new lines plus those begun January 19th now operate every 20 minutes Monday/Saturday 6AM/7PM and hourly 7PM/10PM and 20 minutes Sunday 8AM/7PM and hourly until 10PM. Begun on the south side were 351-NORMANDIE AVE operating from 6th & Wilton Place via 6th and Normandie to El Segundo Blvd and 364-EL SEGUNDO BLVD operating along El Segundo Blvd between Alameda and Crenshaw. Both lines operate from Division 18 and first day buses on 351 were 5065, 5074, 5070, 5813, 5069, 5075 and on 364 were 5068, 5071, 5064. Former shuttle line 73 is now a full fledged north/south line - VAN NESS AVE-ARLINGTON AVE - running from El Segundo and Van Ness via Van Ness, Arlington, Olympic, Wilton and 5th to PRW at 6th/Wilton. Working out of Division 4 first day buses were 2156, 2209, 2208, 2166, 2204, 2206. Line 2-BROOKLYN & HOOPER AVES was extended from 41st/Ascot over the former Line 308 via Compton, 120th, Wilmington to Greenleaf. Those portions of 2 along Ascot 41st to 51st and 308 along 58th Central to Compton were discontinued. Line 7-EAGLE ROCK-SOUTH BROADWAY was extended southward from El Segundo/Broadway via El Segundo, Main, 140th, San Pedro, Rosecrans to Main. Line 92-WATTS-SIERRA VISTA was extended southward from 124th/Wilmington via El Segundo, Willowbrook and Rosecrans to Alameda. Existing lines, where necessary, were rescheduled to provide the 20 minute Grid headways. 46-EAST FLORENCE-SLAUSON now runs 20 minutely daily between Cudahy and Green Valley/Sepulveda. 50-FLORENCE-SOTO on Saturday/Sunday now runs 15 minutely (instead of 30) 6AM/6PM between Slauson/Pacific and Florence/Crenshaw. 54-MANCHESTER on Saturday runs 15 minutely Palm Place Loop to Inglewood with 20 minute Sunday, the through trips remaining as before. 100-CENTURY BLVD runs its entire length on the Grid headways daily while Line 137-IMPERIAL HIGHWAY runs 20 minutely Crenshaw to Wilmington weekdays with hourly thru service and Saturday/Sunday now has 20 minute service Crenshaw to Wilmington. Previously there was no weekend service. At the same time Lines 100, 101, 102, 103/104 and 123 were sent from Division 4 to 18 while 137, 301, 303/304, 305 and 306 went from Division 12 to 18. Three new lines and 2 revised/extended lines began in the SF Valley and Line 24-LOS ANGELES-SAN FERNANDO received the Grid schedule operating a 10 minute headway between San Fernando and Burbank (20 minute on each branch, G and L). Except for added rush hour weekday trips San Fernando/Los Angeles thru service was not changed. Line 156-BALBOA BLVD-WOODLEY AVE, which replaced Line 143 in its entirety, begins at San Fernando Mission/Balboa via Balboa, Rinaldi, Hayvenhurst, S F Mission, Balboa, Ventura, Hayvenhurst, Burbank, Woodley, S F Mission, Haskell and Rinaldi to Woodley. Line 161-FUENA VISTA ST operates along the street of its name between Glenoaks and Riverside Drive. Line 167-SYLMAR-SAN FERNANDO, which replaced Line 15, starts at Olive View Hospital via Foothill, Roxford, San Fernando, Maclay, 7th/Borden, Polk, Foothill and Sayre to Garrick. Line 168-PLUMMER-LASSEN STREETS begins at Pierce and Glenoaks via Glenoaks, Paxton, Arleta, Van Nuys, Woodman, Lassen, DeSoto, Plummer, Reseda, Nordhoff, Zelzah and Plummer to Woodman. Line 169-SATICOY ST-SUNLAND begins at Saticoy/Topanga Canyon via Saticoy, Hayvenhurst, Sherman Way, Woodley, Saticoy, Van Nuys, Roscoe, Woodman, Saticoy, Vineland, Vanowen, thru Hollywood-Burbank Airport, Hollywood Way, San Fernando Rd and Sunland Blvd to Sherman Grove (Sunland). These lines all operate from Division 15. The fronts of all coaches are being equipped with brackets to be able to hang a metal yellow sign reading "GRID" which will displayed while the bus is on a Grid line. At other times the sign is to be reversed and will be blank. Additional south side lines plus the remainder of the Valley lines are scheduled to begin operation on March 30th.

Line 201A-DOWNTOWN COMMUTER SHUTTLE was discontinued on December 16 when 200-MINI-BUS LOOP was extended to cover the downtown area during commute hours.

Public hearings are presently underway toward service improvements in an area bounded roughly by Whittier, Lakewood, Orange County line and Los Angeles River with an eye toward streamlining routing, improving headways and serving more work oriented destinations.

INTRA CITY BUS SYSTEMS - PART XIV

The City of Downey has applied for $216,630 in federal funds to place city run buses on the streets. A fixed route system would require about 30 employees plus the bus purchase and operating funds. A staff report has proposed a commuter bus to Cerritos College using 3 buses and a intracity system using 6 buses meeting for transfer purposes at Firestone and Downey. The Whittier City Council has approved a privately funded Dial A Taxi system to be operated by the recently established STELLA CAB CO. in addition to that operated by COOKS TAXI. SCC will offer 50 cent fares to any passenger regardless of age or physical condition and will run 24 hours a day (The CT agreement provides 15 cent rides to senior citizens and the handicapped 7AM to 10PM with a city subsidy of $4600 monthly). Arcadia will start a Dial A Ride using SAN GABRIEL VALLEY CAB CO. cabs beginning April 1 running for 12 weeks Mon/Sat 7AM/7PM with a 50 cent fare. If the experiment proves successful the city may make the system permanent and continue dealing with SGVCC or possibly using small buses. In the East San Gabriel Valley the cities of Covina, West Covina, Azusa, San Dimas, Pomona, Glendora, Irwindale, La Puente and Baldwin Park are exploring the idea of joining together to finance and run a local public transit network. Transit System Consultants of Downey represented by John Jontig has offered to develop a community transit plan at a cost of $5000 per city. Creation of a transit district according to Jontig would make the area eligible for federal funds to pay 80 per cent of the capital costs and half the operating costs. All cities involved are studyin the proposal. The Los Angeles City Council has voted to sponsor legislation that would permit the city to place on the ballot a proposal for a sales tax, a payroll tax or a combination of both, not to exceed 1 per cent, to expand public transit within the city. If voters approve the tax money would be under control of the mayor and council and could be used, if the city chose, to establish its own municipal system. Hemet will apply for federal funds to buy two dial a ride buses and one 17 seat bus. 1 DAR bus would replace one of the city's two existing DAR buses and the larger bus would be placed on an experimental fixed route. HEMACINTO CAB CO. owner Dwight Howard has stated the buses will force him out of business and residnets of county areas around Hemet echoed that statement as the Hemet service will be strictly within the city limits. NORWALK TRANSIT SYSTEM has purchased a minivan from Far West Coast, Inc. of Fountain Valley for $13,213. The vehicle will double the bus system's fleet of buses designed for handicapped riders.

OCEANSIDE TRANSPORTATION SYSTEM/NORTH COUNTY TRANSIT SYSTEM (OTS) (NCTS)

OCEANSIDE: OTS established a VISTA LOCAL loop line January 27. Operating 9AM/5PM Monday/Saturday the line begins at the Broadway Shopping Center, goes north thru downtown Vista, then thru various neighborhoods, back thru downtown and to the shopping center. Last October OTS began operating three one-day-a-week senior citizens shoppers Special lines taking them to a nearby shopping center for 15 cents and waiting for an hour before making the return trip - South Oceanside on Tuesday, North Oceanside on Wednesday and East Oceanside on Thursday. Starting February 1 the South Oceanside line and the Balderrama Park section of the North Oceanside line were discontinued due to lack of riders. OTS, which is to be the operating arm of NCTS has awarded a contract for twenty 19 passenger buses with Caterpillar diesels and Allison transmissions to Fleetwood Enterprises of Riverside. As NCTS a service between Escondido and Pamona via Wild Animal Park was started February 17th. The first four days were fare free and ridership totaled 264, 64, 214 and 113. Starting February 21 a quarter fare was charged and patronage was 16 and 38 for the first two "charge" days (Ed. Note - It is believed NCTS has a flat quarter fare and that there may be more services operating, but details are currently unavailable).

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: The Houston City Council has okayed advertising for bids on 14 medium size buses (25 passenger vehciles) including six with special equipment to handle handicapped riders. Delivery in the fall is expected. The 25 seaters would be used on the proposed downtown distribution system which will eventually link the central business district with parking facilities located in outlying areas by means of special bus only lanes.

BENNY SHORT (BS)

LAS VEGAS: Mr. Short is seeking a certificate from the Public Service Commission to operate between Las Vegas and Alamo including a stop at Sheri's Ranch, a legal Lincoln County brothel, about sixty miles north of Las Vegas. The application did not state whether buses, limousines or cabs would be proposed to be used.

LAS VEGAS TRANSIT SYSTEM, INC. (LVTS)

LAS VEGAS: The Public Service Commission has approved LVTS' application to return to its former routing system wherein all lines terminated downtown and radiated out of town, made one way loops and returned to town. A grid system was instituted last September (WT 12/74) which proved to be unworkable in that the majority of riders were destined downtown and much transferring was involved. Both the city and LVTS originally felt the new system would be beneficial, but the system has cost the firm $30,000 in revenue losses. The new "old" system was scheduled to begin on February 9th.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: RTD officially acquired the ENGLEWOOD-LITTLETON-FORT LOGAN BUS COMPANY and began full bus operation on the existing lines on November 25th. ELFLBC was the fourth of six operations to be integrated into the RTD system. And on December 16 RTD acquired 20 buses and other assets from the privately owned NORTHGLENN SUBURBAN BUS COMPANY with NSBC employees offered employment by RTD's bus operating group. Routings and schedules will initially remain the same, but Exact Fare was instituted, 50 cent cash with weekly and monthly ticket books available. In December RTD presented a check for $397,500 to the City of Boulder to cover the cost of 12 buses used in the Boulder Bus System and a portion of the deficit paid by the city for bus operations since January 1974. RTD will participate in improving public transit while preserving the status of the city in its franchise and contract with PUBLIC SERVICE COMPANY OF COLORADO. PSC will operate the buses with input from the city on level and frequency of service and other matters. Additional PSC equipment will be acquired by RTD when settlement of the franchise obligations between the city and the utility is completed. A dozen FMC buses with capacity for 12 in regular seats and spaces for four wheelchairs were placed into service February 3 on specialized routings. The buses have an elevator type device, operable from both inside and outside, that lifts wheelchairs from the curbside into the bus thru special wide doors. The interior of each bus contains safety locking features to secure wheelchairs in place while the bus is in motion and fare boxes and padded safety hand rails are located more conveniently for passengers. Steps at the front door are extendable to curbside level for easier boarding and alighting. It will be necessary for people using the special buses to provide their own means to and from the bus at their boarding and destination points as RTD will not have special attendants.

MOVING? -- SEND IN YOUR NEW ADDRESS AS THIRD CLASS MAIL IS NOT FORWARDED

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Storer Transportation Serv	110	GMC	P8M4905A/303	
Smith Charter Service	523,545,550	GMC	P8M4905A/393,708,709	
AirporTransit	220-221	GMC	P8M4905A/705-706	
Peninsula Charter Lines	322-323	GMC	P8M4905A/833-834	
Gray Line of Los Angeles	(5309-5310	GMC	P8M4905A/739-740	53,NR
	(5311-5312	GMC	P8M4905A/737-738	53,NR
Greyhound Lines, Inc.	(2240-2263	MCI	MC8/-	43,RR
	(7535-7588	MCI	MC8/-	43,RR
Gardena Municipal Lines	765-766	M-B	(0309/382-10-024191 (0309/382-10-024246	20 side seats
USED				
Storer Transportation Serv	107-108	GMC	PD4106/--	Ex OTC
Napa Transit Company	(137	GMC	PD4107/066	Ex Indian Trails
	(500	GMC	PD4501/925	Ex GL
Western Charter	861	GMC	TDM4801/023	Ex GLW 9472
Falcon Charter Service	82-84	GMC	TDM5103/001,004,012	Ex GLW 9400, 9403, 9411
West Valley Charter Lines	93-94	GMC	SDM5302/142-143	Ex Walters Trnst 93-94
Northgate Transit	unkn	GMC	TD3609/213	Ex Voice of Pentecost (was STA 562
	711	GMC	TDH3610/290	Ex TTFB 711
	207	GMC	TDH4507/1322	Ex PVMTS 72
	209	GMC	TDH4507/1480	Ex Guiton
	unkn	GMC	TDH4507/1580,1653	Ex AC 1842,43
	unkn	GMC	TDH4507/2423	Ex Spokane 2514
	unkn	GMC	TDH4509/1330	Assoc A6013D
DISPOSITIONS				
American Pacific Stage Co	(27	GMC	PDA4101/179	Eastshore Lns
	(28	GMC	PDA4101/180	White Rabbit Lines
Vaca Valley Bus Lines	252	GMC	TDM4515/104	Delta Charter (Stockton)
West Valley Charter Lns	(63	GMC	TDH4801/193	U C Davis
	(864-865	GMC	TDM4801/029,040	to Vanvouver, B. C.

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Frank Lichtanski — Rod Varney
Wilbur Sherwood

MEETING DATES - April 13, May 11, June 8