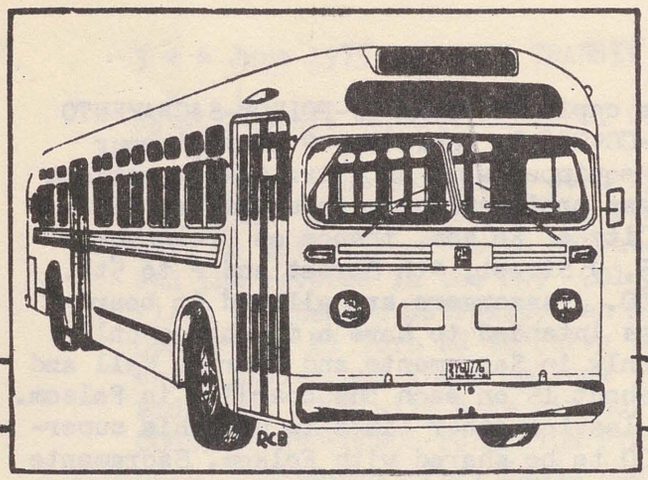


Western Transit

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SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: The world's largest scale experiment in Personalized Transit was dealt a death blow on May 5 when the Santa Clara County Board Of Supervisors, sitting as the SCCTD Directors, voted 4-1 to abruptly end Dial-A-Ride service in the North and Central County effective May 10th. This followed a similar 16-2 vote by the County Transportation Commission on April 30 and the recommendation of Bechtel Corporation after a six week, $44,000 study that DAR either be discontinued or that the number of buses in DAR use be increased from 75 to 210 in order to provide the level of response time and service necessary to make it fully effective. This decision means that DAR Service Zones 1-10 and 12-18 (there is no 11) will be abandoned leaving only 19-Rancho De Las Llagas serving Morgan Hill and Gilroy in the extreme South County with a total of 6 buses. Further, Superior Court Judge Marshall Hall's order for SCCTD to buy out all competing taxicab companies in the DAR service area need now only be applied to the taxi firms serving Morgan Hill and Gilroy. DAR Zone 19, because of its sparse population, was the only zone for which incoming DAR telephone calls were processed manually rather than by computer (the DAR Control Center features a large wall map of the area with magnetic markers to indicate deployment of the buses). In addition to forcing 189 employees associated with DAR, mostly Control Center employees, out of work the immediate impact of the change will be a temporary lack of bus service in the neighborhood pockets bounded by the Arterial Routes. It is planned to shift some of the DAR buses to boost service on the existing Arterials and provide additional subscription service "Commuter Specials", but there will be no immediate replacement for DAR. So far SCCTD has indicated former Palo Alto lines 31 and 36 and five abandoned San Jose local lines will be officially restored on July 14 (these have been operating without timetables for some time as "Shuttles"). Presumably additional Arterials will also be added at that time. No mention has been made as to how the 20 Dodge "maxivans", now being received by SCCTD, will be deployed since their intended use on DAR no longer exists. The Board has also voted to acquire 300 more buses over the next two years for expansion of the fixed route system and to seek Federal assistance for funding same. They also indicated they will attempt to find a way to provide personalized service for the handicapped. In the nearly six months since DAR began (November 24, 1974) ridership has climbed to 7000 per day (of a system total of 32,000), but cost per passenger has averaged $4.85 on a quarter fare as compared to 57 cents apiece on the Arterials Routes. Annual savings in dropping DAR is estimated to be $924,000 balanced against a one time cost of $765,000 to revise the system this year.

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: The SCAT Board has approved a 1975/76 fiscal year budget of $2 million, nearly twice as much as the current budget, which budget includes provisions for 12 new buses and refurbishing the present fleet. SCAT was recently named "the most improved public transit agency in the United States and Canada" among agencies that serve population areas between 100,000 and 250,000 by tha American Public Transit Association.

REGIONAL TRANSIT (RT)

SACRAMENTO: New service is the watchword in California's capitol. Line 37-FOLSOM-SACRAMENTO started May 5th using two specially equipped Flxible 111-CC-D06-1s operating 2 commuet hour round trips Monday thru Friday. 4919, 4920 and 4921 are equipped with an ultra veilet opticom strobe light activating road signals to allow buses to pass preferentially thru intersections. The route generally follows a U shaped pattern thru the City of Folsom, thence on Greenback Lane, thru Sunrise Mall, Greenback Lane, I-80, I-880, I-5, J Street, 9th Street and P to 5th. The "Opticom Zone" is on Greenback between Folsom and I-80. Passengers are allowed to board only in Folsom and Sunrise Mall although originally it was intended to have a discharge only rule in the AM at Sunrise Mall and Sacramento and board only in Sacramento and SunriSe Mall and discharge in Folsom in the PM. First day ridership was about 15 on each bus boarding in Folsom. There has been overloading at Sunrise Mall due to riders leaving other lines to use this superflyer service. One year service cost estimated at $37,000 to be shared with Folsom, Sacramento County and City of Sacramento. Lines 42-WOODLAND-DAVIS-SACRAMENTO, 43-DAVIS-SACRAMENTO EXPRESS, 44-SACRAMENTO-DAVIS-WOODLAND EXPRESS and 45-WOODLAND-SACRAMENTO EXPRESS started May 11th and directly replaces GREYHOUND LINES-WEST Sacramento-Davis-Woodland and Sacramento-Woodland service although GLW is still operating. Generally 42 operates a few trips from Woodland via California Highway 113 to Davis, then via U. C. Davis, East Davis, El Macero, West Capitol Avenue, 5th, J St and 9th to O, then extended service to City College via 9th, Broadway, Land Park and 13th Ave. to the college. Hourly Monday/Friday service is operated on 42, hourly Saturday and two hourly Sunday (2 buses M/F base, 2 Saturday and 1 Sunday). Line 43 is actually 42 from Davis (Anderson and Covell) bypassing West Capitol Avenue direct to downtown Sacramento, 44 is actually Line 42 from Woodland to Davis and 43 from Davis to Sacramento. Line 45 operates via Interstate 5 from Woodland to Sacramento with extended City College via 42s routing. Service on 43 is 2-3 round trips Monday/Friday only, 44 one trip weekdays and 45 two round trips Monday/Friday using 4 buses total. 4900s are used on base runs daily with PD 4104s used on 43 (1 bus) and 45 (1 bus). 3700 (SDM 4502/137) is used on 43 and an S6H4503A or high back TDH 4519 is used on 42 and 43 along with one 4500-4567 class TDH 4517,19,21 for a total of seven buses. AMTRAK connection service is also operated by two trips in each direction on Line 42 as part of the regular schedule. One years service will cost $210,000 shared by City of Sacramento, U. C. Davis, Davis, Woodland and Yolo County. Line 57-FOLSOM LOCAL was abandoned on May 4th due to light patronage and the fact that the City of Folsom wanted to use their SB 325 money for roads and service is now being operated by a city contracted taxi operator - no details yet available.

MID-PENINSULA DEVELOPEMENTS

Belmont and Foster City will soon join the fast growing list of mid-Peninsula communities providing public transportation to its citizens. Belmont, located between San Mateo on the north and San Carlos on the south and home of Marine World/Africa USA, has received five Mercedes Benz O309D small buses (as yet unnumbered or lettered) and was to begin service on May 27th as BELMONT URBAN SERVICE (BUS). Routes and schedules has not been finalized by mid May, but a rider survey had been completed and driver training was under way. Unlike other mid-Peninsula cities, Belmont is not subcontracting its operation but will "do its own thing" instead. The start of local service in Belmont will mark the completion of the final link in an unbroken chain of cities stretching from Burlingame to San Jose, Gilroy, in fact, with intracity public transit. At that time it will theoretically be possible to ride from San Jose to Burlingame on local systems (6 transfers involved), but GREYHOUND LINES-WEST, of course, provides thru service between these points. Foster City, located on the shores of San Francisco Bay east of south San Mateo and Belmont will soon start operation with a fleet of Twin Coach TC 25s. As of mid May the operating contract had not yet been awarded. (Ed. Note - Foster City is the site of SERVICAR OF NORTHERN CALIFORNIA's operations and maintenance base for the Bay Region and SCNC operates the systems in San Mateo, Redwood City and Menlo Park).

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The scheduled June 15th expansion program (WT 4/75) has been delayed until July 4th - in addition to the fixed routes previously outlined nine new Park/Ride lines will be established to be operated weekday rush hours only in one direction in the AM and the reverse in the PM. 201-SAN CLEMENTE-FULLERTON PARK/RIDE will begin at Grants Plaza via Camino Estrella, San Diego Fwy (off at Crown Valley to serve Crown Valley Center and El Toro Rd to serve Laguna Hills Mall)/Santa Ana Fwy (off at Myford Road to serve Irvine and State College to serve Cinedome Theatre), Magnolia and into Park-N-Ride lot. 201 will have six northbound AM and six PM southbound trips. 202-ORANGE COUNTY FAIRGROUNDS-FULLERTON PARK/RIDE will begin at the Fairgrounds via Fair, Newport Blvd-Newport Fwy, Santa Ana Fwy, 1st, Mabury, 4th, Santa Ana Fwy, Magnolia into PNR lot and have six northbound morning and five afternoon SB trips. 203-SAN CLEMENTE-LONG BEACH PARK/RIDE is the system's longest line (51 miles one way) and will start at Grants Plaza via Camino Estrella, San Diego Fwy (off at Crown Valley and El Toro), Culver, Main, Jamboree, Campus, MacArthur, San Diego Fwy (off at Euclid serving Fountain Valley industrial), Bolsa, Bolsa Chica, San Diego Fwy/Garden Grove Fwy, 7th, Coast Highway to Ximeno (Circle Drive In and connection with RTD Lines 55 & 755). Five AM NB and six PM SB trips will run, one in each rush hour to/from Laguna Hills. Operationally linked to 202 will be 204-FULLERTON-IRVINE INDUSTRIAL PARK/RIDE which will have five SB AM and 6 NB PM trips. From Fullerton Park-N-Ride via Orangethorpe, Magnolia, Santa Ana Fwy, Mabury, Palm, Lyon, 1st, Santa Ana Fwy, Newport Fwy, Dyer, Red Hill, Bristol, Campus, Jamboree, Bristol, Newport, Fair to Fairgrounds. 205-LONG BEACH-IRVINE INDUSTRIAL PARK/RIDE will be combined with 203 and offer 4 trips in both rush hours. From Long Beach 205 travels Coast Highway, 7th, Garden Grove Fwy, San Diego Fwy (off at Euclid to serve Fountain Valley industrial), Jamboree, Campus, Bristol, Red Hill to Dyer. 207-NEWPORT CENTER-NORTHEAST ANAHEIM INDUSTRIAL will offer 2 northbound AM and two southbound PM trips and will be interlined with 71 and 271. From Newport Center buses will travel Santa Rosa, San Joaquin Hills, Jamboree (Serving Philco-Ford), Bristol, Newport, Fair (serving Fairgrounds), Newport Fwy, Riverside Fwy, Tustin, La Palma, Kraemer, Miraloma, Miller, La Palma to Tustin. 209-SAN CLEMENTE-NORTHEAST ANAHEIM INDUSTRIAL will start at Grants Plaza via Camino Estrella, San Diego Fwy (off at Ortega Hwy to serve Mission Drive In, at Crown Valley and at El Toro, Santa Ana Fwy (off at Myford to serve Irvine), Newport Fwy, Riverside Fwy, Tustin, La Palma, Kraemer, Miller, La Palma to Tustin. 2 AM and 2 PM trips are planned. 271-CORONA-ANAHEIM HILLS-NEWPORT CENTER will have two branches, but all trips will run SB in the morning and NB in the afternoon. Regular 271s will begin in downtown Corona at 6th and Ramona via 6th, Main, Riverside Fwy, Tustin, La Palma, Kraemer, Miraloma, Miller, La Palma, Tustin to Lincoln to Newport Fwy, Dyer, Red Hill, Bristol, Campus, Jamboree, San Joaquin Hills, Santa Rosa to Newport Center. 271A will begin at Canyon High in Anaheim Hills via Imperial, Santa Ana Canyon, Lincoln, Tustin and regular route. 291-SAN CLEMENTE-SANTA ANA PARK/RIDE (one AM NB and one PM SB) will begin at Grants Plaza via Camino Estrella, San Diego (off at Ortega and Crown Valley), Santa Ana Fwy, Washington Placa, Grand, Santa Ana, Poinsettia, Washington, Broadway, Civic Center and Flower to 6th. This line will not handle local passengers in the City of Santa Ana. All Park/Ride lines will operate at a 50 cent cash fare and issue free transfers in the usual manner to all other lines. Arterial lines transfers will be valid on Park/Ride lines upon payment of an additional quarter. Line 140-ORANGE DIAL-A-RIDE began operating on June 2nd using a fleet of 17 new Transcoaches. Dial-A-Ride Management, Inc., a subsidiary of Community Enterprises, Inc. has been awarded a $518,815 contract to operate the system for 21 months. The DAR service comprises the City of Orange. The buses are painted in the standard OCTD colors, are one door, have 19 forward facing dark blue bucket seats, parcel racks, air conditioning and Diamond fare boxes. Coach numbers are 721-737.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Coaches 3215-3299 (T8H5307As) which were displaced from Division 9 (El Monte) by 7300-7384 (53102-8-1s) have been sent to Divisions 4/5 and 15. 3215-3250 are now stationed at 4/5 for use on Lines 8-WEST 54TH-NORTH MAIN, 27-VERNON-SANTA BARBARA-LA CIENEGA, 50-FLORENCE-SOTO and 54-MANCHESTER while 3251-3299 are based at Division 15 for 24-LOS ANGELES-SAN FERNANDO, 39-LOS ANGELES-GLENDALE-BURBANK and 56-LOS ANGELES-SUNLAND. The 3200s replaced 1000-1041 (T8H5307As) which were, in turn, transferred for use on a number of Park/Ride lines with 1000-1013 at Division 8 for 716-CANOGA PARK-LOS ANGELES PARK/RIDE and 721-VAN NUYS-LOS ANGELES PARK/RIDE and 1014-1041 at Division 12 for 755-SEAL BEACH-LONG BEACH-LOS ANGELES PARK/RIDE, 757-FULLERTON-LOS ANGELES PARK/RIDE and 758-LA MIRADA-LOS ANGELES PARK/RIDE. 1042-1048 remained at D15 for 24 and 724-BURBANK-LOS ANGELES PARK/RIDE. Some 2200s (TDH4512s) and 2300s (TDH4801s) which were used on the P/R lines are now in active storage awaitng the start of additional services.

Additional buses are now appearing in the all white scheme including 2243, 2244, 2266, 2271, 2272, 2277, 2278, 2279, 2280, 6594, 2239, 2240, 2241 and 2242. Coach 2028, a TDM 4515, has also appeared in a brand new chrome yellow and saddle tan, the first coach to be so splashed in about one year.

Work is presently underway on new interiors for the offices RTD will occupy in the Security Pacific National Bank Building located at 425 South Main Street in downtown The district will occupy several floors and operate a new computer facility, telephone inf rmation center and automated central dispatch center. Presently only the Schedule Department has moved from 1060 South Broadway.

RTD Directors have asked Los Angeles County Supervisors for a $38 million subsidy to maintain the flat 25 cent fare, purchase several hundred new buses and continue service expansion programs including the proposed Santa Monica Freeway Preferential Lane Treatment and a grid system for the San Gabriel Valley. So far county officials do not appear inclined to grant the entire amount asked for and several alternate plans are under consideration, the most popular to include a 35 cent basic fare with two 20 cent zones in the county with senior citizens and the handicapped paying half fares and 10 cent zones.

LOS ANGELES DIAL A RIDE

LOS ANGELES: Four Dial A Ride systems will be started this summer in Hollywood, Westlake, Beverly-Fairfax and Pacoima areas. The one year programs, to be administered by the Model Cities Agency, will be funded by the City Council and funds from the Older Americans Act of 1965. PARATRANSIT, LTD. based in Van Nuys, will serve Pacoima with 4 seven passenger Checker taxicabs. In Westlake and Hollywood EDUCATIONAL AND RECREATIONAL SERVICES, INC aka ASSOCIATED CHARTER BUS will provide 4 vehciles in each area seating from 16 to 24 and one vehicle in each area will be equipped with a wheelchair lift. Beverly-Fairfax will be served by YELLOW CAB COMPANY and tentative plans call for use of 5 regular size Chevrolet sedans starting July 1 in an area bounded by La Brea on the east, Venice and 18th Street on the south, Beverly Hills and the Los Angeles County line on the west and the Los Angeles County line on the north. Operation of the service would require passengers to call at least 2 hours in advance so that a car could be routed for pick up. Suggested one way fare is 50 cents per person. A proposal to implement Dial A Ride in the Echo Park area for senior citizens is currently under study by the city.

CITY OF COMMERCE MUNICIPAL BUS LINE (COCMBL)

COMMERCE: Continued expansion in the coming years has been approved by the City Council as formal approval has been given to use both state and federal funds to purchase two 45 passenger buses, one 49 passenger intercity bus with restroom, one invalid and Senior Citizen van, three bus stop shelters for Rosewood Park, Commerce Shopping Center and Senior Citizens Center, 20 bus benches, shortwave radios, a ½ ton pick up and additional funds to allow for bus yard expansion and upgrading. At present the system is operating at its fullest capacity (400,000 riders annually) and some days every vehicle is in service. After arrival of the new equipment, about one year away, the following proposals are being considered - cooperation with RTD in establishing a Park/Ride service for commuters employed in Commerce wherein workers would ride RTD, then COCMBL buses to various industrial locations. It would be RTD's first reverse Park/Ride facility with patrons riding to a central location other than downtown and a new "Purple" route which would run from the northwest sector of the city to Quigley Park and would connect all parks and serve as a connector route for all other lines and would offer increased service to southeast Commerce.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: LBPTCo is now installing their new bus stop signs which are white on blue with a Transbus configuration with the new "PTC" logo in the upper left corner. The signs are square with rounded corners and at stops shared with RTD the signs will be half gold and half blue with RTD sharing the cost. Applications for $1.3 million in federal funds for land acquisition, operating costs and fare reductions have been filed by LBPTCo. They have cleared both the City Council and Bureau of Franchises hearing phase required by law to determine social, economic and environmental aspects of the project and in the absence of any protests were cleared. Application 1 covers land acquisition in the downtown area for a transportation center in the area comprising two large parcels - land and buildings bounded by Pacific, 3rd, Solana Ct and Maple Way and bounded by Cedar, 3rd, Pacific and Maple Way. 32 persons, families and businesses are to be displaced and will be accorded rights as guaranteed by the Relocation Assistance and Real Property Acquisitions Policies Act of 1970. Total estimated cost of acquisition is $681,910 with federal funding of 80 per cent. Application 2 seeks $695,372 to offset operating costs of the firm from November 26 thru June 30. Since one half of the cost will be offset the other half will be financed by the company from SB325 revenue funds. Application 3 involves a total cost of $118,200 to be shared equally by LBPTCo and the federal government to finance fare reductions thru June 30. Fare reductions have already been effected by reducing the Queen Mary fare to 10¢ and removing age restrictions on student fare program.

INTRACITY MUNICIPAL BUS SYSTEMS - PART XVI

The Palm Springs City Council has awarded a $377,650 contract to FMC Corp. of San Jose for 7 luxury buses despite a lower bid of $216,263 by Transcoach. The city transportation staff advised that maintanance costs would be too high on Transcoach vehicles. A $364,000 bid was also received for electric buses, but was ruled out because of the need for air conditioning which would have taken buses out for long periods for recharging every 2 hours. The City of Downey will run 2 minibuses funded by the County Department of Senior Citizens Affairs beginning June 1 at a free fare for a six month trial with an option for eight more months. Service will be available for those 60 and over and can accommodate handicapped. Arcadia's new Dial-A-Ride is off to a flying start carrying 433 riders the first week and 549 the second. Half the riders were either over 50 and/or handicapped. Average response time was 16 minutes and no complaints were lodged with either the city or the cab company.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: MPT revised and expanded its network on April 12th to include 11 lines. Line 1-NEW MONTEREY is now thru routed with new 11-CASANOVA which serves Pearl Street, Oak Grove, U. S. Naval Postgraduate School, Casanova St, north side of Airport and Fairgrounds. 2-PACIFIC GROVE will run every 30 minutes and is operationally combined with new 3-LA MESA VILLAGE which serves Del Monte Center, Glenwood Circle, Navy housing area of La Mesa Village and the Courthouse and with 6-SEASIDE VIA FREMONT & KIMBALL AVENUE. 4-CARMEL RANCHO now runs hourly via Del Monte Center and Carpenter St. to Carmel, Carmel Mission, Carmel Center and the Carmel Pancho Shopping Center at the mouth of Carmel Valley. 5-CARMEL POINT is a combination of the former 3 and 5 providing hourly service to downtown Carmel and Carmel Point and will be combined in Monterey with 7-MARINA which will now operate through from Marina/Fort Ord into downtown Monterey via North-South Road, Seaside and Del Monte. 8-DEL REY OAKS now runs hourly instead of only five trips per day and is also operationally combined with 5. 9-SEASIDE VIA FREMONT-HILBY and 10-SEASIDE VIA FREMONT-ORD GROVE will both operate hourly between Monterey and Seaside (out via 9 and in via 10 and vice versa) providing half hourly service around the loop in Seaside.

CROWN LIMOSINE SERVICE (CLS)

GLENDALE: The Public Utilities Commission has granted CLS temporary authority to run between Glendale (Golden Key Motor Hotel) and Los Angeles International Airport six trips on weekdays, four on weekends, charging an $8 fare. The TA expires August 22 and a public hearing will be held at a time and place to be announced. AIRPORTRANSIT presently has authority to serve Glendale, but does not do so and although APT filed a protest to the application the PUC disallowed same and granted the authority.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: March 31st saw a number of operational changes including increasing from half hourly to 20 minutely weekday service on Lines 1-SAN ANDRES and 2-PUNTA GORDA. 3-OAK PARK-SAN ROQUE is now thru routed with 5. Sunday service provided over entire regular route with service to Old Mission replaced by Line 22 on April 20. 5-MESA-CITY COLLEGE runs 30 minutely Monday-Saturday and since April 20 Sunday service is hourly 1015AM to 515PM. 6-GOLETA-WINCHESTER CANYON operates every 20 minutes 545A to 625P weekdays, half hourly 620A to 555P Saturdays and every 90 minutes Sundays 1020A to 430P. New 6A-GOLETA-UCSB operates every 40 minutes 635PM to 955PM Monday-Thursday, 635P to 1035P with additional 1135P trip on Friday and every 90 minutes on Sunday 805A to 720P. Route is from downtown via Chapala, Valerio, State, Hollister, Fairview, UCSB, El Colegio (Isla Vista), Camino Pescadero, Cervantes to Embarcadero Del Mar. New 4-UCSB EXPRESS runs every 40 minutes 635A to 555P Monday-Friday and 40 minutely 930A to 450P Saturdays. Route is via Chapala, Valerio, State, U. S. 101, Ward Memorial Hwy, UCSB, El Colegio, Camino Pescadero, Cervantes, Embarcadero Del Mar to El Colegio (same loop in I. V. as Line 6). On Saturday operates via regular route to State, then Calle Real, General Hospital, Turnpike to 101. 7-MONTECITO-SUMMERLAND now uses 4523s in lieu of Mercedes and runs hourly 7AM to 6PM weekdays. There was no change on 8-CALLE REAL (hourly Mercedes service 645A/545P Mon/Fri). New Line 9-GOLETA INDUSTRIAL AREA operates Monday/Friday half hourly 655A/1255P and 140P/510P via Figueroa, DeLaVina, Carrillo, US 101, San Marcos Pass, Calle Real, Turnpike, US 101, Patterson, Calle Real, Encina Lane, Encina Road, Fairview, Hollister, Coromar to Cortona returning via Cortona, Hollister, Ward Memorial Hwy, US 101, Turnpike, Calle Real, San Marcos Hwy, US 101, Carrillo, Chapala to Transit Center. 20-I. V. CAMPUS LOOP was not changed while 21-WEST BEACH now has Sunday service hourly 1050AM to 650PM. 22-OLD MISSION has new Sunday service hourly 1050AM to 450PM combined with Line 5.

SMTD Continued

New Line 23-HIDDEN VALLEY began April 30th using Mercedes operating Monday thru Friday only every 40 minutes 740AM to 620PM between La Cumbre Plaza and Hidden Valley. From La Cumbra and Via Lucero via Via Lucero, Hope, Calle Real, Las Positas, Modoc, Kentia, Gillespie, Portsuello, Modoc, Calabria, Palmero, Torino, Valle Verde, U turn at Los Amigos, Valle Verde, Torino, Palermo, Portofino, Calle de los Amigos, Modoc, Vista Del Monte, Modoc, Kentia, Gillespie, Portesuello, Modoc, Las Positas, Calle Real, Hope, State and La Cumbre to Via Lucero. The new BIKE BUS (unnumbered line) is a Mercedes with a yellow bike trailer. It operates between the Transit Center and UCSB via "the regular route". Bus departs TC Monday/Friday 7, 8, 9, 10AM and 245, 345, 445P leaving UCSB thirty minutes later. On Sunday the line leaves TC 9, 10, 11AM and 330, 430, 530, 630PM leaving UCSB one half hour later.

GOLDEN GATE TRANSIT/SAN FRANCISCO MUNICIPAL RAILWAY (GGT/MUNI)

SAN FRANCISCO: A summer experiment in excursion bus service between San Francisco and Marin County, to be underwritten by the federal government, will connect scenic areas of the two counties on weekends and holidays. MUNI Line 32-EMBARCADERO will be extended from Aquatic Park across the Golden Gate Bridge and terminate at Fort Cronkhite on the Marin headlands. GGT Line 64 will run between Drakes Bay in Marin and Fleishacker Zoo in the southwest corner of San Francisco following the city's western edge. Trips will leave the Zoo at 1010AM, 1210PM, 210PM and 310PM with return trips from Point Reyes at 1255PM, 255PM, 455PM and 555PM. MUNI will operate from June 22 to October 27 at the regular 25 cent fare while GGT will cost $1 and run from May 24 to Septembr 1.

PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX LINE 88-CAPITOL-PLAZA EXPRESS began operation at noon on Monday May 12 with Phoenix Mayor Timothy Barrow, Arizona Governor Raul Castro and members of the Arizona Legislature and Phoenix City Council taking the first ride. Line 88 is a loop route with buses operating in both directions linking the State Capitol with city and county buildings and downtown. It runs regularly on weekdays between 1100AM and 200PM. From the main downtown loading zone on 1st the line operates south to Washington, west to 17th Avenue and the Capitol, south to Jefferson, east to 3rd Ave, north to Adams and East to 1st Street charging a dime fare. Phoenix voters, on April 29th, approved a $5.7 million bond issue for public transit by a vote of 32,876 to 24,451. The money is to be used to match $24.4 million in federal funds to buy new buses and extend and expand the city's transit system.

CITY OF TUCSON TRANSIT SYSTEM (TTS)

TUCSON: October 27, 1974 saw a cutback in night service to run the last trip about 900PM and in early 1975 further cuts were discussed by the City Council who finally decided to retain present service levels, but not institute planned increases. 12 new 40 foot AM Generals and 32 new 35 foot Flxibles are scheduled for delivery this summer and these will replace remaining TDH 4512s and leased equipment. In February a "Color The Bus" contest was held to pick new colors, a new emblem and a new name for the system. The winning colors feature a red front with yellow around the front window, a white roof, yellow around the side windows down to the belt rail which consists of a wide red and thin blue stripe. The unpainted aluminum remains and the wheels are white. The new name is "SUN TRAN" and the emblem is a sun with a bus front in the middle. So far buses 7328, 7319 and 7312 have been repainted (in that order) and the others owned by the city are due to be splashed by July 1st.

IF YOU MOVE SEND IN YOUR NEW ADDRESS AS THIRD CLASS MAIL IS NOT FORWARDED-DONT MISS WT

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Orange County Transit	(801-822	Flxible	53102-8-1/59821-42	Correction
	(901-922	Flxible	53102-8-1/59799-820	
Orange Belt Stages	162,164	GMC	P8M4905A/878-879	47, FR
Aztec Bus Lines	762	GMC	P8M4905A/1052	
San Carlos Muni Transit	201-204	Twin	TC25/25839-25842	
Norwalk Transit System	210-212	Fleetwood	FL-TB1/1013,-,-	20 seaters
Menlo Park Carriage Auth	437	Minibus	MBS9029/-	
SCRTD	9900-9901	Neoplan	N155/10392210-11	84 seat double decker
USED				
Norwalk Transit System	370	GMC	TDH3714/071	CCMBL 3701
Falcon Charter Service	48	GMC	PD4106/1065	SDTC 1001
Franciscan Lines	426	GMC	TDH4507/1656	AC 1848
San Mateo Transit	(702,708,728	GMC	TDH4507/1457,1475,1463	AC 1702, 1708, 1728
Menlo Park Carriage Auth	(711,744*,	GMC	TDH4507/1445,1460*,	AC 1711,1744*
	(746,761		1450,1520	1746,1761
Aztec Bus Lines	(II 733	GMC	SDM4501/097	Hawaiian Scenic Tours 722
	(761	GMC	P8M4905A/783	Ex -
	(828-829	GMC	TDH4801/254,011	Town Tour 709, 712
DISPOSITIONS				
Tucson Transit System	(800-801	GMC	TDH3610/956-957	to pvt party
	(443,470	GMC	TDH4509/998,1675	"
	(2285,2287	GMC	TDH4509/2104,2106	"
	(2288,91,92	GMC	TDH4509/2252,55,56	"
So Calif Commuter Bus Serv	4701	GMC	PD4501/516	for sale
Greyhound Lines-West	(8302,8308	GMC	PD4501/-,-	for sale
	(9025,9066	GMC	PD4501/417,914	"
	(2521	MCI	MC5/5023	"

* - assumed number CCMBL-Culver City Municipal Bus Lines SDTC-San Diego Transit Corporation AC-Alameda-Contra Costa Transit District

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