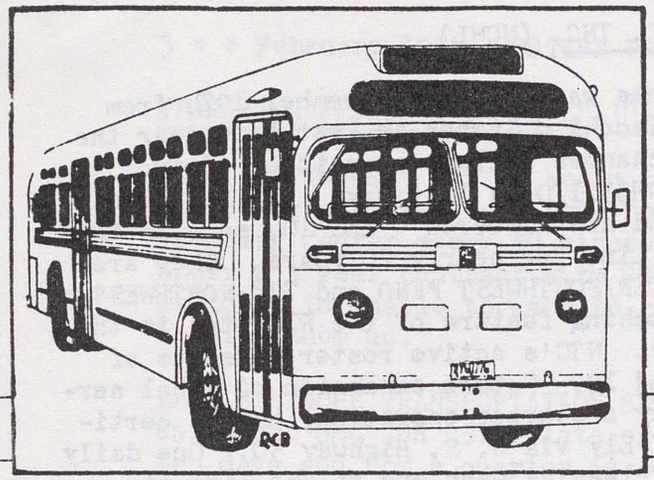


Western Transit

Monthly Publication of The Western Transit Society

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: The following is the assignment for the new 8000 series Flxible coaches (WT 12/75) which feature 45 reclining seats, air conditioning, toggle switch transmissions, back lighted car card racks, "air" operator's seat, sealed windows-only the front right and left rear open and Motorola radios are presently being installed: Division 2 will get 8000-8015, Division 3 8016-8018, Division 4 8019-8022 (no BART lines at this division will be used in Trans Bay service) and 8023-8035 to Division 6. Additional coach reassignments include 232-234 returned from D3 to D2 while 825-826 moved from D2 to D3 due to shortage of hill coaches at 3. The remaining 29 TDH 4507s have had radios removed and have been placed in dead storage having reached almost 29 years of service. The TDH 4801s which have been displaced from BART lines are now being used in Fremont/Newark and Concord/Pleasant Hill as follows: 2100-2115 to D6 for Lines 21-26 and 29 with 2116-2120 to D2 for Lines 301-307 in Concord. The five TDH 4509s (1908-1910, 1911 and 1914) are also assigned to Concord/Pleasant Hill and radios have also been installed in 1901, 1918 and 1922. Coaches 1900, 1904, 1912, 1913, 1915, 1916, 1919, 1920, 1923 and 1924 which had been used in this service since its beginning last September have been placed into reserve storage. Coach totals are D2-290 (277 New Look plus 13 4509s and 4801s); D3-151; D4-289 and D6-60 (44 New Look plus 16 4801s). The Christmas Coach was 501, a TDH 5301, which had a green front with the rest of the coach basically red and white. Two coaches, 858 and a 900 series T6H5307, have been painted red, white and blue in celebration of the Bi Centennial and were used December 5th through 8th on a special Line 12 service to Oakland Army Base for the Freedom Train. Bus service came to Pleasant Hill on December 8th with the institution of four local lines, two operating only during commute hours and two midday Monday thru Friday. Line 360 begins at BART/Pleasant Hill operating over a large one way loop via Contra Costa Blvd., Taylor Blvd., Pleasant Hill Rd. and Oak Park Blvd. while Line 361 will operate over a one way loop through central Pleasant Hill, both lines on 35 minute headways 530AM/730AM and 430PM/730PM. Midday service on the two other lines will run every 45 minutes - Line 362 is a one way loop thru the center of town plus serving Diablo Valley College while 363 is a north/south line principally along Contra Costa Blvd. connecting BART/Pleasant Hill with Diablo Valley College and serving Sun Valley Shopping Center connecting with Concord Lines 303, 306 and 307. Other changes occurring with the December 7th Division Sign Up include extension of Line E-1, four morning and four afternoon local trips, via Ashby, Tunnel Rd, Caldecott Lane to Parkwoods Apartments area; extension of Line 7 from Arlington Court to Moeser and Arlington for connection with Line 70; extension of Line 78 to serve the perimeter of Parchester Village; reinstatement of Line 81B middays in Washington Manor and extension of night service on several lines to BART stations for connections with new BART night service and institution of night service on a two hour headway on BART Express Lines D-WALNUT CREEK-DUBLIN, M-CONCORD-MARTINEZ, P-CONCORD-ANTIOCH and U-HAYWARD-LIVERMORE. New Division 6 in Newark was opened on November 24th and Line 29-NEWARK was rerouted via Sycamore Street providing service for employees to and from BART stations. Local bus service for the town of Moraga is scheduled to begin on April 5 with one commute hour service and one midday local route. Fares within Moraga will be 25 cents with an additional 25 cents for riders destined to either BART station in Orinda or Lafayette.

NEVADA TRANSIT COMPANY (NTC) and NEVADA CENTRAL MOTOR LINES, INC. (NCML)

EAST RENO: The operating headquarters for these sister lines was moved in November 1974 from their long time location at 1212½ East 4th Street to 2570 Tacchino Street in East Reno near the junction of Interstate 80 and East 4th. Recent equipment changes include acqusition of two second hand Flxettes in January and disposal of bus #15 (TGH3301/001) last May. The Flxettes are former Avis Rent A Car airport shuttles from Chicago and are numbered 9 and 10, same as the long gone 1946 White 782s which served the Reno-Sparks Bus Line for nearly 20 years. They are used on the less patronized lines 5/6-VILLAGE SHOPPING CENTER/SOUTHWEST RENO and 7/8-NORTHWEST RENO/STERLING VILLAGE and are two door models. One eye catching feature of the Flxettes is the prominent lettering "The Bus" painted below the rear window. NTC's active roster consists of TGH 3501 #11, Ex LBPTCo TDH 4517s #16-21 and Flxettes #9 and 10. Future expansion of local service in the greater Reno area is planned.. NCML is primarily a charter operation, but is certificated for passengers and package express between Reno and Ely via U. S. Highway 50. One daily trip is operated in each direction using Dodge Maxivans and leaving each end of the line at 800AM and arriving at the other at 400PM. Drivers trade directions in Austin to avoid overnight layovers away from home. In July a new Mercedes Benz 0309D was leased and evaluated on this run and by September was also being tried on the city lines replacing a Flxette. If successful, the bus will be purchased and modified to handle baggage by reducing seating capacity from 16 to 12. Color scheme of the NCML fleet is orange lower body and white upper (similar to NTC) except 94 and 95 which are in the old NCML two tone dark green and the Maxivans which have a dark blue factory paint job. In addition 100-102 and 200 sport a solid black "new look" band around the side windows.

N.C.M.L. ROSTER (7/12/75)

Fleet Nos	Builder	Year	Model/Serial	Remarks
0-82	GMC	1958	PD4104/3439,4239,4240	Ex CRML 1175, DCSP 8102, DCSP 8103
1-92	GMC	1958	PD4104/2818,3237	Ex GLW 8550, GLW 8665
4-95	GMC	1957,55	PD4104/2000,1545	Ex CWL 14116, ex -
00	GMC	1961	PD4106/508	Ex Shoreline (NJ)
01	GMC	1964	PD4106/2393	Ex Shoreline (NJ)
02	GMC	1965	PD4106/2985	Ex Shoreline (NJ)
00	GMC	1972	P8M4905A/140	
0-52	Dodge	1973	Maxivan/B37BE3X/114677,128393, 134552	13 seater
4	Dodge	1972	Maxivan/B37BE2U/534106	13 seater
?	Mercedes	1975	0309D/	A/C, auto. transmission

OUSTON TRANSIT SYSTEM (HOUTRAN)

USTON: Two SDH 5302s remain in Houston, fleet numbers 272 and 290, the others having been old to Victoria, B. C. (WT11/75), and are being used for charter work. Coach 265 was in a fire 1970 and sat in the Milby Street Yard for several months before it was evidently scrapped as s 465, an SDH 4502 in about 1967. Since the T8H5307As entered service in May only ten TDH 17s have been seen in service - 164, 169, 173, 176, 178, 181, 184, 187 and 211 thru 214 with e others out of service awaiting sale. Beginning December 1st two additional Mini-Bus routes re started, one added commute hour parking lot shuttle and one midday circulation service. The nes are now designated "Mini Bus A", "Mini Bus B", Mini Bus C" and "Mini Bus D". Two fixed ute lines have also been started, 19-CLAYTON HOMES operating between the downtown area and a w rent housing developement and 52-CROSSTIMBERS operating hourly weekdays 830AM-330PM between ars-North Shepard and Lockwood principally along Crosstimbers Road.

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JB NEWS

eting Notice: Meetings at 730 PM the Second Sunday of each month at 936 South Genesee Ave. in Los Angeles, California - - February 8, March 14, April 11, May 9, June 13

TRANSIT HAPPENINGS IN RIVERSIDE COUNTY

SUN CITY TRANSIT SYSTEM began operation December 29 using two Dodge Sportsman vans operating over two loop type routes (A and B) beginning and ending at the Sun City Shopping Center every 30 minutes 9AM/6PM Monday/Saturday. The buses are being run under a 1 year contract with SUN CITY AMBULANCE SERVICE. Fare is 25 cents and if a resident is unable to walk to closest bus stop they may call in and bus will deviate to pick them up.

LAKE ELSINORE TRANSPORTATION SYSTEM began a one way loop in that city December 26th using one GMC TDH 4512, late of Sacramento's REGIONAL TRANSIT, Rides were free for ten days and now a quarter is charged 645A/100P and 300P/600P with a 50 cent charge from 1 to 3. Seniors pay 25 cents at all times. The bus begins at 645AM at Graham & Main east on Mission Trail to Lakeview Hospital. It traverses Grand Ave going west about 30 minutes later going north on Riverside Drive to Lakeshore Drive and then east to the starting point. The last loop begins at 545PM except Thursday and Saturdays. Saturday the last trip is 415PM and no bus service is available on Thursday afternoons to allow for regular maintenance.

The city of Perris is discussing the possibility of breaking away from the WESTERN RIVERSIDE COUNTY TRANSIT AUTHORITY and providing local transit on its own buying 3 small buses to travel separate loop routings several times a day.

The Norco City Council voted to set up a Dial A Ride system which cound carry patrons into Corona and Tyler Mall in Riverside. The city will request federal funds to buy three surplus station wagon type vehicles and hire one full time and one part time employee. A modification was ordered for the original transit funds application to finance a more sophisticated system using a 19 passenger bus.

Coachella, along with Indio and Palm Desert, have approved a plan to contract with the city of Palm Springs for operation of local buses. Although the local route is primarily within the city Riverside County is working on a "backbone" bus system to connect communities from Coachella to Desert Hot Springs. The Coachella plan calls for 7AM to 7PM service except Sunday and the cities involved are applying for federal financing as an amendment to Palm Springs' UMTA application through which it is getting several buses. The buses carry 28 and are priced about $55,000. Each city is buying one bus plus a percentage interest in a fourth to be the spare for the system.

REGIONAL TRANSIT (RT)

SACRAMENTO: With the January 4th Sign Up a new express line, 7-MEADOWVIEW emerged. Operating two AM inbound and three PM outbound trips buses start at 24th & Meadowview via Meadowview, Alma Vista, Branwood, Golden Oak, South Land Park, 56th Ave, 13th St, Silver Lake, Lake Park, Gloria, 43rd Ave, I-5 stopping at Seamas Ave., Q St, 10th, G St and 9th to H. Line 33 was extended to Rosemont and Sacramento County Branch Center Monday/Saturday while 34 was extended to also serve Lincoln Village weekdays only. These changes caused discontinuance of Line 82-ROSEMONT-MATHER AFB. Night service was either reduced or discontinued on a number of lines.

NORTH COUNTY TRANSIT SYSTEM (NCTS)

OCEANSIDE: The North County Transit Development Board, just created, has $100,000 in the bank transferred there by CPO and the 5 cities represented on the Board have agreed to allot a share of their transportation funds for expansion of NCTS routes and facilities. The City of Oceanside will act as the depositing agent and funds will be in a separate account from OCEANSIDE TRANSPORTATION SYSTEM.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The East Los Angeles Grid System was inaugurated on January 25 with 3 new lines, rerouting 14 others and putting 25 additional buses into service. As with other Grids service will operate Monday/Saturday 6AM/7PM every 20 minutes and 7PM/10PM every 30 minutes with Sundays 8AM/6PM every 20 and 6PM/10PM every 30 minutes. Certain lines operate on even more frequent headways. Former Lines 140 and 141 were cancelled and replaced by portions of Lines 11, 16, 17, 26 and 143. Except for "new" Lines 14, 15 and 16 the other changes were reroutings and/or extensions. Lines 11-SAN GABRIEL-ATLANTIC-EAST LOS ANGELES and NEW-FREMONT-EAST LOS ANGELES were extended from Mednik and Brooklyn Aves. south via Mednik, Arizona and Telegraph to Atlantic. Line 16-CAL STATE L.A.-EAST LOS ANGELES is new and begins at the CSULA campus via Circle Dr, Campus Dr, Berridge, Gravios/Hellman, Fremont, Monterey Pass Rd, Mednik, Arizona and Telegraph to Atlantic. Monday/Saturday 6AM/7PM the 3 lines operate from their north and east terminals hourly to Monterey Pass and Fremont and are then combined to provide a coordinated 20 minute service to Telegraph Road. After 7 PM Monday/Saturday Line 16 operates every 30 minutes until midnight and on Sunday 16 runs every 20 minutes 8A/6P and half hourly until midnight. All 3 lines operate from Division 9 using 4000s and are operationally combined as 16-STATE UNIVERSITY-SAN GABRIEL-ARIZONA. First day buses were BR 1-4037, BR 2-6060, BR 3-4040 and BR 4-4035. Line 14-STATE ST-BOYLE AVE, which is operationally part of 87-EUCLID-EVERGREEN, is a new line and begins at Olympic and Boyle via Olympic, Soto, 8th, Boyle, Brooklyn, State, Marengo to General Hospital Busway Station and Outpatient Clinic. A revised 87 starts at the Busway Station via Marengo, Outpatient Clinic, Marengo, Soto, Wabash, Evergreen, 4th, Euclid and 8th to Lorena. This line has 4000s assigned and is based at Division 10. First day buses were Br 1-4006, Br 2-4016, Br 3-4018, Br 4-4000 and Br 5-4017. Operating out of Division 2 Line 15-ROWAN AVENUE is new operating on Grid headways with two buses. From Herbert and Whittier the line is routed Whittier, Powan, 3rd, Rowan, Hammel, Gage, Blanchard, Forest and Wabash to Evergreen. First day buses were 4206 on BR 1 and 4201 on BR 2. Line 30-BROOKLYN-GARFIELD AVES. is a revised version of former Line 63B. From downtown buses travel via Spring, Macy, Brooklyn/Riggin and Garfield to Huntington Dr in Alhambra. This line, out of D9, uses 6000s and runs on Grid headways. Its former routing on Atlantic was exchanged with 61-LONG BEACH-PASADENA's routing along Garfield between Riggin and Huntington. Line 61 short turn service has been extended southward from Garvey to Washington and Atlantic in Commerce. Former 63M-LOS ANGELES-EL MONTE VIA MARENGO & GARVEY is now simply 63. Line 26-WEST PICO-EAST 1ST-FLORAL DR operates as before between Pico-Pimpau and 1st-Rowan at which point it divides into the regular route via Powan, Hammel, Brannick and Floral to Atlantic (Atlantic Square) while the alternate route travels 1st to Atlantic (Atlantic Square). Middays, nights and weekends trips alternate, but during rush hours generally service consists of trips destined via 26 to Atlantic, 26 to Dozier and Rowan, 26A to Atlantic or a 2 to 1 ratio regular vs alternate route. Line 28-WHITTIER BLVD-WEST 3RD was extended eastward from Whittier and Brannick via Whittier to Garfield in Montebello. Line 47-EAST OLYMPIC-EAST 4TH was rerouted from Olympic and Ford via Olympic and Garfield to Concourse, its Whittier Blvd leg being taken over by the extension of 28. Line 32-WASHINGTON-INDIANA-GAGE was rerouted in 2 areas, headways improved to Grid status and nite/Sunday service extended westward from Olympic/Indiana to Olympic/Soto. Route changes include being rerouted via Soto and Olympic between Washington/Soto and Olympic/Grande Vista and via 1st and Gage between 1st/Indiana and Gage/Hammel. 55-L.A.-NEWPORT-BALBOA was routed back onto the Santa Ana Freeway between Atlantic and Soto, Line 72-L.A.-WHITTIER-FULLERTON had the restriction against handling local passengers west of Indiana Street lifted and 118-WHITTIER-EAST WASHINGTON BLVD. was rerouted between Washington/Grande Vista and Olympic/Soto via Washington and Soto and Saturday service instituted. Short turns also run between Olympic/Boyle and Washington/Garfield.

SCRTD Continued

Line 142-LORENA-CITY TERRACE-RAMONA GARDENS was extended from both its former terminals. Southbound from Brooklyn and Rowan buses travel Brooklyn and Lorena to Olympic and northbound from Hazard and City Terrace via City Terrace, Herbert, Fowler, Indiana, Lancaster, Murchison, Alcazar, Eastlake, Biggy, Zonal and State to Busway Station and Outpatient Clinic. Night service 10PM to midnight continues to run between 1st/Rowan and Hazard/City Terrace. Operation is still from Division 2 using 4300s. Line 143-EASTERN AVENUE was extended and rerouted. On the north end trips were extended westward on Huntington Dr from Eastern to Monterey Road and trips were rerouted from 3rd/Eastern to Olympic/Eastern via 3rd, Ford Blvd and Olympic.

January 18th saw both institution and deletion of night service. Daily night service 7P/10P was discontinued on the De Soto leg of 153-DE SOTO-WINNETKA, the Woodley leg of 156-BALBOA-WOODLEY, that portion of 169-SATICOY ST west of Hollywood-Burbank Airport and over the entire route of 165-VANOWEN STREET and 168-LASSEN STREET. Line 88-SAN DIEGO FREEWAY FLYER received considerably improved service. Daily night service (hourly 7 to 10 PM) was begun as was 30 minute headway 8A/6P between Van Nuys and Westwood Saturdays and brand new hourly Sunday service 730AM/1000PM.

Line 123-EL SEGUNDO BLVD. (LAX to South Gate) absorbed operation of 364-EL SEGUNDO BLVD (Grid supplemental) on January 18th. The route of line was altered to include two termini at the east end -- From Airport and Arbor Vitae via Airport, Century, Sepulveda, Mariposa, Douglas, Utah, Aviation, El Segundo, Hawthorne, 130th, Hawthorne, El Segundo, Compton, 120th where the line branches - to South Gate via Wilmington and Imperial to Century or to Alameda via Wilmington, El Segundo, Mona, 130th and Alameda to El Segundo. Most trips Monday/Saturday operate on a 40 minute headway west of El Segundo and Hawthorne, 20 minute Hawthorne to Wilmington and 40 on each branch. Night and Sunday service operates between Hawthorne and Alameda.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Effective with the System Shake Up on February 6th several changes took place. Line 1-COAST HIGHWAY was extended north from Seal Beach via PCH, Westminster, Studebaker, 7th, PCH to Ximeno while 30-ORANGETHORPE was extended southward from Almond & Glassell in Orange via Glassell, La Veta, Main, Civic Center, Poss, Santa Ana and Flower to 6th in Santa Ana. 42-LINCOLN was extended from Buena Park Center via Dale, Lincoln/Garson to Norwalk Blvd in Hawaiian Gardens. 47-ANAHEIM BLVD was also extended, from Orangefair Mall via Harbor, Fullerton College, Commonwealth, Brookhurst, Valencia and Magnolia to Park/Ride Lot at Orangethorpe. 75-EL TORO was rerouted in Santa Ana/Irvine via Grand, McFadden, Walnut, Franklin, Michelle, Myford, Walnut, Jeffery, Santa Ana Fwy and Sand Canyon to Trabuco, then into El Toro MCAS and as now. 91-MISSION VIEJO was rerouted deeper into Lake Forest and peak hour trips now serve Crown Valley Center to meet the Park/Ride lines. 132-ORANGE AVE was extended along Anaheim Blvd from Broadway to Ball Road while 204-FULLERTON-IRVINE PARK/RIDE was changed to better serve industrial traffic. 203-SAN CLEMENTE-LONG BEACH PARK/RIDE now serves Mission Drive In in San Juan Capistrano, serves Costa Mesa industrial at Harbor rather than Fountain Valley industrial at Euclid and was changed to run along Westminster Ave to serve Rockwell-Seal Beach, then as 1 into Long Beach. 260-LONG BEACH-SANTA ANA PARK/RIDE is new replacing 205-LONG BEACH-IRVINE INDUSTRIAL and operates AM eastbound, PM westbound via PCH, 7th, Garden Grove Fwy, Beach, Trask, Magnolia, GG Fwy, off to stop at Harbor, Bristol/La Veta, Main, Civic Center, Poss, Santa Ana and Flower to 6th. All day service was instituted weekdays on 71-TUSTIN, hourly Sunday service 9A/5P on 37-EUCLID and half hourly service locally in San Clemente weekdays and Saturdays and new hourly Sunday service were instituted on 85-SAN CLEMENTE-LAGUNA HILLS.

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Tucson Transit System	(unkn	Flxible	45096-6-1/60398-60424	
	(unkn	Flxible	45096-8-1/60425-60429	
Utah Transit Authority	3501-3515	Flxible	35096-6-1/61038-61052	
Tulsa Transit Authority	7546-7570	AMGeneral	9635-6/281-305	
County of Hilo	100-109	AMGeneral	9635-8/458-467	
Phoenix Transit System	(4756-4788	AMGeneral	9640A8/174-221	serials not in order
	(5101-5115			
Tucson Transit System	5501-5512	AMGeneral	9640-8/602-613	
South Coast Area Transit	4503-4504	GMC	T6H4523A/1671-72	
Anchorage Transit	unkn	GMC	T6H4523N/1722-25	
USED				
South San Francisco Transit	(486	Minibus	MBF2D/406	ServiCar 406
	(785	GMC	TDH4507/1525	AC Trnst 1785
San Mateo County Trnst District (for use in Belmont)	(unkn	GMC	TDH4517/046,597, 622-624	MARTA 607,636, 661,662,666
Calif-Nevada Golden Tours	unkn	GMC	SDH4502/016,018	HOUTRAN 461,3
Eastshore Lines	(451	GMC	SDH4502/026	HOUTRAN 456
	(334-336	GMC	P8M4905A/926-8	Amer Pac 919-921
	(			
Channel Islands Bus Sys	4101	GMC	PD4106/921	Ex-GL-W 9017
Stardust Charters	9	GMC	PD4501/251	ESL 415
Napa Transit Company	502	GMC	SDM5301/289	Domenico -
West Valley Chtr Lines	unnumb	Flxible	FD6V401-7-UL-AC/ 35036	

DISPOSITIONS

Eastshore Lines	311	GMC	PD4104/3859	to unkn
Regional Transit	4820	GMC	TDH4801/248	to Buford Smith
San Francisco Muni Railway	2651	Mack	C49DT/2391	burned
	(570,72,74,77	FageolTwin	44TTW/1,3,5,8,	
	(578,82,83,86		/9,13,14,17,	
	(587,88,90,91,96,604,09,15,20		/18,19,21,22,27,35,40,46,51	
	(624,26,28,31,32,34,35,36,38		/55,57,59,62,63,65,66,67,69	
	(639,41,46,51,53,54,55,59		/70,72,77,82,84,85,86,90	
	(791-795,797,801-803,814-816	Marmon	TC48/10917-21,23,27-29,40-42	
	(818-819,821,842		/10944-45,47,68-all TCs scrapped	

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