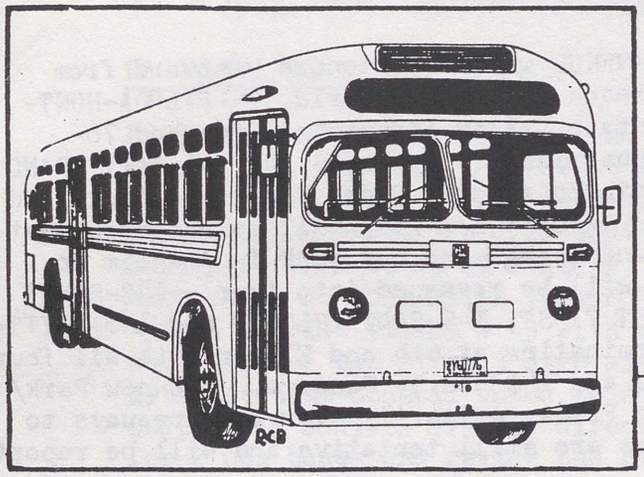


Western Transit

Monthly Publication of The Western Transit Society

Vol. 13 No. 4 April 1975

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The OCTD Board of Directors has approved an expansion of service beginning June 15th including four new arterial lines, nine new Park/Ride lines with a 50 cent fare including transfer privileges to/from other lines, retention of previously experimental Sunday service on 15 lines and discontinuance of Line 133-THE CITY-FULLERTON PARK-N-RIDE VIA STATE COLLEGE BLVD. In addition to the 44 Flxible buses now on order a number of GMC TDH 5303s are being purchased from DALLAS TRANSIT SYSTEM for delivery by June. In Dial-A-Ride news 67 small buses including 3 equipped to handle wheel chairs will be purchased from Transcoach and the first new DAR service area will be the City of Orange scheduled to start in June. New arterial lines will include 25-HUNTINGTON BEACH-CSUF-FULLERTON VIA GOLDEN WEST/KNOTT from Atlanta and Magnolia via Magnolia, Indianapolis, Brookhurst, Hamilton, Magnolia, Atlanta, Lake, Olive, Main, Mansion, Golden West, Edinger, Huntington Center roadways, Center, Gothard, McFadden, Golden West, Bolsa, thru Westminster Mall, Bolsa, Golden West/Knott, Artesia, Beach, Commonwealth, Magnolia, Park And Ride Lot roadways, Orangethorpe, Magnolia, Commonwealth, Gilbert, Rosecrans, Euclid, Bastanchury, Harbor, Chapman, Lemon, Commonwealth to Nutwood; 71-MALL OF ORANGE-IRVINE INDUSTRIAL COMPLEX VIA TUSTIN from Mall of Orange via Tustin, First, Newport, Bryan, Red Hill, Bristol, Campus, Von Karman, Michelson, Teller and Campus to Von Karman; 75-SANTA ANA-LAGUNA HILLS VIA EL TORO from 6th and Flower via Flower, Santa Ana/5th, French, 4th, Grand, 1st, Santa Ana Freeway, Nisson, Red Hill, Santa Ana Freeway, Myford, Walnut, Jeffery, Trabuco to MCAS-El Toro Main Gate - thru Main Gate - El Toro Blvd, G St, 2nd, C St, West Marine Way/North Marine Way, Q St - thru Gate 2 - Q St, North 15th, S St, Trabuco, Wake, Connor, Wake, Graham, Bougainville, Wake, Trabuco, El Toro, Toledo, Ridge Route, Jeronimo, Los Alisos, Trabuco, Marguerite, Jeronimo, Alicia, Muirlands, El Toro, Paseo de Valencia, Via Estrada and Calle de la Louisa to Laguna Hills Mall and 158-SUNSET BEACH-TUSTIN VIA WARNER from Warner and Coast Highway via Warner, Grand, Edinger, Red Hill, Walnut, Newport, Laguna, El Camino and First to Larwin Square. Existing lines will also be altered - 21-FULLERTON PARK-N-RIDE-SUNSET BEACH VIA VALLEY VIEW will be changed to operate between Lampson/Valley View and Bolsa Chica/Bolsa via Lampson, Springdale and Bolsa in lieu of Valley View, 29-HUNTINGTON BEACH-LA HABRA VIA BEACH BOULEVARD will receive 30 minute instead of hourly service, 30-LA PALMA-ORANGE VIA ANAHEIM HILLS will run thru Fullerton Park N Ride Lot and drop down to Miraloma to serve East Anaheim industrial area, 56-THE CITY-SEAL BEACH LEISURE WORLD VIA GARDEN GROVE will now run via City roadways, Metropolitan, Lewis, Garden Grove, Bolsa Chica/Valley View to Chapman and return to Lampson and Seal Beach Blvd to Leisure World. Present 138 and the eastern end of 56 will be combined into 54-EL MODENA-WEST GARDEN GROVE VIA CHAPMAN and run from El Modena via Chapman, Cambridge, Almond, Feldner, Chapman, City Drive (thru Medical Center and The City), Chapman, Knott, Lampson and Valley View to Chapman, 61-NEWPORT CENTER-SANTA ANA VIA JAMBOREE-SOUTH GRAND will be rerouted to serve the South Santa Ana industrial area via Flower, Santa Ana/5th, French, 4th, Grand, Warner, Wright, Ritchey, Edinger, Red Hill, MacArthur (thru Orange County Airport) and present Line 61 routing into Newport Center/Fashion Island. Present service on South Main will be retained by operating Line 53 every half hour Santa Ana-South Coast Plaza.

ORANGE COUNTY TRANSIT DISTRICT Continued

Line 64-SEAL BEACH LEISURE WORLD-SANTA ANA VIA BOLSA AVENUE will be extended westward from Bolsa Chica and Westminster via Westminster and Seal Beach to Leisure World, 65-BALBOA-HUNTINGTON BEACH VIA IRVINE will be rerouted into the Fountain Valley industrial area and 76-HUNTINGTON BEACH-TUSTIN VIA IRVINE to serve Irvine Industrial via Campus Drive, 91-CAPISTRANO BEACH-LAGUNA HILLS VIA MISSION VIEJO will be changed via Muirlands, Ridge Route and Rockfield to serve the Lake Forest area and 132-CYPRESS-ANAHEIM VIA ORANGE AVENUE will be extended westward in Cypress via Orange, Walker, Ball, Bloomfield and Orange and cut back in Anaheim to Anaheim Blvd and Broadway. The Santa Ana local lines will be revamped into four - 143-SANTA ANA-TUSTIN VIA EAST 17TH, 144-SANTA ANA-TUSTIN VIA EAST FIRST, 145-SOUTH FLOWER and 146-BAITT-GREENVILLE-SOUTH COAST PLAZA, all four originating/terminating at 6th and Flower with all four running half hourly weekdays, hourly Saturdays and 144 and 146 hourly Sundays. The new Park/Ride lines will operate rush hours only Monday through Friday primarily over the freeways to serve the home to work commute trips. Certain routings are still tentative and will be reporte when finalized.

OMNITRANS (OT)

SAN BERNARDINO: Begun March 3rd was another OT line - LOS SERRANOS-CHINO-MONTCLAIR - from a connection with the MONTCLAIR-ONTARIO line at Kingsley and Central buses travel via Central, Merrill, Monte Vista, Outer Highway 71, Los Serranos, Cecelia, Fairway, Yorba, Bird Farm, Country Club, Sierra Vista, Pipeline, Merrill and Central to Kingsley. Hourly service using 1 bus operates 605A/605P Monday/Saturday and 905A/405P Sunday. The FONTANA line, started in February (WT 3/75), is routed as follows: From Fontana Square via center roadways, Foothill, Laurel, Arrow, Alder, Foothill, Laurel, Miller, Sierra, Highland, Catawba, Torrey, Jacaranda, Los Cedros, Citrus, Miller, Cypress, Arrow, Sierra to Slover, make U turn and via Sierra and Foothill to Fontana Square. Hourly service runs Monday/Saturday 600A/600P and Sunday 600A/300P The Model 0309D Mercedes Benz buses OT uses came in three seating configurations - 20701,2,3, 6,8 with 16 all forward facing molded plastic wood colored seats with rubber coated hand rails, 20710,12,13,17 with 18 dark green padded peripheral seats and 20718 with 17 dark green padded forward facing seats, other coaches not yet observed. All buses have 3 leaf folding front door, touch tone signaling, white interiors with wood grain paneling on the lower sides, power lowered entry steps, roof hatches and are air conditioned. None of the buses have headsigns all route identification is by means of large windshield cards displaying the line name.

SAN BERNARDINO TRANSIT SERVICE (SBTS)

SAN BERNARDINO: SBTS' Mercedes Benz buses are quite similar to OT's although they have yet a different seating plan - 19 forward facing molded plastic wood colored seats and they have a headsign mounted in the upper right hand corner of the front windshield similar to the manner in which headsigns are placed in the MC8 coach. All the Mercedes stem from the same order. Last summer the city ordered five with an option for twenty more and after the county entered the bus business they exercised the city's option to obtain vehicles to get OMNITRANS rolling. Dial A Ride is coming to San Bernardino but it will use automobiles instead of buses. Starting April 15 service will run Monday/Friday 7A/11A and 2P/6P charging a 50 cent fare in an area bounded roughly by Mill, Rancho/California, 30th Street Crosstown Freeway and Waterman and including the County Hospital.

JACK PIERONI & COMPANY SKI & SPORT, INC. (JPC)

FRESNO: JPC has been granted a PSC to operate from Fig Garden Village in Fresno to China Peak Ski Area near Huntington Lake via Palm Avenue, Herndon Avenue and Highway 168 during snow season only using one 1973 Dodge Sportsman Van Model 300-D. One round trip Tuesday, Thursday, Saturday, Sunday only departing Fresno 730 AM and China Peak 430 PM will be operated initially. Rates of fare presently unknown.

westward from 65- RAILROAD-HTNT-76-

ESCONDIDO CITY TRANSIT (ECT)

ESCONDIDO: Using a fleet of six Mercedes Benz 0309D buses painted white, yellow and orange ECT, California's newest municipal transit operator, began operations on February 17th over three lines each operating half hourly 730A-600P Monday-Friday and 900A-630P Saturday - 71-DEL DIOS-NORTH BROADWAY, 81-EAST MISSION-SOUTH QUINCE and 91-SOUTH ESCONDIDO BLVD-EL NORTE PARKWAY, all lines connecting at Grand and Maple downtown with each other and OCEANSIDE TRANSPORTATION SYSTEM. Fares are 25 cents (25 ride ticket @ $5 and 25 ride ticket @ $3 with valid Medi Cal ID Card) with free transfers. Free rides were offered the first 3 days with an average daily ridership averaging 800. On March 19th the City Council voted to add a fourth line to the new system - ESCONDIDO COUNTRY CLUB-SOUTH JUNIPER STREET, directed the staff to plan the new route, advertise for bids for 2 new buses and revise the city's 1974-75 claim for state funds from the Comprehensive Planning Organization to reflect the added costs of this service.

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

OCEANSIDE: Ridership on OTS lines have shown a 30 per cent increase in January/February 1975 compared to a similar period in 1974 - 333,618 vs 256,564. Largest increase was on Line 5 which shot from 36,472 to 55,996. NCTS lines have shown over 12,000 riders since beginning last October and November (except Ramona which began Feb 17th). OTS/NCTS now serves Carlsbad, Vista, San Marcos, Ramona, Fallbrook and Leucadia-Encinitas providing intracity service in each city except Ramona which is intercity. Ridership on Oceanside, Camp Pendleton, portions of Carlsbad and Oceanside-Escondido shows a 25 per cent increase from 256,564 to 321,652. Line 1 serving Wire Mountain Homes, Oceana, Plaza El Camino Real and a small part of Carlsbad increased 31% and 9-OCEANSIDE-ESCONDIDO was up 19%. A new line in Oceanside in the Tri City area began December 30th and now averages 111 daily riders. Patronage on the NCTS lines is building slowly but steadily - From the start the Carlsbad local shows 3571, Fallbrook 3182, Vista 1486, San Marcos 929, San Dieguito (Leucadia-Encinitas) 2038 and Ramona 1003. NCTS basic fare is 25 cents with zone fares where applicable and the ESCONDIDO-WILD ANIMAL PARK-RAMONA line (WT 3/75) charges 25 cents from each end to WAP with a 50 cent through fare. New bus service planned between Escondido and Rancho Bernardo has been delayed pending delivery of new buses about July 1st. NCTS has been operating a one bus, one route - 40-SAN MARCOS LOCAL - service since last November on a ten mile loop 900AM/500PM schedule as the result of a $30,000 one year contract signed last year, but the line was averaging 8 daily riders. Beginning March 10th service was expanded to a 645AM/645PM Monday/Saturday time schedule and extended from Rancho Santa Fe to Richland and Borden Roads and better serves riders destined Palomar College and the city scheduled free ride days to promote the service. There is a strong move afoot in the North County to create a separate transit district from the proposed SAN DIEGO COUNTY TRANSIT DISTRICT stating the area has no need for rail transit and few commuters drive into San Diego, that North County needs are quite different and emphasis would be purely buses with OTS being the nucleus operating as NCTS.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

LOS ANGELES: SCAG, a semi governmental planning agency including Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial Counties has adopted a regional comprehensive transportation plan on the drawing board for 2 years calling for short and long range goals for solving the area's transit and environment problems including improvements in bus systems, existing and future highways, airports and expanded bicycle usage. The SCAG Executive Committee also voted to designate SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, ORANGE COUNTY TRANSIT DISTRICT, WEST VALLEY TRANSIT SERVICE AUTHORITY and the municipal operators in Los Angeles County (COMMUNITY MUNICIPAL PUBLIC TRANSIT OPERATORS) as recipients of any federal funds earmarked for specific transportation projects. The plan will now be sent to the state for inclusion in the statewide plan to be submitted to the Legislature.

DALY CITY TRANSIT SYSTEMS, INC. (DCTS)

DALY CITY: DCTS is seeking a Passenger Stage Certificate to operate 6 urban routes in and around Daly City basically following the routes of NORTHGATE TRANSIT with a fleet of twenty buses including two TGH 2708s, one TGH 3101, ten TGH 3102s, five TDH 3612s, one TDH 4512 and one Coachette. The application is an outgrowth of troubles between the drivers on NGT and the firm. NGT held the PSC for the operation and the drivers owned their own buses and paid the corporation a fee for the use of the PSC and for the coordination of the runs and their liability coverages. The two parties became embroile in a dispute some months ago and NGT went out, obtained new buses and hired new drivers. Now the drivers have formed their own corporation and are operating over essentially the same routes (without PUC blessing). At first NGT did not operate all of its routes due to lack of buses and manpower, but now the corporation has enough drivers and buses to cover its system. A formal complaint by NGT against DCTS won a cease and desist order by the PUC against DCTS. (Ed. Note - In this day and age it is almost unbelieveable to think that anyone in private enterprise would fight over rights for urban transit operations with the ever growing trend to publicly owned and operated systems).

AIR CREW TRANSIT, INC. (ACTI)

1000 OAKS: ACTI has been granted an Interim Opinion and Order authorizing PSC operations for a period of 6 months with a public hearing to be held soon. The PSC covers from Oxnard to Los Angeles International Airport with stops in 1000 Oaks and Westlake (WT 1/75). The application was protested by GREYHOUND LINES WEST and EMPLOYEE SHUTTLE SERVICE, INC., but the PUC did not believe they were enough to warrant holding up the operations which have been operating for nearly one year under a TCP permit. ACT is owned by three commercial airline pilots and caters heavily towards the needs of pilots many of whom reside in the 1000 Oaks area. Hourly service is provided with 15 round trips per day using Dodge vans.

PALM SPRINGS SUNLINER (PSS)

PALM SPRINGS: Last Labor Day PSS inaugurated a new line between Desert Hot Springs and the Palm Springs Airport running on a two hour headway 9AM-7PM Monday-Saturday charging a quarter fare. The circuitous routing in Desert Hot Springs is such that no one is more than 2 blocks from the bus, thence via Palm Drive and Dillon Road through North Palm Springs, Indian Ave., downtown, Palm Springs Mall and the Airport returning via Indian Ave. and Pierson Blvd.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT directors have warned that Marin County local bus service would be cut back this summer, perhaps drastically, if the county thru MARIN COUNTY TRANSIT DISTRICT did not pay its share of the cost which the 1975-76 budget shows to be $1.2 million. The books also show Marin will be about $400,000 short for the present level of transit. When MCTD was formed it was given power to levy 5 cents on the property tax for planning but not operation as GGT operates the buses for the county. In March voters turned down a proposal to raise the tax to 25 cents to help meet costs and this action apparently led GGT to its decision.

CITY OF SALINAS (COS)

SALINAS: The City Council has voted to advertise for bids for 4 new 45 passenger, six cylinder, diesel, non airconditioned motor coaches as the first step in apparent public ownership of transit. Presently SALINAS CITY LINES, a subsidiary of BAY RAPID TRANSIT CO., provides bus service over 2 local lines using a fleet of TDH4509s, TDH4517s and TDH4801s under contract with the city.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: As its part of the "Grid" system GMBL increased service on its Line 2-WESTERN-VERMONT LOCAL which operates as a two direction loop from Gardena and Vermont via Gardena, Normandie, 166th, Western, Imperial and Vermont to Gardena. Previously Line 2, weekdays after 341 PM and all day Saturday/Sunday did not operate on Vermont from 120th to Gardena, that area being served by GMBL Line 1-LOS ANGELES-GARDENA, but with the new schedules 20 minute headways 600AM/1000PM on a daily basis is offered on the loop in both directions. GMBL recently renumbered its entire fleet as their new 2 way Motorola radio system required three digit link up numbers. Gaps in the new 700 series numbers cannot be explained:

New Nos.	Old Nos.	Serial Numbers	Seats	Year
733-737	51-55	T6H4523A/032-036	45	1972
738-744	59-65	T6H4523A/498-504	45	1973
745	42	TDH4517/709	45	1960
746	43	TDH4519/905	45	1965
747	44	TDH4519/1615	45	1967
748-749	45-46	TDH4519/1859-1860	45	1967
750-751	47-48	T6H4521/170-171	45	1969
754-755	56-57	T6H4523A/037-038	45	1972
756-757	49-50	T6H4521A/653-654	45	1971
758	58	T6H4523A/039	45	1972
759	80	PD4106/743	41	1962
760	81	SDM4502/137	45	1967
763-764	20-21	TDH3301A/130-131	33	1971
765-766	-	0309/382-10024191, 10024246	20	1974

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: On February 28th Lines 17X-PARKMERCED EXPRESS and 30X-STOCKTON EXPRESS were rerouted in the downtown area - inbound 17s follow I-280 from Alemany Blvd to 6th, Bryant, 3rd and Market to 2nd returning via 2nd, Harrison, 7th, I-280 and regular route to Parkmerced. Northbound 30 will travel regular route to Bayshore Freeway, thence freeway, 7th, Bryant, 3rd, then regular route. Southbound will travel regular route to 4th, Harrison, 7th and Bayshore Fwy. March 10th saw the beginning of the BART/Muni transfer plan which allows a patron leaving a San Francisco BART station to purchase, for 25 cents, a two part ticket which allows two rides on Muni-one away from the station and the other back to a BART station for a period of up to 72 hours. The Senior Citizen nickel fare and $2.50 Monthly Pass have become permanent (they were on a six month trial) after approval by the city's Public Utilities Commission. The Diamond Heights leg of Line 37-CORBETT will soon be extended for a six month trial from Addison and Farnum via Farnum, Moffitt, Bemis and Addison to better serve area residents and an additional bus will be added to maintain existing headways.

FALCON CHARTER SERVICE (FCS)

SAN FRANCISCO: Additional midday service between Foster City and San Francisco, starting on February 18th, is now being provided. Three more northbound trips at 921AM, 322 PM and 411PM from Gull and Beach Park in Foster City make a total of 12 northbound weekday trips to San Francisco. Three new southbound trips from San Francisco to Foster City leave Polk and Golden Gate at 835AM, 215PM and 330PM.

THIRD CLASS MAIL IS NOT FORWARDED-ADVISE OF ANY CHANGES IN YOUR ADDRESS

TAHOE AREA REGIONAL TRANSIT (TART)

LAKE TAHOE: TART commenced operation on December 9, 1974 as a four month experimental transit project funded by Placer and Nevada Counties, North Lake Tahoe ski areas, North Lake Tahoe Chamber of Commerce and motels, condominiums, businesses and merchants in the North Lake Tahoe and Truckee areas. Five 170 series PD 4106s were chartered from LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. for the operation with four of these required to fill the daily schedules. A "TART" sign was affixed to the front and rear of the buses which carried their regular LTR lettering and the dark blue and silver paint scheme. Routing roughly resembled a triangle with Truckee at the apex and a left leg (west) on California Highway 89 to Tahoe City and a right leg (east) along California Highway 267 over Brockway Summit to Kings Beach then extending via Highway 28 to the Nevada line at Brockway on Lake Tahoe's North Shore. The base of the triangle runs along the Lakeshore (Highway 28) from Tahoe City to Stateline with an extension south from Tahoe City along Highway 89 (Tahoe's west shore) to Tahoma. Branches off the west leg ran to the Alpine Meadows and Squaw Valley ski areas, off the east leg to the Northstar ski area and from the Truckee apex to Tahoe-Donner ski area. Service was offered from 615AM to midnight over a diverse variety of route combinations as follows:

Route	Number of One Way Trip
Stateline-Truckee/Tahoe-Donner via 267 and Northstar	4
Stateline-Truckee via 267	1
Stateline-Northstar via 267	8
Stateline-Truckee via Tahoe City and Squaw Valley	2
Stateline-Truckee via Tahoe City, Alpine Meadows & Squaw Valley	1
Stateline-Truckee via Tahoe City, Squaw Valley & Tahoe-Donner	2
Stateline-Squaw Valley via Tahoe City	3
Stateline-Squaw Valley via Tahoe City and Alpine Meadows	5
Stateline-Alpine Meadows via Tahoe City	3
Tahoma-Truckee via Tahoe City, Alpine Meadows & Squaw Valley	1
Stateline-Tahoma via Tahoe City	2
Stateline-Sunnyside via Tahoe City	3
Tahoe City-Truckee via Alpine Meadows, Squaw Valley and Tahoe-Donner	1
Tahoe City-Truckee via 89	1
Sunnyside-Truckee via Tahoe City	1

The TART operation, which was costing some $1600 daily, continued thru February 10, 1975 when funding problems among the various sponsors brought about abandonment. Plans for a scaled down TART using 4 buses provided by sponsors and variously described in local press as a mix of school buses and vans were formulated and a fund raising campaign within the community raised $14000 by the date of the abandonment. The TART Mini Bus Program began on March 5, 1975 replacing the "Interim System" and service is offered daily on 3 lines-Brockway-Tahoe City, Tahoma-Tahoe City and Tahoe City-Alpine Meadows-Squaw Valley. First trips leave Brockway and Tahoma at 645AM, then 800AM and hourly to 600PM except no 400PM trip from Brockway. Leaving times from Tahoe City on both lines are on the half hour. The Squaw Valley line has 7 trips daily. Equipment spotted includes a GMC4000/Oneida bodied school bus painted brown with white trim lettered for Cal-Neva Lodge and an unmarked Ford school bus painted traditional yellow. 3 buses are required for normal service with a fourth needed for a second 330PM ski area schedule. This scaled down service has proven more responsive to local needs and efforts are under way to assure its continuance. The Placer County Board of Supervisors authorized $3500 for repairs to two 9 passenger limousine type buses the County owns and these will be added to the TART fleet with the hope of continuation of service into the summer and, depending on a federal fund grant application, permanently. SB 325 funds are now used to pay operators wages.

1975 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT SURVEY NOW AVAILABLE - ROSTER, SERVICE TABLE AND EQUIPMENT ASSIGNMENTS - $1 PER COPY.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: With the start of the first phase of the San Fernando Valley Grid lines on March 2 (WT 3/75) came some equipment shifts. 5700-5712 (F2D6V-401-1s) were given to Lines 156-BALBOA BLVD-WOODLEY AVE and 180-DE SOTO-VALLEY CIRCLE operating out of Division 8. At Division 15 7164-7177 are used on 168-PLUMMER-LASSEN STS and 169-SATICOY ST-SUNLAND along with 6000s while 161-BUENA VISTA ST has 4300s.

The first of the 7300-7399 series 47 seat Flxible coaches (7300 and 7304) arrived on March 11th with deliveries continuing. The buses feature the new "black window" paint scheme, 47 bucket seats, air conditioning, VS-2-8 Super V transmissions, metallic brown interiors with melamine upper side panels and wood grain lower sides, sealed windows, air assist push doors, backlighted car card racks, both hand and air activated brakes and water bumpers. The first of the buses entered service from Division 9 on March 25 and the 7300s will replace the 3200s (T8H5307As) which are being reassigned to Divisions 4/5 and 15 and the 73s will also be assigned to Division 11 for Line 58-LOS ANGELES-SANTA ANA.

Coach 9900, the 84 seat Neoplan double decker, was placed into revenue service April 7 on Line 402-LOS ANGELES-COVINA-POMONA. Monday/Friday it operates on ER 6, Saturday on ER 7 and rests on Sunday, all trips running between Eastland Shopping Center and Wilshire & Union. The bus has brown seats with those on the lower level on raised platforms and the first row on the upper level has seat belts, neutral hazy tone tinted side windows, wood grain lower side panels, brown floors, touch tone buzzer, four speed automatic transmission and the upper level front window has windshield wipers.

The last phase of the Southside Grid and the second phase of the San Fernando Valley Grid began on Sunday March 30th. The Southside received three more new lines and three line extensions - 359-120TH STREET beginning at Imperial and Western running via Western, 120th/119th, Mona, 120th and Willowbrook to 119th. 361-135TH STREET starts from 135th and Lemoli via 135th, Central, 134th, Parmelee, 137th and Central to 135th. 363-ROSECRANS AVENUE starts at Rosecrans and Bradfield in Compton via Rosecrans, Sepulveda, Grand to Richmond in El Segundo. Originally this line was to travel via Rosecrans and Highland to Manhattan Beach Blvd. in Manhattan Beach. All three lines operate out of Division 18 and first day equipment included - on 359 - 2171, 5062, 5072 and 6112; on 361 - 2169, 2170 and 5726 and on 363 - 5235, 5236, 5237, 5238, 5239, 5240 and 5242. Line 49-SOUTH FIGUEROA-SAN PEDRO STREET was extended on the Figueroa leg from Century Blvd. southward to Rosecrans Avenue terminating at 146th St and Denver Ave. All trips every day now operate from the southeast terminal at Manchester and San Pedro through to the new Rosecrans and Figueroa terminal. Previously Sunday service only operated along San Pedro between Florence and Manchester 800AM/300PM. Line 73-VAN NESS AVENUE-ARLINGTON AVENUE was extended southward from its El Segundo/Van Ness terminal to 146th via Van Ness and Line 351-NORMANDIE AVENUE was extended from its El Segundo/Normandie terminus to Normandie and Rosecrans Avenues.

The Valley Grid involved complete realignment of all Valley local lines with adjustments to those lines extending into Los Angeles. Lines 88-SAN DIEGO FREEWAY FLYER, 121-SAN FERNANDO VALLEY-ROSCOE BLVD-LOS ANGELES FREEWAY FLYER, 144-SAN FERNANDO VALLEY-WILSHIRE-LOS ANGELES FLYER, 724-BURBANK-LOS ANGELES PARK/RIDE, 793-STUDIO CITY-LOS ANGELES PARK/RIDE and 721-VAN NUYS-LOS ANGELES PARK/RIDE all remained the same. Lines 24, 156, 161, 167, 168 and 169 were outlined in the March issue with complete details on the other Valley lines to appear next month.

Add 2269, 2381 and 6587 to those RTD buses now sporting the all white paint scheme.

SUGAR BOWL SKI AREA COURTESY BUS (SB)

NORDEN: This service, in its second season of operation, is provided free by the Sugar Bowl ski area at Norden, Calif (near Donner Summit) during the ski season (Thanksgiving to mid April) on weekends and holidays only. An ex Truckee-Tahoe Schools Ford B-600 with a 36 passenger Wayne body painted orange with white trim is used on the line that runs along old Highway 40 from the Soda Springs interchange with Interstate 80 to the point of winter closure at Donner Summit. Stops are made at Donner Summit Lodge, Beacon Hill Lodge, Soda Springs Hotel, Sugar Bowl Magic Carpet Tramway entrance and Donner Ski Ranch, as well as at numerous ski club lodges and flag stops along the way. Servic is offered from about 800 to 1000AM and 330 to 530PM on approximately half hourly headways.

NORTHSTAR-AT-TAHOE

This self contained all year resort community, located off California Highway 267 midway between Truckee and Kings Beach (7 miles each way) has its own internal shuttle bus service connecting the various condominium and private residence centers with the ski area at Northstar Village. Equipment includes 1973 16 passenger Mercedes Benz 0309Ds 1 and 2 and 1974 0309D #3. All units are diesel and air conditioned, but 1 and 2 have upholstered leather seats and manual transmissions while 3 has wooden seats and semi automatic (clutchless) transmission. All have ski racks affixed along the street side of the body. There are two routes-NORTHSTAR DRIVE and BIG SPRINGS DRIVE, each offering 30 minute service on weekends and weekday holiday periods from 7AM to 6PM and hourly service during non-holiday weekdays. Additional service is offered at all times during morning and late afternoon "peak" periods to serve the skiers. Weekend and holiday period schedules utilize all 3 buses during peak periods and 2 midday. Non holiday weekdays see 2 or 3 coaches, depending upon demand, at peaks and 1 bus midday.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: Following a suit against SCCTD by 8 independent taxicab firms in the Santa Clara Valley charging illegal competition County Superior Court Judge Marshall S Hall ruled, on January 9th, that the county must either discontinue Dial-A-Ride or enter into active negotiations to buy out the competing cab operators. With a decision deadline of January 24th set by the court, the Transportation Commission, an advisory group consisted of appointed representatives of each of the cities in the District, voted 10 to 8 to recommend to the Board of Supervisors, who sit as the SCCTD Board, to terminate the novel but controversial DAR operation. However, the Supervisors ignored the recommendation and voted to keep DAR and begin action to purchase those taxi firms desiring to sell (at an estimated cost of $1 million). If all firms sell out the County would acquire 153 taxicabs which would be added to the 212 buses presently in the fleet This would enable cabs to be used on DAR and free many TC 31s, which are underutilized on DAR, for assignment to the arterial lines where patronage has steadily increased. Though originally 110 buses were assigned to arterial service and 90 to DAR, 18 were pulled off DAR for use on the "Temporary" shuttles replacing the abandoned portions of certain former San Jose and Palo Alto lines and others have gradually been diverted to bus pooling, subscription commuter service and other uses, such as replacements for break downs on the arterial lines. In actuality daily service requirements for the 18 DAR zones range from 39 to 52 buses. The Supervisors voted to divert 20 more buses to arterial service by purchasing a like number of vans due to arrive in May. Four specially equipped buses for transporting handicapped persons have been ordered from FMC Corp. of San Jose. These have a hydraulically operated ramp which enables those in wheelchairs to enter and leave by a wide center door. The nine TGH3102s and one TGH 3501, thought to be ready to be retired, are in active service. At this time only 66, a TD 4506 from PEERLESS STAGES, INC., is in storage.

SCCTD Continued

At the urging of the Palo Alto City Council, old Line 36-SAN ANTONIO ROAD was restored for its full length from S. P. Depot to Charleston Road (it had been operating as a "temporary" circular shuttle on its outer end loop) connecting with arterial Line 23 at Middlefield Road. Restored36 differs from the original in the Greenmeadow area and leaves out a stretch along Waverly from Oregon Expressway to Embarcadero Rd and runs hourly (instead of half hourly) using 1 bus (instead of 2). No service is provided on nights or Sundays (DAR may be used) and public timetables for revised Line 36 have yet to be issued. Citizens groups are also clamoring for full restoration of old San Jose lines 2, 3, 5 and 7 and Palo Alto 31 ("temporary" shuttles now serve only the abandoned segments of 2, 3, 5 and 7 on a non scheduled basis). A Sunnyvale Citizens Task Force has also recommended that DAR buses assigned to the two Sunnyvale zones (#14-Rancho Ynigo and 15-Rancho Borregas) be diverted to fixed, scheduled loop lines to connect the residential areas with downtown and feed the arterials and also that the portion of abandoned interim Line 42 connecting Sunnyvale and Mountain View be restored. In the first arterial line schedule change the December 21st changes timetables for Lines 21-MENLO PARK-ALUM ROCK and 22-MENLO PARK-HILLVIEW weekday services were adjusted to allow increased running time during the day (increased from 90 minutes one way to 1 100 and from 102-107 to 108-110 at peak times). This meant adding one bus to each line for a total of 8 each (16 combined). Headways remain as before at 30 minute each and 15 minute on the combination. First trips start about 20 minutes earlier in the morning and evening service on each line now drops to hourly at 800PM instead of 630PM. With these changes four 1700 series TDH 4507s were transfered from San Jose to the North County yard to replace four TC 31s which have been unable to handle the loads generated on the lines since the December 21st changes.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: The FMC Corp. of San Jose was the only bidder on 14 medium size buses for use in the downtown area - a total of $840,000. Eight of the buses will seat 25 with the remainder equipped to handle the elderly and handicapped and accommodating 16 riders. HOUTRAN is expected to post a $4 million deficit this year primarily due to increased labor costs (operators will receive $1 an hour over the life of a new 2 year contract) and a new program allowing persons over 65 to ride for a quarter (normal fare is 45¢ with zone fares up to 70¢) upon presentation of a special discount card.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: The Dallas Transit Board has approved a plan to allow free rides within the downtown area to promote DTS ridership and reduce the number of cars in the area. Starting May 19 and running through November 26 the fare free service will replace the present 15 cent charge now assessed downtown riders.

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EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Phoenix Transit System	4741-4755	Flxible	53096-8-1/59624-59638	
CITRAN (Fort Worth)	301-320	Flxible	53102-8-1/59653-59672	
SCRTD (Los Angeles)	7300-7399	Flxible	53102-8-1/59673-59772	47 fwd seats
RTD (Denver)	601-683	AMG	10240-8/109-191	
San Mateo Transit	201-204	Twin	TC25B/25821-25824	
San Mateo Transit	101-107	GMC	T6H4523N/1246-1252	
Country Club Bus Lines(El Paso)	-	GMC	T6H4523N/1242	
Juneau Transit	-	GMC	T6H4523N/1243-1245	
City of Simi Valley	-	GMC	T6H4523A/1263-1265	
City of Colorado Springs	-	GMC	T6H4523A/1266-1279	
Dallas Transit System	651-700	GMC	T8H5307A/2463-2512	
RTD (Denver)	-	GMC	T8H5307A/2513-2522	
Omnitrans (San Bernardino)	20701-20720	M-B	0309D/-	
San Bernardino Transit	100-104	M-B	0309D/-	19 fwd seats
USED				
Norwalk Transit System	(351-352	GMC	TDH3501/188-189	Culver City 3501-3502
	(371-372	GMC	TDH3714/072-073	CC 3702,04
Great Western Stage Lines	1268,1287	GMC	PD4106/1268,1287	GL-E 6316, 6335
Texas Bus Lines	435-436	GMC	PD4107/222,226	TNM&O L663, L667
Melni Bus Service	4702, 705	GMC	PD4501/561,742	GL-W 9096, 9005
Monterey Peninsula Transit	112-114	GMC	TDH4517/600,601,605	MARTA 639, 640,644
West Valley Charter Lines	93-94	GMC	SDM5302/142-143	Cosmopolitan 93-94 (Correction)
DISPOSITIONS				
AC Transit	1848	GMC	TDH4507/1656	to unkn
Greyhound Lines-West	2616,23,28-32, 2634-36,39,41, 2643-44,46,48, 2649	MCI	(MC5/-	For Sale
	4478,9018, 9027,28,42,88,89	GMC	(PD4501/-	For Sale

AMG-AM General M-B-Mercedes Benz MCI-Motor Coach Industries Twin-Highway Products

TRI MET (PORTLAND)

8 Baltimore buses are now on their way to TRI MET, sold by Baltimore's MASS TRANSIT ADMINISTRATION and all originally purchased by the former BALTIMORE & ANNAPOLIS RAILROAD CO. They include MTA 910, B&A 1401-SDM5301/220; MTA 913, B&A 1404-SDM5301/310; MTA 914, B&A 1405-SDM5301/311; MTA 915, B&A 1406-SDM5301/312; MTA 920, B&A 1411-SDM 5301/317; MTA 922, B&A 1602-SDM5302/454; MTA 923, B&A 1603-SDM5302/455 and MTA 925, B&A 1605-SDM5302/457.

SPORTRAN (Shreveport Transit) 1975 pocket calendars accompanying the March issue were provided by WTS Member Neil Bjornsen.