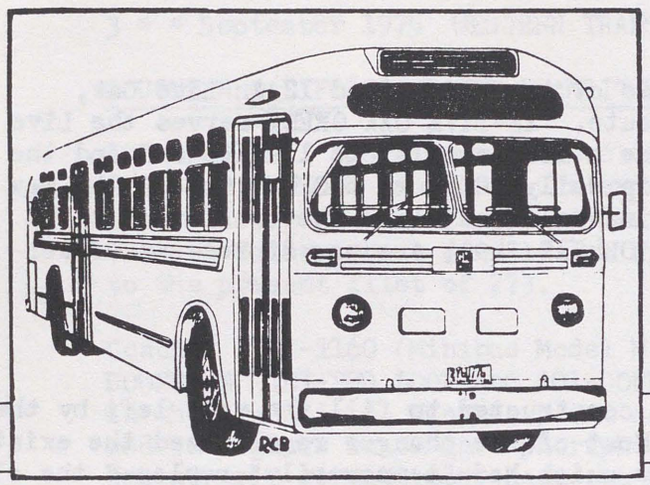


Western Transit

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: On the first of the year SCMTD issued a system wide schedule and route map booklet replacing individual cards which had been in use. The new format assigned line numbers to the various services although the numbers are not displayed on the buses. The lines are: 1-UNIVERSITY, 2-NATURAL BRIDGES-BEACH, 3-MISSION, 4-HARVEY WEST-COUNTY HOSPITAL, 5-DELAVEAGA, 6-SEABRIGHT, 7-KING STREET-CIRCLES, 8-CABRILLO-APTOS, 9-APTOS-LA SELVA BEACH, 10-WATSONVILLE-SANTA CRUZ, 11-CAPITOLA-SOQUEL RED ROUTE, 12-CAPITOLA-SOQUEL GREEN ROUTE, 13-AIRPORT-FREEDOM (Watsonville), 14-EAST LAKE-FREEDOM (Watsonville), 15-SAN LORENZO VALLEY and 16A & B-SEABRIGHT-BEACH (nights and weekends). Thru routings on weekdays 2/6, 3/5, 4/7; on weekends 1/16B, 3/16A; at night 1/16A & B. The inner terminus of Line 9 was changed from Aptos Village to Rancho Del Mar eliminating a short duplicate routing with 10. Service to Cabrillo College and Aptos, absorbed by creation of the Santa Cruz to Watsonville line, was restored as a separate line supplementing 10 and providing 30 minute weekday service from Santa Cruz to Rancho Del Mar. One bus runs hourly Monday/Friday 645A/645P and differs from the Watsonville line by exiting downtown Santa Cruz via Soquel Ave rather than Water. April 1st saw Line 14 extended on an easterly leg from Main and Riverside via Main to Pajaro ending at Salinas Road and Jonathan (service to Pajaro was last provided by the long abandoned WATSONVILLE TRANSIT SYSTEM Line 1). The June 1 timetables brought more changes including 2 new links and extensive reorganization of services on Santa Cruz' East Side (Seabright-Live Oak-Soquel-Capitola). These changes were: 1-UNIVERSITY - every third trip (hourly) 745A/545P on weekdays rerouted to UCSC via High St (Walnut, Chestnut, Mission and High Sts to Bay Dr) instead of regular route. A 615PM trip was added to Line 2 and thru routing changed to new Line 16-LAUREL ST-BEACH which operates hourly 745A/645P weekdays and serves the near slope of Mission Hill from Pacific & Soquel Aves. via Laurel St. to Felix and doubles back on Laurel to Washington, Pacific Ave. Extension to Beach St. and out the Municipal Wharf to a loop at its end. Returns to downtown via Beach Hill loop (same as inbound 2) and Pacific. A 645 PM trip was added to Line 6 and thru routing changed to new 6-SEABRIGHT-EAST CLIFF which runs hourly weekdays 715A/615P from downtown via Broadway to Seabright instead of via Soquel Ave. and extends its eastern end from 7th Ave and Murray on a large clockwise loop via 7th, Brommer St, 17th Ave, E Cliff and 7th to Murray replacing part of former 11/12 routing in the area. East side service was extensively changed by breaking the 11 and 12 lines into 5 separate lines all covverging at the large shopping complex at 41st Ave and Capitola Rd, now designated as the "Capitola Transit Center". The lines are 11-CAPITOLA RED, 11-LIVE OAK RED, 12-CAPITOLA GREEN, 12-LIVE OAK GREEN and 17-41ST AVENUE EXPRESS and, in addition to providing a faster connection between Santa Cruz and 41st/Capitola, they provide new service to Soquel, Live Oak and Capitola. Line 17 replaces the inner portions of 11 and 12 and operates from Pacific and Soquel via Soquel and Capitola Rd to 41st and runs express to 7th Avenue stopping only at Ocean St., Seabright Ave. and Frederick St. Half hourly service runs 645A/615P with trips leaving at 15 past the hour becoming 12-CAPITOLA GREEN and those at 45 past the hour going on to 11-CAPITOLA RED. 11 loops thru Capitola over a revised route which was extended to serve residential areas of east Capitola over 3 separate loops and returns to Santa Cruz on Line 17. 12-CAPITOLA GREEN loops thru Soquel and Capitola over a revised route and is linked to Line 17.

SCMTD Continued

11-LIVE OAK RED is a new loop line incorporating parts of the old 11 and 12 in Live Oak, Opal Cliffs and Pleasure Point areas via a complex route. 12-LIVE OAK GREEN serves the Live Oak District on two branches from 41st & Capitola, one a loop similar to 11-LIVE OAK and the other extending along 41st to Soquel Road. Service is daily 700AM to 600PM. One of the new 25 passenger Fleetwoods (WT 8/75) serves the 11/12 lines alternately. The two former SANTA CRUZ TRANSIT COMPANY buses; 817-TDH3612/001 and 818-TDH4512/2499; are now stored out of service.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: The long awaited "Arterial Route" changes constructed to fill the void left by the suspension of Dial A Ride took place on July 14th. Most of the changes regularized the existing "Shuttle" lines in Palo Alto and central San Jose which had "temporarily" replaced the old fixed routes not incorporated into the new Arterial system. Unfilled was SCCTD's promise to increase night and Sunday service. Lines 81-83 and 85-88 were formally established (actually weekday service to the new printed schedules and route designations was begun on these lines on June 30th, but weekend service supplanting the Shuttles did not begin until July 19. Other changes included extending western terminus of Line 20-MOUNTAIN VIEW-MILPITAS in Mountain View from El Camino Real and San Antonio Road along San Antonio to Mayfield Mall and also a slight detour into the small community of Alviso during off peak hours. 24-PALO ALTO-SAN JOSE was extended from South Palo Alto (California and El Camino Real) via El Camino, Palo Alto SP Depot and Palm Dr to Serra St (Stanford). 56-LOCKHEED-PRUNEYARD TOWERS was extended on its northern end to better serve the Moffett Park industrial complex. Alternate trips of 58-ALVISO-SARATOGA were rerouted from Lafayette St via Also, De La Cruz Blvd, Montague Expwy and North 1st instead of directly via Lafayette and Gol between North San Jose and Alviso. Sunday service on a half hourly headway was instituted over the entire length of 64-SANTA CLARA-ALMADEN VALLEY. Sunday service was also instituted on 66-BART/FREMONT-SANTA TERESA HOSPITAL between Milpitas and Santa Teresa on a hourly schedule. 70-MILPITAS-EDENVALE was rerouted off Capitol Expressway to better serve residential areas near Eastridge Shopping Center. 81-SANTA CLARA-EAST SAN JOSE replaces and joins together former McKee Road shuttle which had replaced former Line 16 and the Santa Clara shuttle which replaced the Kaiser Hospital and Cabrillo Ave. branches of former Line 1 and is routed via The Alameda and Santa Clara. Weekday base service of 30 (60 on Santa Clara branches) requires 4 buses while peak needs 6. Saturday 30/60 requires 3 and hourly Sunday Kaiser Hospital-East San Jose only needs two. 82-PRUNEYARD TOWERS-ROSEMARY GARDENS replaces Minnesota Ave. branch of former Line 2 from North 1st and Gish to Meridian and Hamilton with extension via Hamilton and Bascom Aves to Pruneyard Towers Shopping Center with 3 buses on weekday half hourly headway and 2 buses on weekend 50 minute headways. 83-SOUTH SAN JOSE-10TH & KEYES replaces the eastern end of former 3, inner portion of old 4, and the southwest portion of old 3 with its Foxworthy and Willowmont branches. 30 minute weekday service (hourly on branches) needs 4 buses with two on Sunday on 60/120 headways. 85-STEVENS CREEK-10TH & HEDDING replaces entire Valley Fair branch of old Line 5 and duplicates present 23 and 24 along West San Carlos and Stevens Creek to Valley Fair Shopping Center. Weekdays 15/30 minute peak needs 3 buses, 30 minute midday 2, Saturday half hourly needs 2 and hourly Sunday needs 1. 86-PALO ALTO DEPOT-SOUTH PALO ALTO replaces former 36 through midtown Palo Alto to Mayfield Mall and San Antonio Road using 2 buses weekdays and one Saturday. 87-SANTA CLARA 22ND & WILLIAM replaces entirely old Line 7 using 3 buses Monday/Friday on half hourly headway and 2 on 40 minute Saturday service. 88-PALO ALTO DEPOT-VETERANS HOSPITAL replaces old 31 entirely. The line had been partially restored as "Waverly Shuttle" (WT 7/75) and was extended west and south thru Stanford Industrial Park to Veterans Hospital June 30th. 30 minute service weekdays using 2 buses with a third coach added in peak to provide 15 minute headway Palo Alto to California Ave. SP Depot with hourly Saturday service using one bus. With the July 14th changes a new system wide route map was issued and the handy and novel "Time Guide" which had contained the schedules for all SCCTD lines in a single pocket book, was replaced by individual time cards.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD Directors have voted to implement the Mid Cities Plan (WT 3/75, 7/75) which will inaugurate an expanded route system in southeastern Los Angeles County using 50 buses. Transit service will also be increased throughout the San Gabriel Valley about January 1st with a new system of 40 lines and 45 buses being to the present fllet of 273.

Coaches 1121-1160 (Minibus Model MBS 3034) were placed into service on Line 200-DOWNTOWN MINI-BUS LOOP and 201-CONVENTION CENTER PARK/RIDE during July. The buses, in the traditional Minibus paint scheme including striped roof, have 20 yellow and red fibreglass seats in a pheripheral fashion, wood paneling interiors, two doors, are non air conditioned, have one piece electric headsign, one piece front windshield and two piece rear window.

Service changes were effected in the Riverside area on July 14th. Line 148-RIVERSIDE PLAZA-ARLANZA-HOME GARDENS was instituted replacing Line 149 in part and providing more service in the Tyler Mall area. 148 starts at the Plaza via Central, Streeter, Arlington, Adams, Colorado, Jackson, Cypress (with Rohr shift times trips via Arlington), Tyler (into Tyler Mall), Magnolia, Buchanan, Indiana, Lincoln and Magnolia to Buchanan. Line 149-MARCH AFB-SUNNYMEAD-RIVERSIDE-TYLER MALL was changed in Riverside and rerouted to serve Sunnymead. From Tyler Mall buses travel Magnolia, Van Buren, California, Arlington, Brockton, Magnolia, Central, Riverside Fwy, Arlington, Victoria, 14th, Park, Cridge, Olivewood, 14th, Lemon, 7th, Market, University, Park, 14th, Pennsylvania, Kansas, University, West Campus Dr, UC Riverside roadways, Canyon Crest, Central, Box Springs Blvd, Santa Maria, Highway 395, Allesandro, Indian, Sunnymead, Heacock, Allesandro, Graham, Riverside, A Ave, Riverside, 4th, Kennedy, Eschscholtzia, Q St, Dekay, Baucom, Graber, Graham to Riverside in March AFB. Hourly service 600AM/700PM is operated on Line 148 Monday through Saturday.

Line 143-EASTERN AVENUE began Sunday August 17th as the first link in the East Los Angeles Grid which will begin, in earnest, later this year. Line 143 begins in El Sereno at Huntington and Eastern via Eastern, Valley, Marianna, Eastern, University, Campus, Circle, thru Busway Station, Circle, Campus, University, Eastern, Union Pacific, Marianna, Triggs, Eastern to Union Pacific in City of Commerce. 3 buses on a 30 minute headway 600AM/1000PM operate daily out of Division 10. First day buses were 6183 on BR 1, 6116 on BR 2 and 6177 on BR 3.

The new "Black Window" effect paint scheme is now being applied to "Pairys" as they come due for repainting - 2323, 2337, 2320 and 2502 have been repainted in that order. 2502, a TDH 3714, was formerly painted in the Minibus scheme complete with stripped roof and titled "Midi Bus" and operated on Line 201. The Kansas City TDH 5105s now going thru South Park shops will be numbered 6600-6644 in serial number order and will be painted in the black window effect.

On August 1st RTD lines operating within Orange County began charging a flat fare of 25 cents for rides totally within that county. Transfer privileges to and from OCTD continue unchanged except that RTD Lines 55 and 755 and OCTD Lines 203 and 205 will no longer issue or honor transfers, each line collecting its own cash fare. Fare on Line 757-FULLERTON-LOS ANGELES PARK/RIDE is now 75 cents (25¢ for Orange and 50¢ for Los Angeles Counties). Orange County is now RTD Fare Zone 3. At the same time that portion of Line 60 between Holt & Mills and Mulberry & Riverside Road is no longer considered part of Riverside County for fare collection purposes. The fare for the area, designated Zones 4 and 5, is now 30 cents and this fare also applies from Upland west to Los Angeles County line. Also, the fare from La Cadena & Main (San Bernardino County line) to San Bernardino Station was reduced from 38 to 30 cents. Line 194-CHINO will now charge 55 cents for inter county ride Pomona to Chino.

ALLEN TRANSPORTATION COMPANY (A. B. Allen dba)

SACRAMENTO: ATC, which presently operates as a charter party carrier (TCP 41-A) has requested authority to operate a package tour service consisting of lodging, meals, sightseeing and transportation between points within California originating in Yolo, El Dorado, Placer, Amador, San Joaquin and Sacramento Counties to any other point in California. Rates of fare are not stated as they would depend upon the type of tour being operated. Equipment listed in the application includes three 1961 47 seat intercity Crowns, one PDA 4101, two PD 4903s, four PD 4905s, nine P8M4905As and one Chevrolet Sport Van 30 Beauville. Hearing dates have yet to be announced. A. B. Allen is owner of SUBURBAN TRANSIT LINES (which still holds a TCP), AMADOR STAGE LINES, INC. and is fifty per cent owner of AMERICAN PACIFIC STAGE COMPANY.

ROYAL STAGE LINE (Wilbur S. Flanigan dba)

ANAHEIM: RSL has petitioned the Public Utilities Commission for authority to operate in round trip service between the Anaheim area, on the one hand, and Magic Mountain, on the other hand. Picksups in the Anaheim area would be at approximately 22 different hotels and motels. Service would be operated seven days per week departing the first pick up point at 900AM and leaving Magic Mountain on the return trip at 700PM using one 51 seat suburban type coach (See Equipment Report) charging an adult fare of $6.00 and a child fare of $4.00.

MAMOTH LAKES CHAMBER OF COMMERCE

MAMMOTH LAKES: MLCOC has filed a complaint with the Public Utilities Commission against GREYHOUND LINES, INC. alleging, among other things, that GL refuses to serve the community of Mammoth Lakes, that GL discharges passengers at a remote point some three miles from the community of Mammoth Lakes, that no transportation is available between that point (junction California Highway 203 and Highway 395) and Mammoth Lakes, that the elevation is about 7000' and passengers are subject to bad weather and that at night passengers are discharged in the darkness. At this time two schedules each way each day are operated in the area as part of the RENO-BISHOP-MOJAVE-LOS ANGELES route. (Ed. Note - In the past it is a very rare case where the PUC will order a carrier to deviate from its regular certificated route to serve an off route point).

PLACER COUNTY MINI-BUS

On June 19th a new seven-day-a-week service along Douglas Boulevard between Granite Bay at Folsom Lake and downtown Roseville using a new Van leased for the purpose was inaugurated by the county for a thirteen week trial period. Funding for the project ($10,000) will come from the county's SB 325 funds plus the quarter fare to be collected. On weekends two buses, the new van and one of the small buses on the Roseville-Lincoln-Auburn area services, will be used along Douglas Boulevard to provide half hourly headways.

THE CONFLUENCE (William Royal, Ken Lewis, Dean Feerandini & Robert Kenyon dba)

VALLECITO: TC seeks a PSC to operate a daily service between Camp Nine and Melones, both points located on the Stanislaus River. Melones is where Highway 49 crosses the river and The Confluence is located at the concluence of Parrotts Ferry Road & Camp Nine Road. The service would provide the return trip for persons taking a raft trip down the Stanislaus River and the schedule would leave Camp Nine at 900AM and returning from Melones 400PM and Parrotts Ferry 500PM using one 44 passenger International bus, 1959 model charging a $4.00 round trip fare.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD Directors recently awarded a contract for fifty five 44 passenger air conditioned diesel motor coaches to The Flxible Company for its model 53102-8-1. Flxible bid $64,607 per unit for the coaches which will be similar to OCTD's existing 800 series. A M General bid $65,329 for its model 10240-1 while General Motors was high bid at $69,363 for model T8H5307A. Service to and from Corona began on Monday August 4th (two AM southbound trips and three PM northbound trips) as Coach 810 (53102-8-1) departed Corona High School at 615AM for Newport Center. A $1 one way fare is charged all passengers originating at or destined to Corona.

PENINSULA TRANSIT NOTES

SAN CARLOS MUNICIPAL TRANSIT has reduced Saturday service on the BRITTAN HEIGHTS and CARLMONT/YMCA lines from 30 minutely to hourly. One bus alternates leaving SP Depot for Carlmont on the hour and for Brittan on the half hour. SEQUOIA HOSPITAL continues half hourly with one bus. SAN MATEO TRANSIT has acquired a fourth AC TRANSIT 1700 series TDH 4507 which is presently unnumbered. MENLO PARK CARRIAGE AUTHORITY has finally painted a fleet number on the TDH 4507 which had previously operated unnumbered. It is 744, formerly AC TRANSIT 1744.

SAN BERNARDINO DIAL A RIDE

SAN BERNARDINO: Beginning August 13th the D A R service area was expanded to include more of north San Bernardino and spur service is now offered to the Social Security office. Service is now offered 700AM/700PM on weekdays and 900AM/400PM Sundays. Previously it was only operated Monday thru Friday. Under the expanded system six cars will be in operation and another will be added when daily rider totals reach and exceed 420. The city pays YELLOW CAB $5.25 per operating hour per vehicle and Yellow gets to keep all revenue from the 50 cent fare.

OAKDALE TAXI COMPANY (Harold Starkey dba)

OAKDALE: OTC is seeking a PSC to operate between points in Oakdale and surrounding areas up to $\frac{1}{4}$ mile on County roads. The service would be provided as a subsidized taxi operation - not unlike a dial-a-ride project. Senior citizens would pay a 50 cent fare with the City of Oakdale paying an additional $1 per passenger while the general public would pay $1 with the City picking up the fifty cent difference. Service to points beyond the $\frac{1}{4}$ mile limit would not be subsidized by the city. One 1970 Dodge taxicab is the only equipment owned by OTC. (Ed. Note)- The city, being under the minimum limit (population wise) is not eligible for UMTA funding of its operating costs and it is thought that federal revenue sharing funds might be used for funding).

REGIONAL TRANSIT (RT)

SACRAMENTO: The first "wave" of 103 new Flxible buses, 78 forty nine passenger and 25 forty one seaters, arrived in Sacramento in late August. 4150, 4151, 4153, 4155 and 4156 (all 45102-8-1s) were first and coach 4150 saw its first revenue trip on August 22nd on a charter trip with WTS Member Richard Mendes as operator. The coaches are being driven out from Ohio by RT operators and will be delivered over a period of about six weeks. The 4801-4834 series TDH 4801s, being leased from the American International Bus Exchange, are scheduled to be returned to AIBE upon the expiration of that lease and a number of other older models will be placed into storage.

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Greyhound Lines-West	2418-2428	TMC	MC8/-	43, FR
Orange County Transit	745-750	Transcoach	2221/-	19 psgr, AC
Southern California RTD	1121-1160	Minibus	MBS3034/1074-1113	20 psgr
Santa Clara County Transit	VP20-VP39	Plymouth	Voyager Vans	
Amador Stage Lines	719	GMC	P8M4905A/922	47, RR
USED				
Napa Transit Company	367	B&C	01SE/6231	CWL 14720
Royal Stage Line	unkn	Flxible	FD6V-401-7/35036	Roadrunner 714
American Charter Lines	106	GMC	PD4106/954	GLW 7724
Yosemite Transp System	72-77	GMC	PD4106/430,-,-, 1227,1231	LTR 97,-,-, 102,106
Aztec Bus Lines	(715	GMC	TDM4509/326	ESL 411
	(918-924	GMC	TDM5103/005-007, 011,020, 031,035	GLW 9404-06, GLW 9410,19, GLW 9430,34
	(II747	GMC	P8M4905A/331	APSC 904 with parts from Aztec I747
DISPOSITIONS				
SF Municipal Railway	(588,590,	Twin	44TTW/10,21,	scrapped
	(626,654		57,85	"
	(752,818	Marmon	TC48/10843,10944	"

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CLUB NEWS

MEETING DATES: September 14, 1975, October 12, 1975, November 9, 1975 - 700 PM

September Address - 128 North Catalina, #7, Los Angeles
October & November -936 South Genesee Avenue, Los Angeles

We will be meeting on South Genesee until further notice.

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