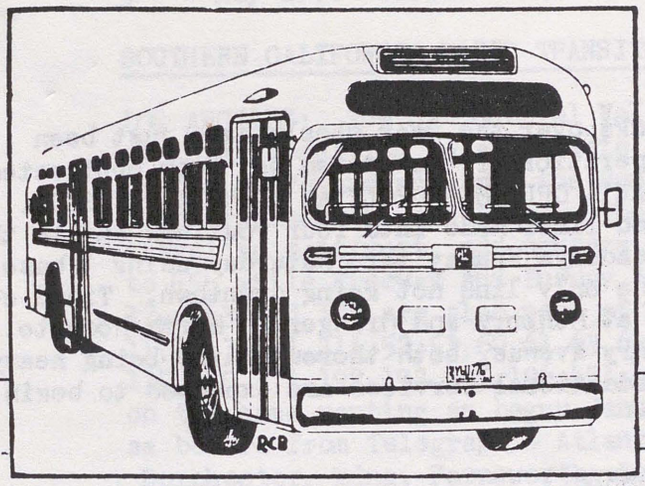


Western Transit

Monthly Publication of The Western Transit Society

Vol. 14 No. 5 May 1976

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

REDWOOD CITY: SAMTRANS unveiled its first "new" bus, the forerunner of 19 such buses to be assigned around the county on March 25th. Numbered 101 it is a TDH 4517 from METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY contracted under a lease/purchase agreement with SEQUOIA STAGES (EASTSHORE LINES). The bus, completely renovated inside and sporting the SAMTRANS apint scheme of all white body with wide red over white over blue belt rail, was assigned to the REDWOOD SHORES-COLLEGE OF SAN MATEO line in Belmont beginning April 2nd. A second bus was assigned to San Mateo and three more buses were expected, all to be assigned to Pacifica. John Mauro, General Manager, announced an additional contract for seven more buses with SEQUOIA STAGES had been signed, with five buses to be used in San Mateo and two to Pacifica for use on the BART/DALY CITY commute line. Of the eight buses displaced by larger ones five will go to San Bruno July 3rd to equip its planned lines and the other three will be held for service improvements throughout the county. Between April 1 and October 1 most cities in the county will be phased into the overall SAMTRANS plan, but Daly City, the county's second largest city presently serviced by NORTHGATE TRANSIT, INC., will have to wait as negotiations between NGT and SAMTRANS are proceeding slowly. SAMTRANS and SERVI-CAR OF NORTHERN CALIFORNIA, INC. have reached agreement on continued operation, for at least six months, in the City of San Mateo (SCNC operates SAN MATEO TRANSIT under contract with the city). SCNC operations in other parts of the county - SOUTH SAN FRANCISCO TRANSIT, MENLO PARK CARRIAGE AUTHORITY and REDWOOD CITY MUNICIPAL TRANSIT SYSTEM - are all operated under contracts which expire on August 31. SAMTRANS Directors have voted to formerly oppose GREYHOUND LINES - WEST application to discontinue Peninsula Coastside operations, the SAN FRANCISCO-LINDA MAR-HALF MOON BAY line, at least until the first of the year when the district could assume operations.

SANTA YNEZ VALLEY BUS LINE (Hans Helge Hagerup Rasmussen dba)

SOLVANG: SYVBL is seeking a certificate to operate a scheduled service from Santa Barbara via San Marcos Pass into Santa Ynez Valley with the service terminating at Buellton. There are some 12,000 permanent residents in the Santa Ynez Valley (Buellton, Santa Ynez and Solvang), but in the summer this grows to over 500,000 visitors in the area. Except for service provided by GREYHOUND LINES-WEST operating from Santa Barbara through Buellton only with three schedules a day the area is void of any public transportation. The proposed routing would be over California Highways 154 and 246 serving all intermediate points and itsis proposed to use a GMC PD 4104 with perhaps a PD 4103 as a back up bus, neither of which have been acquired. Three round trips are envisioned departing Buellton at 630AM, 915AM and 400PM, departing Santa Barbara at 745AM, 1030AM and 550PM with a one hour running time. Adult fares would include one way, round trip and weekly commute fares and children's fares would also be charged. Authority to handle package express was not requested.

MODESTO MOTOR BUS SERVICE (MMBS)

MODESTO: Three new GMC T6H4523As featuring parcel racks over the rear wheels have just been placed into service. Since the public takeover the operation of the system has been contracted out to KENNY TRANSPORTATION, INC. who also operates SANTA CRUZ METROPOLITAN TRANSIT DISTRICT. Under private operation Modesto featured two interlined lines made into four routings and to thes has been added twl new lines operating on 30 minute headways Monday thru Saturday using 3 buses. Line 5-NORTH CENTRAL has a loop type routing and is the only line not going downtown. Timed connections are made with the second new line, 6-McHENRY at McHenry and Granger in North Modesto. Line 6 operates from downtown along J Street and McHenry Avenue, both thoroughfares being heavy commercial roads. With the arrival of the new buses additional services are expected to begin, but exact details are not presently available.

SERVICE TABLE - MMBS

LINE		WEEKDAYS				SATURDAY			
NO.	NAME	1ST BUS	LAST BUS	HDWY	REQ	1ST BUS	LAST BUS	HDWY	REQ
1	WESTSIDE	645AM	545PM	30	)2	815AM	515PM	60	)1
2	EASTSIDE	715AM	545PM	30	)	845AM	545PM	60	)
3	SOUTH MODESTO	745AM	545PM	60	)2	745AM	545PM	60	)1
4	LA LOMA-AIRPORT	715AM	515PM	60	)	715AM	515PM	60	)
5	NORTH CENTRAL	700AM	600PM	30	1	700AM	600PM	30	1
6	McHENRY	645AM	545PM	30	2	645AM	545PM	30	2

ROSTER OF EQUIPMENT

FLEET NOS.	MAKE	MODEL/SERIAL	YEAR	NOTES
B114,116,118,120	GMC	TDH3501/1041-1044	1968	
B122	GMC	TDH3302A/188	1972	
B124	GMC	TDH3612/985	1950	DAVENPORT CITY LINES 3364
B126	GMC	TDH3301A/101	1970	
B128	GMC	TDH4509/385	1949	SPOKANE CITY LINES 3056
B130,132,134	GMC	T6H4523A/1835-1837	1976	PARCEL RACKS

ANTELOPE VALLEY BUS SERVICE SPONSORED BY THE COUNTY OF LOS ANGELES

LANCASTER: Financed by money from the County and operated by ANTELOPE VALLEY BUS, INC. three local lines are being operated every Tuesday and Thursday, each on a two hour headway from about 700AM until 700PM using two buses plus a Wednesday only service from Lancaster (Desert Inn) and Palmdale (Community Action Center) to certain medical and social service facilities in Los Angeles where passengers desired to be dropped off or picked up. All seats are reserved (Adult one way fare of $4, Senior Citizens, handicapped, blind $2 one way). Fares on the local system are 25 cents for adults, 10 cents for seniors, children, handicapped, blind ride free and transfers cost ten cents. Line 1-LANCASTER-QUARTZ HILL begins at 40th East and Avenue I going thru downtown and along 30th W, Avenue L, 50th W, Ave M and along 60th W to the Mira Loma area and Mayflower Gardens. Line 2-LANCASTER-PALMDALE operates between downtown Lancaster and Palmdale principally along Lancaster Blvd, 15th W, Antelope Valley Freeway and Palmdale Blvd while its interline, 3-PALMDALE-LITTLEROCK-SUN VILLAGE-PEARBLOSSOM departs Palmdale along Palmdale Blvd and Pearblossom Highway into the town of its name with side trips to serve Littlerock and Sun Village

SAN BERNARDINO TRANSIT SYSTEM (SBTS)

SAN BERNARDINO: The "Exact Fare" System came to SBTS on April 5th. SBTS had been the last property in the southern part of the state except for OCEANSIDE TRANSPORTATION SYSTEM/NORTH COUNTY TRANSIT SYSTEM whose operators still made change and who used a coin return fare box.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The San Gabriel Valley Service Improvement Program took effect the 11th of April resulting in a complete redesign and restructuring of bus service from Alhambra to Pomona and from the Pomona Freeway into the Foothills. 47 new/revised lines replaced 41 old lines. The line numbers are in the 400 series, even numbers traveling east/west, odd numbers traveling north/south. Local lines range from 420 to 454 while Freeway and Busway lines range 480-496 plus 760, 764 and 770. Lines 16, 17, 143 and 194 are also part of the SGVSIP. Former numbers which disappeared are 11,19,30,31,31A,52,53,60,61,63,64,67,68,69,70,71,79,80,107,108,109,1101119,133,134, 135,170,171,192,193,195,196,401,402,403,404 and 405. 16-ARIZONA AVE-CAL STATE stays on the same routing as begun January 25 (WT 2/76). 17-ARIZONA AVE-TEMPLETON ST runs as before from Telegraph & Atlantic to Fremont & Commonwealth, then via Commonwealth, Dorchester, Edna, Farnsworth, Templeton, Eastern, Huntington Dr, Collis, Huntington Dr North to Monterey Rd. 143-EASTERN AVE was extended over portion of old 79 from Monterey and Huntington via Collis, Hill, Ave. 60, Monterey, Herman, Ave. 57, Figueroa to York. 194-CHINO remains as before operating 2 round trips Sunday only between Pomona and California Institute For Men in Chino. 420-L.A.-ALHAMBRA VIA BROOKLYN & GARFIELD is a direct replacement for former Line 30 while 426-LOS ANGELES-EL MONTE VIA VALLEY BLVD is a direct substitution for old Line 53. In the downtown area there was a major shift from Spring St to Olive St in the routing of most lines. 420 stayed on Spring terminating at Olympic and Main, 496 uses Spring beginning/ending at the RTD Station (the only SGV line to do so), 487 and 491 terminate at Wilshire & Union and 480, 760 and 764 travel to Wilshire & Western. Other downtown lines travel Olive to Venice, the first pick up/last discharge stop then to Division 28, a bus staging area under the Santa Monica Freeway bounded by Hill, 18th, Broadway and 17th. Buses enter from 18th, park generally in a saw tooth fashion and exit the lot via a left turn onto 17th. 422-L.A.-EL MONTE VIA GARVEY travels Olive, 1st, Spring, Macy, Mission and over former 63 routing into El Monte Station except using Santa Anita in lieu of Tyler. 423-LONG BEACH-PASADENA-ALTADENA VIA ATLANTIC BLVD travels the former 61 from Long Beach to Los Robles & Garfield, thence Los Robles, Woodbury, Santa Anita and Mariposa to Lake. 424-HELLMAN AVE-EL MONTE begins at Cal State Los Angeles via Campus Rd, Gravois, Hellman, Fremont, Montezuma, Palm, Hellman, New, Glendon, Del Mar, Hill, San Gabriel, Walnut Grove, Marshall, Rosemead, Rush, Parkway, Elliott, Tyler & Ramona into El Monte Station. 425-AVE 64-NORTH HILL begins at York & Figueroa via Figueroa, Ave 62, Ruby, Ave 64, La Loma, Grand, California, Fair Oaks, Colorado, Hill, Woodbury, Holliston, Mendocino and Lake to Mariposa. 428-L.A.-SOUTH ARCADIA VIA LAS TUNAS DR is former South Arcadia leg of 52 from Venice & Olive via Olive, 1st, Spring, Macy, Mission, Huntington, Main/Las Tunas/Live Oak to Myrtle (Peck Rd). 430-HIGHLAND PARK-ALHAMBRA-EL MONTE combined portions of 79,107 and 171. From York & Figueroa via York, Pasadena, Mission St, Garfield, Main, Mission Dr, Rosemead, Flair, Aerojet, Tel star, Fletcher, Flair, San Bernardino Fwy, Santa Anita into El Monte Station. WB trips travel SB Fwy, Temple City, Loftus, Baldwin, Flair, Fletcher, Telstar, Rosemead and regular route. 431-SAN GABRIEL BLVD-ALTADENA DR begins at Rush & Walnut Grove via Walnut Grove, San Gabriel, Hellman, Del Mar, Valley, San Gabriel, Colorado, Altadena, New York, Allen, Altadena, Lake, Mariposa, Marengo and Altadena to Lincoln. 432-L.A.* ARCADIA VIA HUNTINGTON DR is primarily a shortened 68 from Venice & Olive via Olive, 1st, Spring, Macy, Mission, Huntington. First to St. Joseph. 433-TEMPLE CITY BLVD-DEL MAR BLVD-LINCOLN AVE starts at El Monte Station via Santa Anita, Valley, Temple City, Sunset, California, Rosemead, Del Mar. Los Robles, Walnut, Orange Grove and Lincoln to Altadena. 434-GLENDALE-LA CANADA-PASADENA-DUARTE is the former 19 from Glendale to Colorado & Orange Grove, then OG, California Blvd, Madre, Foothill, Shamrock, Royal Oaks, Highland and Duarte Rd to City of Hope. 435-WASHINGTON BLVD-BALDWIN AVE starts at Lincoln & Woodbury via Lincoln, Washington, Altadena, Orange Grove, Rosemead, Foothill, Michillinda, Sierra Madre, Baldwin. Lower Azusa, Santa Anita, Tyler and Ramona Blvd into El Monte Station.

RTD Continued - Line 436-HOLLYWOOD-GLENDALE-PASADENA is the old 31 line from La Brea & Hollywood to Colorado & Lake where the line divides, 436 traveling north on Lake to Mariposa and 436A going south to Lake & California. 438-NORTH FAIR OAKS-COLORADO BL-DUARTE RD starts at Fair Oaks & Loma Alta via Fair Oaks, Colorado, Rosemead, Foothill, Michillinda, Sunset, Huntington (into Santa Anita Fashion Center), Baldwin and Duarte Rd to City of Hope. 440-PASADENA-POMONA VIA FOOTHILL BLVD begins at Walnut & Raymond via Walnut, Fair Oaks, Colorado, Huntington, Buena Vista, Duarte, Highland, Huntington, Foothill, Alosta, Foothill, Towne, 3rd, Main, Mission and Garey to 3rd. 441 and 443 are operationally combined buses switching at either Workman Mill & Don Julian or Valley Center & Foothill. 441-PUENTE AVE-CITRUS AVE starts at Valley Center and Foothill via Foothill, Citrus, thru Eastland Shopping Center, Rowland, Sunset, Puente Ave, Proctor and Workman Mill to Don Julian. 443-SUNSET AVE-COVINA BLVD-SAN DIMAS AVE also begins at Valley Center & Foothill via Foothill, Lone Hill, Foothill, San Dimas, Bonita, Cataract, Covina, Glendora, Puente, Barranca, thru Eastland, Citrus, Rowland, Vincent, West Covina Pkwy, Sunset, Valley Bl, 7th Ave and Don Julian to Workman Mill. 445-HACIENDA BLVD-IRWINDALE AVE-ARROW HWY begins at La Monde & Hacienda Blvd in Hacienda Heights via Hacienda, Old Valley, Glendora, Hacienda, West Covina Pkwy, Sunset/Irwindale, Arrow Hwy/Bonita Ave, Indian Hill, 6th, to Mills where the line splits, one branch going via Mills & Foothill to Claremont Ave, the other via Arrow Route, Central, Moreno, Monte Vista, Arrow Hwy to Central (Montclair Plaza) 446-EL MONTE-VALINDA begins at El Monte Station via Ramona Blvd, Cogswell, Lower Azusa, Los Angeles, Merced, Olive, Maine, Ramona, Balfwin Pk Blvd, Merced, Puente, Dalewood, Merced, Sunset, West Covina Pkwy, Valinda to Amar Rd. 447-AZUSA AVE is a shortened 170 from Puente Hills Mall to Sierra Madre and Azusa Avenues via Azusa. 449-GLENDORA-PACIFIC STATE HOSPITAL VIA GRAND AVE starts at Valley Center & Foothill via Foothill, Loraine, Sierra Madre, Grand, Bennett, Glendora, Alosta, Grand, Rowland, Barranca, thru Eastland, Barranca, Cameron, Grand, Temple, Pomona Blvd and Pacific State Hospital roadways. This line uses 2025 series TDM 4515s due to heavy grades around Mount San Antonio College. 451 and 453 are interlined as are the other two Pomona local lines, 452 and 454. 451-GAREY AVE-FOOTHILL BLVD begins in Claremont at Foothill & Mills via Foothill, Indian Hill, Base Line, Mountain, Foothill and Garey to County Rd. 453 also starts at Foothill & Mills via Foothill, Claremont, 6th, Indian Hill, Holt, Reservoir and County Rd to Garey. 452-ARROYO-NO. WHITE-SAN BERNARDINO AVE starts at Arrow and Mills via Mills, San Bernardino, San Antonio, Mission, White, Orange Grove, Weber, Arroyo, Ganesha, Avalon, Cromwell, Academy, Augusta, Murchison and Ridgeway to Valley. 454-WEST 9TH-SO. TOWNE-ARROW also begins at Arrow & Mills via Arrow, Orange Grove, Garey, Mission, Towne, Lexington, White, Phillips, Buena Vista, 9th, Westmont, Mission, Corona Expwy and Valley to Ridgeway. 480-LOSANGELES-WEST COVINA-POMONA VIA SAN BERNARDINO FWY has been termed the"backbone" of the system with transfer possibilities to and from 29 different lines. Beginning at 6th & Wilton buses travel Wilton, Wilshire, Flower, 6th, Olive, 1st, Spring, Aliso, Vignes, San Bernardino Fwy, Mission, San Bernardino Freeway Express Busway, thru El Monte Station, Santa Anita Ave, San Bernardino Fwy, West Covina Pkwy, Vincent, San Bernardino Fwy, Barranca, into Eastland at Park/Ride parking lot, Barranca, SB Fwy including off freeway stop at Via Verde, Corona Expwy, Mission, East End, Holt, Mills, Kingsley and Indian Hill to Holt (Indian Hill Village). 482-LOS ANGELES-HACIENDA HEIGHTS-POMONA VIA COLIMA RD begins at Venice & Olive via Olive, 1st, Spring, Aliso, Vignes, San Beranrdino Fwy, Mission, San Bernardino Freeway Express Busway, thru El Monte Station, Santa Anita, Pomona Fwy, 7th Ave, Gale, Hacienda, Colima (serving Puente Hill Mall), Golden Springs Dr, Diamond Bar Blvd, High Valley, Pacific State Hospital roadways, Pomona Bl, Temple, Valley Blvd/Holt to Indian Hill Blvd. 484-LOS ANGELES-LA PUENTE-POMONA-ONTARIO AIRPORT VIA VALLEY BLVD also starts at Venice & Olive via 482 routing to El Monte, then Ramona, Valley, Hacienda, Old Valley, Valley, Grand, Temple, Cal Poly College roadways, Temple, Valley Blvd/Holt and Vineyard into Ontario Airport. Lines 483 and 485 are operationally combined and both travel from Venice & Olive via Olive, 1st, Spring, Alsio, Vignes, San Bernardino Fwy, Mission, San Bernardino Freeway Express Busway, Long Beach Fwy, Valley and Fremont to Huntington where they divide

RTD Continued - with 483-L.A.-ALTADENA VIA FAIR OAKS continuing via Huntington and Fair Oaks to Mariposa while 485 travels Huntington, Oak Knoll, Oak Knoll Circle and Lake to Mariposa. 486-L.A.-PUENTE HILLS MALL VIA AMAR RD also starts at Venice & Olive via 482 routing to El Monte, thence via Santa Anita, Garvey, San Bernardino Fwy, Frazier, Dalewood, Baldwin Park, Amar, Temple and Azusa Ave into Puente Hills Mall. 487-L.A.-SAN GABRIEL-SIERRA MADRE and 491-L.A.-SIERRA MADRE VIA SANTA ANITA AVE are operationally combined with buses switching at Baldwin & Sierra Madre. 487 travels eastward on the Busway as 482 but exiting at Del Mar, Valley, New/Ramona, Mission, Santa Anita St, Las Tunas, San Gabriel, California, Sierra Madre to Baldwin. 491 goes as 482 to El Monte, thence via Santa Anita and Sierra Madre to Baldwin. 488-L.A.-WEST COVINA-EASTLAND VIA FRANCISQUITO travels to El Monte as 482 does, then on Ramona, Francisquito, Glendora, Vincent, West Covina Pkwy, Valinda, Cameron and Citrus into Eastland. 490-L.A.-EASTLAND VIA BALDWIN PARK travels to El Monte as 482, then ia Ramona, San Bernardino Rd, Hollenbeck, Badillo, Citrus and into Eastland. Rush hour only 492-L.A.-SO. ARCADIA-SAN DIMAS VIA ARROW HWY travels as does 482 to El Monte, then Santa Anita, Live Oak/Arrow Hwy/Bonita to San Dimas. 1 AM and 4 PM outbound trips and 4 AM and 1 PM inbound trips are run. 493-L.A.-MONROVIA VIA MYRTLE AVE travels from downtown as 482 does, then via Ramona, Valley, Peck/Myrtle to Foothill in Monrovia. 494-L.A.-MONROVIA-GLENDORA VIA FOOTHILL is also a peak hour only service traveling as 493 to Myrtle & Huntington then via Huntington, Foothill, Citrus, Foothill and Lone Hill to Alosta. 4 AM inbound and 4 PM outbound trips are operated. 496-L.A.-POMONA-RIVERSIDE-SAN BERNARDINO replaces Line 60 - from RTD Station via Maple, 6th, Wall, 8th, Los Angeles, Olympic, Main, Spring St Contra Flow Lane, Aliso, Vignes, San Beranrdino Fwy, Mission, San Bernardino Fwy Express Busway, thru El Monte Station, Santa Anita, San Bernardino Fwy, Corona Expwy, Mission, Garey, Orange Grove, San Bernardino Fwy, Monte Vista, Moreno (serving Montclair Plaza), Central, San Bernardino Fwy, Vineyard (serving Ontario Airport), Holt, San Bernardino Fwy, Etiwanda, Slover, Bain, Mission/7th, Market, 1st, Orange, Columbia, Primer, Interchange, La Cadena, F St, Inland Center Dr, Mill, Arrowhead, 5th, G St and Kingman into San Bernardino Station. 496 does not carry any local passengers within Los Angeles County. 760-EASTLAND PARK/RIDE and 764-POMONA PARK/RIDE remained unchanged. 770-LOS ANGELES-PASADENA NO. ALLEN VIA PASADENA FWY starts at Venice and Olive via Olive, 1st, Hill, Pasadena Fwy, Arroyo Pkwy, Del Mar, Euclid, Colorado and Allen to New York and now operates all day seven days a week using 4300 series Flxibles due to width restrictions on the Pasadena Freeway. Generally speaking those lines operating into Los Angeles run every 20 minutes weekday midday with more frequent rush hour headways, the local lines in the Western San Gabriel Valley and in Pomona run every 20 minutes, those in the Eastern Valley operate every 30 minutes and Line 496 runs hourly.

Line and Equipment Assignments

Line	Division	Buses	Line	Division	Buses	Line	Division	Buses
16	9	2300	433	9	6000	482	9	7300
17	9	2300	434	10	25,4000	483/5	10	51,7400
143	10	5100	435	10	6100	486	9	60,7300
194	9	4300	436	10	7400	487/91	9	22,51,7
420	9	22,23,6000	438	10	6100	488	9	23,7300
422	9	22,23,6000	440	9	7300	490	9	60,7300
423	9,12	5200	441/3	9	2200	492	9	6000
424	9	22,23,60	445	9	6600	493	9	51,6000
425	10	40,4300	446	9	5200	494	9	20,6000
426	9	22,51,6000	447	9	5200	496	11,13	3000
428	9	22,6000	449	9	2000	760	9	5600
430	9,10	14,22,4300	451/3	9	2200	764	9	2000
431	9	4000	452/4	9	22,2300	770	10	4300
432	9	6000	480	9	20,30,56, 6000			

YOSEMITE PARK and CURRY COMPANY (Operators of YOSEMITE TRANSPORTATION SYSTEM)

YOSEMITE PARK: YTS is seeking an extension of operative rights to operate passenger, baggage and package express service between Modesto and Yosemite Valley. The proposed routing would start in Modesto where conn ctions would be made with TRAILWAYS, GREYHOUND, AMTRAK and a feeder airline via Highway 132 through Empire, Waterford, La Grange and Coulterville, thence County Route J-20 to Highway 120 and Big Oak Flat Road to Yosemite Valley. (No mention is made of local service although no transportation touches those places east of Empire today) Service would operate daily from May 1 to October 1 departing Modesto 130PM arriving Yosemite 500 PM and leaving Yosemite 830AM arriving Modesto 12 Noon. Present YP&CC routes are: A-Merced to Yosemite Valley via Highway 140; B-Fresno to Yosemite Valley via Highway 41; C-Yosemite Valley to Lee Vining via Highway 120 and D-Yosemite Valley to Hetch Hetchy via Big Oak Flat Road. No detail is listed as to the operative authority within the limits of the National Park so, perhaps, this is not within the jurisdiction of the PUC.

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

OCEANSIDE: Oscar Hatle, Superintendent of Transportation for OTS retired March 26, 1976. Mr. Hatle joined OTS in 1954 as a mechanic and in 1959 was promoted to the Superintendent's position. One of his major achievements was that of fleet standardization in reducing the system's six different types of buses down to one basic type. Dan D'Amicol will be the Acting Superintendent of Transportation until the newly created position of General Manager of NCTS takes effect. John Jontig of NORWALK TRANSIT SYSTEM was selected for this position. Jontig will be replaced at Norwalk by Gorden Jackson, presently a City of Norwalk employee who was involved in the initial planning of NTS.

MT. REBA, INC. (MRI)

BEAR VALLEY: MRI has been granted a PSC to operate a scheduled service "along the most appropriate route" between Bear Valley and the Mt. Peba Ski area, Alpine County. One 66 passenger International bus will be used and a quarter fare charged with service limited to the winter ski season. The former operator ceased operations and the function was taken over by MRI.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: Fifteen new 41 passenger motor coaches are now being delivered to MPT. Coach 209 left the factory the morning of April 24th. All buses are expected to be in operation by the end of May. During their cross-country journey each bus will display a different destination sign including CARMEL, DEL REY OAKS, MAPINA, PACIFIC GROVE, MONTEREY, SEASIDE, FORT ORD, CARMEL POINT, BIG SUR, PRESIDIO, SKYLINE FOREST, DEL MONTE CENTER, MONTEREY PENINSULA COLLEGE, CARMEL HIGHLANDS and MONTEREY PENINSULA TRANSIT. The Model 45096-8-0 Flxible buses join a fleet presently consisting of all GMC TDH 4517s acquired second hand from EL PASO CITY LINES, LOUISIANA TRANSIT COMPANY and METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: March 30th saw a swithh in terminals on the LONG BEACH-INTEPNATIONAL AIRPORT line from the Breakers Hotel on Ocean Blvd to the Continental Trailways Depot at 3rd and Cedar.

SEND US YOUR ADDRESS IF YOU MOVE AS THIRD CLASS MAIL IS NOT FORWARDED-DON'T MISS UT

TRANSIT IN EL PASO

An application for $9.9 million in federal funds has been approved by the El Paso City Council and forwarded to Washington to proceed with purchase and improvement of the local bus systems. The revised plan calls for purchase of all three U.S. based companies (EL PASO CITY LINES, LOWER VALLEY BUS LINES and COUNTRY CLUB BUS LINES) during the first 14 months of operation. In addition, 37 new 40 foot buses will be purchased (officials are eyeing the new General Motors RTS model) and 36 existing coaches will be rehabilitated. A new administrative, maintenance and operating facility is to be constrcuted and a two way radio system to be started. Reduced fares for elderly and handicapped during off peak hours is being proposed as well as a re-evaluation of present routing structures for possible improvements. Planned purchase of 83 new buses over four years plus reconditioning of 36 present buses will give a fleet of 119 as compared to the existing 92. Talk of international streetcar operation between El Paso and Juarez continues although nothing official has been resolved. During February word was received from the U. S. Embassy in Mexico City that the Secretariat of Communications and Transportation has officially approved resumption of such service and the matter was then placed before Mexico's President Luis Echeverria to issue an offical decree. The President had stated he would not force streetcar operation upon the Juarez Chamber of Commerce, which group is opposed to same on the grounds that Mexican citizens will spend their money in El Paso rather than in Juarez if given the opportunity. While Mexican labor unions have not pushed for resumption of streetcars, if they return labor leaders will seek a reciprocal agreement with El Paso officials to allow Juarez cab drivers into El Paso (currently only drivers who have paid a $563 automobile insurance deposit may travel into the city). The City of Juarez has erected a new Customs Building wing at the foot of the Stanton Street bridge and a support pillar was built on one half of the southbound trackage next to the former Ave. Lerdo bridge across the old channel of the Rio Grande. While all the discussion is proceeding the "red" buses of AUTOBUSES INTERNACIONALES have been providing transportation between the two cities carrying substantial patronage. Much of the AI fleet includes former EPCL 4087-4112, 4127-4133 (TDH5105s) and 4164-4188 (TDH5103s).

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: RTD officials have signed an contract for purchase of 40 diesel powered suburban style buses from AM GENERAL with delivery set for later this year. The buses will be used on express lines and on the expanding Park/Ride network. Service on the BOULDER-LONGMONT line was expanded in February by extending two morning trips to begin in the Table Mesa area of Boulder, travel along Broadway to the downtown depot then on to Longmont with comparable return service. RTD is seeking federal assistance on a number of projects including purchase of 110 large transit buses, 40 medium size and 10 suburban buses, purchase of the 12 currently leased Handy Ride buses, purchase of land for seven Park/Ride sites, design, remodeling and renovation of the Alameda Division and construction of a permanent op rations/maintenance facility at 33rd and Arapahoe in Boulder.

# # # # # # # # # # #

WTS BUSINESS ADDRESS - P. O. BOX 46402, LOS ANGELES, CALIFORNIA, 90046

WTS EDITORIAL ADDRESS- 1148 W. CIVIC CENTER DR, #4, SANTA ANA, CALIFORNIA, 92703

MEETINGS - 700 PM - 936 S. GENESEE AVENUE, LOS ANGELES - MAY 9, JUNE 13, JULY 11

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EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Monterey Peninsula Trnst	201-215	Flxible	45096-8-0/61227-41	
City of Commerce Muni	319-320	GMC	T6H4523A/1785-1786	
Modesto Motor Bus Serv	B130, B132, B134	GMC	T6H4523A/1835-1837	
Bellingham (Wash) Transit	unkn	GMC	T6H4523A/1573-1574	
Galveston Transit Co	unkn	GMC	T6H4523A/1789-1803	
Vancouver (Wash) Transit	unkn	GMC	T6H4523A/1924-1933	
Falcon Charter Service	40, 55	GMC	P8M4905A/1311-1312	
Airporter	330-332	GMC	P8M4905A/-	
Associated Charter Bus Co	5653-5656	MCI	MC8/Units 31426-29 Serials 12156-59	47,FR
Airport Service, Inc.	4503-4506	MCI	MC8/-	53,NR
Orange County Transit	755-777	Transcoach	2221S/7063-7085	19 seat
Stockton Metro Trnst Dist	H1-H2	Mercedes	0309/382-10026149,187	
Campus Transit System (Stanford)	1-2	MicroBus/Ford		30 psgr, trolley car body
USED				
Napa Transit Company	6702	Flxible	223DD1-D2/10759	OCS 6702
Franciscan Lines	196	GMC	PD4107/572	CCC 29
Eastshore Lines	451-452	GMC	SDH4502/026,028	HOUTRAN 456,8
San Simeon Stages	464	GMC	SDH4502/034	HOUTRAN 464
South San Francisco Trnst	702,768	GMC	TDH4507/1457,1508	AC 1702,1768
Unitrans (UC Davis)	2834	GMC	TDH4512/2834	RT 122
Arrow Charter Lines	(4811,4829,4831	GMC	TDH4801/185,264,226	RT 4811,29,31
	(5303,5305	GMC	TDM5103/034,037	RT 5303,05
Eastshore Lines	(330	GMC	PD4903/334	Gulf Trnspt 1603
	(334-336	GMC	P8M4905A/924-926	APSC 910-921
Allen Transportation Co	719-720	GMC	P8M4905A/922-923	APSC 917-918
DISPOSITIONS				
Oceanside Transp System	601	GMC	TDH4517/1024	burned in service 3/26/76
HOUTRAN	452,54,57,59	GMC	SDH4502/022,24,27,29	to Westours
HOUTRAN	453	GMC	SDH4502/023	to Town Tour
Golden Gate Transit	501-502	GMC	T6H5306A/390-391	to Indiana University
Gray Line of Los Angeles	(513, 802	GMC	PD4106/1412,603	to Gray Line
	(904-906	GMC	SDM5301/480-401	of Washington
	(5311-5312	GMC	P8M4905A/737-738	D.C.