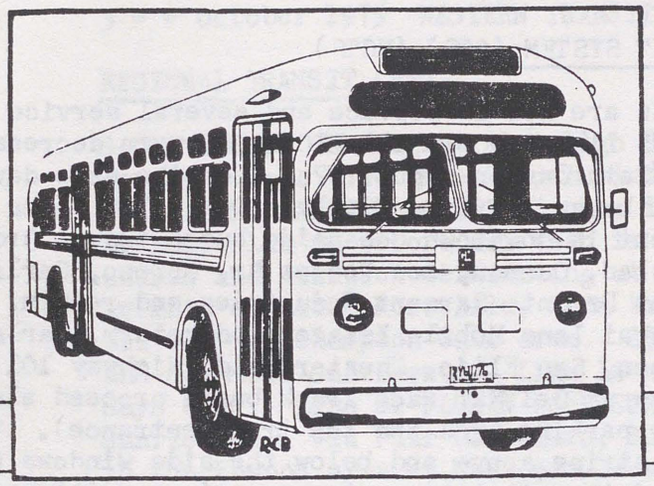


Western Transit

Monthly Publication of The Western Transit Society

Vol. 13 No. 10 October 1975

OMNITRANS (OT)

SAN BERNARDINO: The West Valley Transit Service Authority reports use of the system in the West End is steadily rising and fares are paying 1/6 of the operating costs. There were 24,020 passengers in May rising to 30,561 in July. It costs $25,000 per month to operate the West End system. 7551 passengers in July were senior citizens who ride for free after purchasing a lifetime pass and another 3364 were children under 10 who also ride free. A breakdown of July riders show 12,384 on ONTARIO-UPLAND line (2 buses), 7551 on MONTCLAIR line and CHINO-LOS SERRANOS, CHINO-MONTCLAIR and ALTA LOMA-CUCAMONGA each carried between 3200 and 3700 riders There are now 6 vehicles in operation in the West End with establishment of the CHINO-MONT-CLAIR line in June. This line begins at Montclair Plaza via Central, Francis, Monte Vista, Philadelphia, Farndon, Wakefield, Pipeline, Walnut, Cypress, Verdugo, Carrisa, Grant, Magnolia, Chino, Oak, Riverside, Benson, Park, 10th, Walnut returning via Central to Montclair. CHINO-LOS SERRANOS line was revised to begin in downtown Chino at Walnut and Central via Central, Merrill, Monte Vista, Los Serranos, Cecelia, Fairway, Yorba, Bird Farm, Country Club, Sierra Vista, Descano, Pipeline, Valle Vista, Glenwood, Oakwood, Rosewood, Pipeline, Chino, Yorba, Riverside, Monte Vista, Lincoln, Telephone and Walnut to Central. Both lines run hourly 615A-615P weekdays and 815A-515P Saturday and Sunday. A route deviation system is now practiced on the LOS SERRANOS line whereby on the 615AM and 315PM trips the bus deviates from the normal route to service the industrial area on Monte Vista between Shaefer and Edison. The much discussed demand-response system for Chino has been discarded on the premise it would be costly and is not suited for the city. On April 21st the ALTA LOMA-CUCAMONGA line was extended from Foothill Blvd and Carnelian St westward along Foothill, Grove, San Bernardino Rd, 13th, Arrow Highway and 11th to San Bernardino in Upland to connect with the ONTARIO-UPLAND line and Line 606 of SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT into Pomona, El Monte and Los Angeles. WVTSA has agreed to purchase four 1972 Plymouth Fury Suburban station wagons from YELLOW CAB which will operate the vehicles in a demand-response system in northeast Ontario and an area north of Foothill Boulevard in Upland. The cars will sport the OT logo and colors. WVTSA had to buy the vehicles from YC because state law requires that transit authorities cannot contract with private transportation companies unless the TA owns the equipment. In another matter WVTSA has approved a resolution which authorizes the submission of a claim for Article IV monies under Senate Bill 325, the Transportation Development Act. The claim will be prepared by San Bernardino County staff on behalf of WVTSA and with the assistance of its technical committee. The request for state funds will be held to the minimum necessary to provide a better chance of getting federal monies thru SB 386 which provides up to fifty per cent funding for a transit operation. The demand-responsive system will be the means of obtaining status as an operator (at present WVTSA is not an active operator as San Bernardino County is operating all West End service). WVTSA could receive $290,000 for the 1974-75 fiscal year, $566,000 for this fiscal year and $736,000 for fiscal 1976-77 which would provide enough money in the West End for the Dial A Ride network without jeopardizing the other fixed route operations.

3 * * Oct
REGION

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

OCEANSIDE: The first of 22 Fleetwood Model FL-TBLAs are now in service and several service improvements have been inaugurated. Headways on OTS Line 9-OCEANSIDE-ESCONDIDO were decreased from two hourly (1 bus) to hourly (2 buses) Monday/Saturday on August 22nd. On the same day NCTS' OCEANSIDE-SOLANA BEACH COASTAL CORRIDOR Line 1 began operation daily 730AM/630PM using two buses on an hourly headway. From 3rd and Tremont in downtown Oceanside buses travel 3rd, Hill St/Carlsbad Blvd, Grand, Roosevelt, Elm, Carlsbad, Cannon, Los Robles Dr, Cerezo, Carlsbad, Palomar Airport Rd, Avenida Encinitas, Stillman Dr into Sargent Industries and return, Ave. Encinitas, Carlsbad, La Costa Downs Rd to Lanakai Lane Mobile Estates and return, Carlsbad Blvd/A Street, Chesterfield, New Castle, Aberdeen, San Elijo, Chesterfield, Highway 101 to Via De La Valle in Solana Beach (during race days at Del Mar Race Track buses proceed along Via De La Valle and racetrack roadways into the bus parking area and the track entrance). The new Fleetwoods are painted all white with a yellow stripe above and below the side windows and a blue belt rail, have 19 forward facing blue padded transit type seats, are air conditioned, have marbled colored interiors, Keene K-25 fareboxes, power steering and V8 diesel engines. NCTS is not on the exact fare system and operators do make change. At present there are two NCTS local lines in Carlsbad, 20-PARK-TAMARACK-PLAZA EL CAMINO REAL and 21-CHESTNUT-HIGHLAND, both serviced by one Fleetwood on a 90 minute headway. Plans call for half hourly headways on Line 21 and both branches of 20 (downtown to southeast Carlsbad and downtown to Plaza El Camino Real on the northside), each using their own bus. Service in the San Dieguito area (Leucadia-Encinitas-Cardiff-By-The-Sea) presently consists of two lines, 60 LEUCADIA-MONTGOMERY and 61-SAXONY-SANTA FE using one bus. 60 serves primarily those areas west of Interstate 5 while 61 serves those on the east side. 60 leaves downtown Encinitas at 9A, 11A, 1P and 3P while 61 leaves there at 10A,12P, 2P and 4P. In addition to increasing service on each of these two lines a new line, 62-SOLANA BEACH LOCAL, is on the drawing board. Other NCTS services include Line 50-FALLBROOK LOCAL which using Mission Plaza in the south end of town as an anchor operates northward along Main Street into the northeast area, doubles back and serves the west side before returning to Mission Plaza in a large one way loop. A half hour headway 900AM/500PM is operated using one bus on a line presently totally separate from the rest of the NCTS system. Started last February 17th was the ESCONDIDO-WILD ANIMAL PARK-RAMONA line operating five round trips departing Escondido Greyhound Depot 815AM, 1000AM, 1145 AM, 130PM and 315PM departing Ramona High School 51 minutes for each return trip. This line runs principally along Juniper Street, Highway 78 serving Wild Animal Park, and Julian Road. NCTS has a flat quarter fare except for the Escondido to Ramona line which has a through fare of 50 cents with the line divided into two 25 cent zones with the Wild Animal Park as the zone boundary.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: The Gilroy-Morgan Hill area Dial A Ride continues as the last remant of the once county wide system now using Plymouth Voyager vans instead of TC 31s. The four recently acquired FMC "Handy Buses" (#534-537), especially equiped for handling wheelchair patrons may never be used as a result of Dial A Ride's demise. They do not lend themselves to deployment on the arterial routes and without DAR there is no effective way for them to provide door to door service to the handicapped. Consideration may be given to converting them to a standard seating arrangement and removing the wheelchair ramp and door and using them on the lighter arterial lines. The SCCTD Board has withdrawn a proposed tax override revenue raising measure from the November ballot which would have been used to acquire new buses for the system's Phase II expansion. Originally SCCTD applied for a federal grant to refurbish older coaches acquired from SAN JOSE CITY LINES, PEERLESS STAGES, INC. and the City of Palo Alto, but the government has indicated a willingness to rather replace them with new buses. The new buses will be 35 foot, 40-45 passenger models unlike the 134 TC 31s previosuly purchased. SCCTD is to acquire 127 acres on North 1st near Trimble Road to be developed at a future date as the District's main coach yard replacing the present facility on West San Carlos at Sunol which dates from trolley car days, first PENINSULAR RAILWAY and later SAN JOSE RAILROADS.

REGIONAL TRANSIT (RT)

SACRAMENTO: The August 31st Sign Up took effect with substantial changes in Roseville area service. The three local lines using Dodge Vans were replaced by extension of Line 10-SACRAMENTO-ROSEVILLE plus increased service on branches. 10 operates hourly to Roseville as before and then is extended over a modified routing of former 12 along Church and Atkinson terminating at the Placer County Fairgrounds. 11 also runs hourly into downtown Roseville, then branches to serve Roseville Square, Roseville Hospital and the Champion Oaks area. 13 is rush hour service only between Citurs Heights and downtown Sacramento. Line 10 operates hourly Saturday while 11 and 13 run weekdays only. Line 81-FLORIN ROAD-SUNRISE MALL-ROSEVILLE was extended to Roseville from Sunrise Mall via Fair Oaks Blvd, Sunrise Avenue and local Roseville roads terminating in the Enwood area at East and Shearer. Monday/Friday service is 30 minutely to Sunrise Mall, hourly to Enwood using 9 buses while Saturday service is hourly all the way into downtown Roseville with no weekend Enwood service. Last July 2nd Line 44-WOODLAND-DAVIS-SACRAMENTO FREEWAY FLYER was revised to operate to Davis only but via El Marceo, Childs Road, 1st-E Streets in Davis to relieve overloading on Lines 42 and 43 service being expanded to four trips and incorporating AMTRAK connection service daily via 43. PM return service on 45-WOODLAND-SACRAMENTO EXPRESS is now run. 4100s (45102-8-1s) are now being used on Lines 77-ARDEN FAIR-CAL EXPO and 78-SACRAMENTO-CAL EXPO and also on 71/72-FRANKLIN BLVD. The RT Board is considering fare increases (either raising the basic fare to 35 cents, institution of zone fares or differential fares (premium rates for either type of service or time of day)).

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Last May 5 Line 4-NORTH CLAIREMONT-LOMITA VILLAGE was extended on its southern end from Skyline and Meadowbrook via Meadowbrook, Brookhaven and Deep Dell to Paradise Valley Road. Line 15-CITY OF EL CAJON was extended from its downtown El Cajon terminal at 2nd and Madison via Madison and East Main to the El Cajon Valley Hospital on July 20th while Line 55-CORONADO SHUTTLE was extended (for the first-930A- and last-315P- trips of the day only) from the City Hall terminal via Silver Strand Blvd to Coronado Cays and Silver Strand State Beach Park. To enable the service to be handled by one bus headway was stretched from 60 to 70 minutely. September 14th changes included institution of night service (hourly to 10PM) on Lines 21-MIRA MESA SHUTTLE, 22-MIRA MESA SHUTTLE and 24-MIRAMAR NAS-SCRIPPS SHUTTLE, half hour night service to 930PM Monday thru Friday on 20-RANCHO BERNARDO EXPRESS. Line H was rerouted for a shorter trip time to/from Mission Village and a branch extended into the Kearney Mesa area partially replacing a rerouted Line J. 25-LINDA VISTA-KEARNEY MESA operates as the former H to Ulric and Linda Vista, then via Linda Vista, Genesee, Starling, Meadow Lark, Vista Hill, Health Center, Mesa College, Kearney Villa, Balboa, Ruffin and Clairemont Mesa to Kearney Villa. The line runs daily 6Am to 10PM half hour service south of Fashion Valley hourly north thereof. 25A-SERRA MESA-MISSION VILLAGE also operates on the same time schedule as 25 and on the same route as former H to Fashion Valley, then via Mission Center, Murray Ridge, Pinecrest, Alton, Glenhaven, Sandrock, Gramercy and Mission Village to Shawn. 27-PACIFIC BEACH-TIERRASANTA (former J) has been extended in the Tierrasanta area from Clairemont Mesa and Ruffin via CM, La Cuenta, Tierrasanta. Half hour weekday and Saturday and hourly Sunday schedules are run. Two new lines were started in the Poway area. 44-POWAY-RANCHO PENASQUITOS travels from Acton and Garden via Garden, Norwalk, Community and Poway Rd into Rancho Penasquitos connecting with Line 20. 45-RANCHO BERNARDO-PENASQUITOS goes from the Rancho Penasquitos terminal via Poway Road, Pomerado Rd and Pancho Bernardo Road to the Rancho Bernardo Town Center. Hourly service 530AM-745PM Monday through Saturday is operated, each line using one bus.

SAN DIEGO TRANSIT CORPORATION Continued

Another new line begun September 14th was 100-SOUTH BAY EXPRESS which begins downtown at Broadway and India via India, B Street, Kettner, E Street, Pacific Highway, Broadway, 16th, Interstate 5, 28th Street, Harbor Drive, 8th St, National Ave, Poosevelt (National City), Plaza Blvd, H Street, Broadway (Chula Vista), J Street, Interstate 5, Palm Ave, 17th, Thermal, Satellite Blvd, Saturn and 19th to Palm in Imperial Beach. 100 runs every half hour 530AM to 945PM weekdays only. A new SDTC system map has been issued which shows new services schedules to be implemented during November and next January (Action Plan 1974).

INTRA CITY MUNICIPAL BUS SYSTEMS - PART XVI

The City of Beaumont has inaugurated, on a three month trial basis, a minibus service to determine if there is enough interest in transit to have full time service. The Riverside County Road Department has begun a Dial-A-Ride system in the community of Rubidoux, a small community west of Riverside (August 18th). Running 13 hours a day beginning at 630 AM it operates within the community and will also take workers into Riverside. Service runs Monday thru Saturday, a quarter fare is charged and free transfers to RTD are available. The City of Redondo Beach has applied for federal funds thru UMTA to subsidize a Dial A Ride system using taxis. SCAG will need to approve the application before sending it to UMTA. Taxis were preferred because there would be no initial outlay for equipment and they would be cheaper to operate than small buses. Proposals envision service available 24 hours a day providing a door to door service for 50 cents a trip. Burbank has launched a free demand-response bus service for the elderly and incapacitated elderly over 60. Three small buses, leased from BROCK BUS LINES, will traverse the city on 24 hour notice for a four month experimental period. Buses operate from offices of RSVP on Olive and is provided under the auspices of Transportation and Escort Service.

CARMEL MOTORING COMPANY (Russell Vreeland and Nyles Williams dba)

CARMEL: The Public Utilities Commission has awarded CMC a certificate authorizing operation of three sightseeing tours - a Carmel city tour, a Carmel-17 Mile Drive Tour and a Carmel-Point Lobos tour (WT 7/75).

SOUTHERN CALIFORNIA COMMUTER BUS SERVICE VS GARLENE ZAPPITELLI

LOS ANGELES: The above listed case which resulted in a Public Utilities Commission decision outlining guidelines for operating private car pools will be reopened following receipt of a State Department of Transportation request for such action. DOT states it efforts to promote car pooling have been adversly affected by the ruling and that the decision laid down administrative guidelines without giving those affec ed an opportunity to be heard. The PUC has ordered a study of guidelines for car pools (including van pools) and will consider the results with the Zappitelli case. In a related action the California Legislature has approved a bill by Assemblyman Robert Burke (R-Huntington Beach) which would exempt car pools from PUC jurisdiction if certain criteria are met.

B & H TRANSPORTATION (Dwight Spurgeon dba)

FORT BRAGG: Mr. Spurgeon is seeking to transfer his PSC between Fort Bragg and Willi to Richard Goodridge, Ilse Goodridge, John Williams and Roni Williams for $500 with n operating equipment listed. (A Ford Econoline van was used at one time). This service is operated as return trips for passengers riding the "Skunk" train between Willits and Fort Bragg.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: The System Sign Up took place September 7th and included the end of Dial A Ride in Richmond, start up of seven new local lines in Concord under contract and the opening of a new Division in Newark. Current equipment assignment is as follows:

DIVISION 2 (Emeryville)

100-116	SDH 4501
175-176	SDM 4501
300-339	TDH 5304
500-538	TDH 5301
666-680	T6H 5305
700-701	TDH 4517*
759-799	TDH 4519
825-845	T6H 4523
900-911	T6H 5305
970-989	T6H 5307
180-234	Flxible 53102-6-0

BART Contract Lns D, M, P

1723, 38, 56, 86, 1793, 97, 1859, 1860, 68-TDH 4507
2112-2120TDH 4801

Concord Local Service Contract

1900, 04, 11-16, 1919, 20, 23, 24-TDH 4509

DIVISION 3 (Richmond)

117-124	SDH 4501
139-156	SDH 4501
178	SDM 4501
435-449	TDH 4516
604-624	TDH 5301
625 (V8)	TDH 5303
626-635	T6H 5305
912-918	T6H 5305
702-703	TDH 4517*
720-735	TDH 4517
815-824	T6H 4523
846-854	T6H 4523
1901,03,17,18,21, 1922	TDH 4509
912-918	T6H 5305
235-259	Flxible 53102-6-0

BART Contract Lns Q-PINOLE

1908-1910TDH 4509

DIVISION 4 (Seminary)

XMC-77	Kass Eagle
125-133	SDH 4501
135-138	SDH 4501
177,179	SDM 4501
340-364	TDH 5304
400-434	TDH 4516
539-557	TDH 5301
581-603	TDH 5301
636-665	T6H 5305
704-711	TDH 4517*
736-749	TDH 4517
750-758	TDH 4519
807-809	T6H 4521
810-814	T6H 4523
855-864	T6H 4523
919-929	T6H 5305
930-969	T6H 5307
2018, 23, 24, 31, 2032, 38, 42, 49,	TDH 5103
260-299	Flxible 53102-6-0

DIVISION 6 (Newark)

558-580	TDH 5301
712	TDH 4517*
800-804	TDH 4519
805-806	T6H 4521

BART Contract Line U

1802	TDH 4507
2100-2111	TDH 4801

Assigned To Rts 21&26 and 29 (Special Transit Service District #2)

1732, 50, 54, 62, 95, 1804, 23, 24, 29, 30, 1833, 34, 40, 56, 57, 1811%, 12%, 13%, 20%-TDH 4507

%-also equipped for BART Line U

* - Cut down TDH 4517s formerly used in Dial A Ride

Dial A Ride in Richmond ended September 5th having operated on a weekday 6AM-8PM basis since July 20. The DAR service was known as Division 5 and 18 operators were assigned at the end. All maintenance on the DAR buses was performed by Division 3 personnel. Division 6, located on Sycamore Street in Newark, opened with a roster of 63 buses. All Fremont/Newark service, known as Special Transit Service District 2, was switched from D4 to D6 along with BART Contravt Line U-DUBLIN-PLEASANTON-LIVERMORE and Lines R-F, S, 32, 86, 91A and 95. The new facility was not expected to be open until late September and initially D6 runs were operated from D4. G-ALBANY was transferred back to D3, having been operated by D2 since September 1967. The remainder of Transbay Line H-KENSINGTON (two runs) returned to D3, the rest of the line having returned to D3 in January 1973. Beginning August 1st passengers from Line Q-PINOLE were able to transfer from that BART Express line to local lines at BART/El Cerrito Del Norte where formally this required another fare. This same policy will be in effect in Concord whereby a passenger will be able to transfer from BART Express Lines M and P to Concord local lines.

AC TRANSIT Contined

All coaches used in BART contract services have radios installed and in Concord contract service only 1911 and 1914 have radios, all these radios having been removed from New Look coaches. The six remaining TDH 4509s and eight TDH 5103s do not have radios and are used in tripper service within the District's own service area. Starting September 8th seven new lines were inaugurated in the City of Concord area. Service operates weekdays from approximately 530 AM until 730 PM and on Saturdays from about 1100 AM until 500 PM. Lines include 301-CLAYTON ROAD, 302-COWELL ROAD, 303-CONCORD BLVD-BART/CONCORD-SUN VALLEY, 304-OLIVERA STREET, 305-WILLOW PASS-CIVIC CENTER, 306-MONUMENT BLVD-BART/CONCORD-SUN VALLEY, 307-OAK GROVE RD-TREAT BLVD and 307B-BART/PLEASANT HILL-TREAT BLVD. The City of Concord has set a quarter fare and Senior Citizens and handicapped will ride on a discount fare of 10 cents and children 5 thru 17 will be charged 15 cents. Student fare 18 years thru 21 years is 15 cents when presenting a valid student body card from Diablo Valley and Los Medanos Community College or AC Transit School Identification card. Transfers issued will be good for a limited stopover privilege and will be issued only to continue trip on Concord local lines. Transfers from BART trains and BART Express buses will be accepted on Concord local lines.

SOUTH SAN FRANCISCO TRANSIT (SSFT)

SOUTH SAN FRANCISCO: With a fleet of seven diesel powered 23 passenger Fleetwood buses SSFT began service August 25th over a system of four lines. Line 1 serves WESTBOROUGH, and BURL-BURI/WINSTON, 2 serves TANFORAN MALL, BRENTWOOD, DOWNTOWN and SUNSHINE GARDENS while 3 is BART/DALY CITY EXPRESS and 4-INDUSTRIAL PARK-AIRPORT. Weekday service is half hourly on 1, 2 and 4, hourly on 3 from 600AM until 700PM and half hourly service on Lines 1 and 2 only runs Saturday from 900AM thru 500 PM. SERVI CAR OF NORTHERN CALIFORNIA, INC. operates the system under contract for the city. The Exact Fare system is in effect (25¢ for adults, 10¢ for senior and handicapped and students) and transfers are free except to/from Line 3 (10¢ adults and 5¢ seniors, handicapped and students). Line 3 buses can only be used by passengers having a transfer from Lines 1 or 2 except that residents within walking distance to the transfer point may obtain a Resident Pass from the City Hall.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART Directors have approved an approximate 20 per cent increase in fares effective November 1st. Minimum fares for trips up to 6 miles will remain at the existing 30 cent level. For trips more than 25 miles the fare would be 97 cents plus 1 cent per mile compared to the present 92¢ plus 1c. The transbay surcharge will jump from 15 to 25 cents and a surcharge will also be levied for Daly City riders at 15 cents. However, short downtown rides in Oakland and San Francisco will be reduced from 30 to 25¢ to encourage local off peak use and rates for short rides in certain suburban areas will also decrease. The board also imposed a 50 cent daily parking charge at BART station parking lots but deferred the rate until next July 1st in hopes of finding state funds that would make the charge unnecessary. Effective last July 1st discount fares for senior citizens and handicapped began. Seniors over 65 may purchase a green ticket for 60 cents good for $6 worth of rides while handicapped may purchase a red ticket for $1.50 good for $6 worth of rides. Handicapped persons must carry a Bay Area Transit Discount Card while riding BART. These special discount cards are available only at local banks and are not sold at BART stations.

October WTS Meeting - October 12th
November WTS Meeting - November 9th
December WTS Meeting - December 14th
Meeting Place - 936 S Genesee, Los Angeles

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Both the San Fernando Valley and South Los Angeles Grid systems (WT 2/75, 3/75, 4/75, 5/75 and 7/75) have been successful in attracting additional bus patrons and in providing a higher level of transit service than in previous years, however, certain lines and most night service has been extremely costly to provide in relation to passengers carried and revenue generated. With the need to be fiscally conservative with county subsidy funds certain services were discontinued during the summer. On June 29 Line 106-INGLEWOOD-FIFTH AVENUE was dropped and on July 13 161-BUENA VISTA STREET, 358-79TH ST-NADEAU, 360-92ND STREET and 362-108TH STREET were discontinued. Studies are underway at this time with an eye toward curtailment of some evening service.

An additional commute hour subscription service, 513-CANOGA PARK-WILSHIRE SUBSCRIPTION FLYER, commenced operation on June 2nd. Operating out of Division 8 with one 1000 (T8H5307A) assigned, one trip is run inbound from the Valley in the morning and outbound from the Wilshire area in the afternoon each weekday. Beginning at Vanowen and Alabama the line makes one stop at Canoga Ave and Burbank Blvd enroute to the terminal on Wilshire between Masselin and Curson in the Miracle Mile.

Two new Park/Ride lines were started September 2nd. Following a number of hearings the Torrance City Council gave its approval to the use of the Torrance Drive In Theatre as a Park/Ride site and Line 725-TORRANCE DRIVE IN PARK/RIDE began with 4 trips each rush hour on weekdays using 1000s (T8H5307As) operated from Division 18. Buses operate from the theatre via Torrance Blvd, Prospect, 190th, Western, San Diego Fwy, Harbor Fwy, Pico (11th outbound), Flower/Hope and Temple to San Pedro. Line 764-POMONA PARK/RIDE also began with four trips each rush hour using 2200s (TDH4512s) from Division 9. From the downtown Pomona Heliport buses run via Monterey, Park, Commercial, Main, Monterey, Garey, San Bernardino Fwy, San Bernardino Fwy Express Busway, Arcadia, Spring, 1st, Hope/Flower and Wilshire to Western.

Coaches 6600-6644, TDH 5105s acquired in the early summer from KANSAS CITY AREA TRANSPORTATION AUTHORITY, have been reconditioned and repainted in the new black window effect and are now being placed into revenue service and assigned to Divisions 1, 6, 9 and 18 (actual line assignments not yet known).

A 25 cent premium was added to most Park/Ride lines one way fares on September 2nd, Pasadena Civic Center (Line 770) and San Gabriel Drive In (Line 53F) being the two exceptions. Under the new fare structure (75 cent cash fare) parking fees will be included in the amount charged for the ride. Parking charges have ranged from $2 to $6. Monthly passes were also increased to $27 with $18 remaining at the Pasadena and San Gabriel locations. The County Board of Supervisors which provides a $15 million annual subsidy to RTD ratified the premium fare as the additional revenues will help bring the costs of the Park/Ride subsidy into line with subsidies needed on other services.

Following a good deal of politics between the City of Los Angeles and the County over the location of a rapid transit starter line the RTD Board of Directors on September 16th adopted the southern portion of the line, from Union Station downtown to Long Beach, which will be the subject of preliminary engineering as soon as funds are allocated by the State Department of Transportation. The northern portion is still undecided as officials ponder routings through either Wilshire or Glendale/Burbank enroute to Canoga Park. Donald Burns, State Transportation Secretary, has summoned local officials to Sacramento to resolve the rapid transit starter line controversy.

IF YOU MOVE PLEASE SEND US YOUR NEW ADDRESS AS 3RD CLASS MAIL IS NOT FORWARDED

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Regional Transit	(4150-4174	Flxible	45102-8-1/60343-67	41 seaters
	(4922-4999	Flxible	53102-8-1/60265-60342	49 seaters
Amador Stage Lines	920	GMC	P8M4905A/923	47, RR
Roesch Lines	428	MCI	MC8/Unit 30944	Serial 11452
Greyhound Lines-West	(2429-2449	TMC	MC8/-	43, RR
	(7589-7599	MCI	MC8/-	43, RR
Continental Bus System	11586-11592	B&C	05SE/-	42, RR
Orange County Transit	721-751	Transcoach	2221/7030,35,34,32, 7028,37,33,36, 7031,38,40,42, 7041,39,44,46, 7043,45,29,47, 7048,52,49-51, 7053-58	19 seaters, A/C
USED				
Napa Transit Company	501	Elxible	FD6V-401-7/35003	Red & Tan 230
YMT Charter Service	4690,4758	GMC	PD4106/2180,2248	GLE 4690,4758
Abbey Charter	202	GMC	PD4106/3217	SVBL 284
Gray Line of Houston	808	GMC	PD4106/1103	GLofDC 808
Yosemite Transp System	78-79	GMC	PD4107/736-737	Mid Continent Coaches M144-5
Stardust Charters	unnumb	GMC	PD4501/645	GLW 9018
Cush Tours (SD)	unnumb	GMC	TDH4507/2739	AC 1866
Napa Transit Company	549-550	GMC	PD4903/231-232	
DISPOSITIONS				
Gem City Express	5647,5659	GMC	TDH3610/1174,317	to Inn of Tomorrow (Anaheim)
Community Chtr Bus System	2104	GMC	TDH5103/575	to pvt party
Roesch Lines	411,412	Crown	A-743-11/34122, 34033	for sale

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