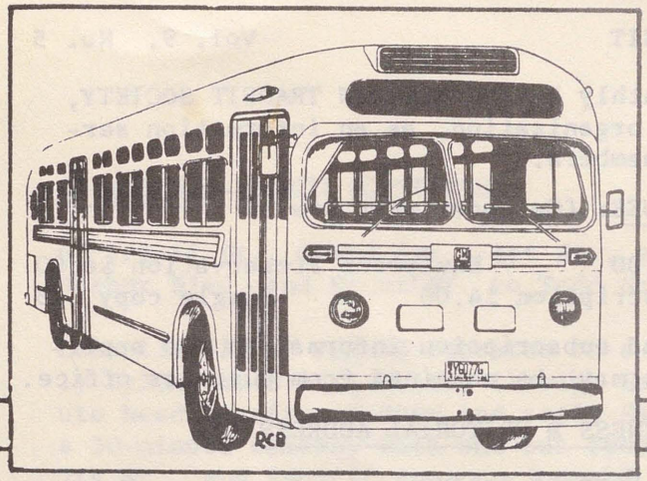


Western Transit

Monthly Publication of The Western Transit Society

Vol. 9, No. 5 May, 1971

C A L I F O R N I A

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Additional details are now available on the extension of line 32--INDIANA-WASHINGTON (WT 4/71) which was effective April 4. Along with the extension, this line was transferred from Division 10 to Division 2 and 6600-class buses replaced by 2300s (with a few 5900s and even a 6100 mixed in the first week). Several alternate loops were authorized at the Washington & Figueroa terminus, but the actual operation is via Washington Blvd., Georgia St., 18th St. and Figueroa.

Another new rush-hour Freeway Flyer service to the San Fernando Valley was established April 26. This is line 121--SAN FERNANDO VALLEY-ROSCOE BLVD.-LOS ANGELES Freeway Flyer. The new line operates from Olympic Blvd. via Hill St., Pasadena Freeway, Golden State Freeway, Tuxford St., Roscoe Blvd. and Sepulveda Blvd. to Sherman Way. Three rush-hour round trips are operated on 30-minute headways inbound in the AM and outbound in the PM. No weekend service is offered. The estimated annual cost of this new service is $56,500.

The Hollywood ticket office lease has been extended for another year. And the lifting of PM rush hour restrictions on reduced school fares has been extended to additional schools whose schedules have been disrupted due to the earthquake situation.

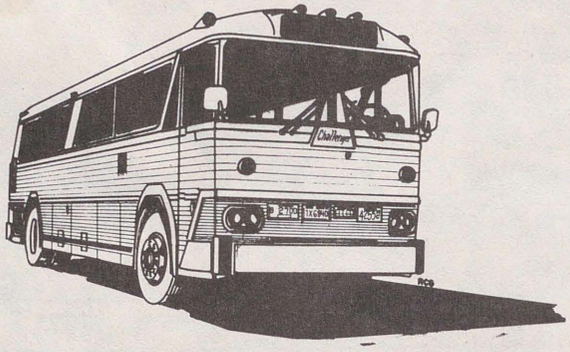
The first of the 7100s (Cummins-powered Flxibles) was expected to arrive in late April, with the entire series due in June.

Several photos of bus 7007 have appeared on recent timetable covers, in pace of the 6233, previously used. A 7000 also is featured in the RTD's newest TV spots.



The 7055 on Western Ave.

The diversion contract with BLUE & WHITE BUS CO. of Watts for operation of line 100--CENTURY BLVD. expired March 29. RTD has proposed a month-to-month extension of payments on the same basis.



MEETING NOTICE

June Regular Meeting:

Date: June 13, 1971
Time: 7:30PM Sunday
Place: 936 South Genesee Avenue
Los Angeles

Location: West side of Los Angeles
¼ block north of Olympic
Blvd., 3 blocks east
of Fairfax Avenue

Transportation: SCRTD lines 4 & 89

July Regular Meeting:

Date: July 11, 1971

WESTERN TRANSIT Vol. 9, No. 5

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CALIFORNIA--SCRTD (CONTINUED)

Dr. Norman Topping was elected president of the RTD Board in a surprising contested election. It was felt that Dr. Topping's leadership would be politically valuable at this particular time, but certain directors had committed themselves in advance to support David Hayward for president. Thomas Newsom was re-elected vice president.

Three additional lines were established in the San Pedro area on an emergency basis, effective March 18 (WT 4/71). These replaced the former operations of LA RAMBLA BUS LINES, INC., which were discontinued at that time. As had happened previously to HIGHLAND TRANSIT, La Rambla was forced to cease operations by inability to procure the necessary insurance. Generally, the new RTD lines follow the former La Rambla routes except at the downtown San Pedro terminal, where all new loop via Harbor Blvd., 4th St., Sampson Way and 6th St. Regular RTD fares apply to the new lines, including transfer privileges to and from lines 37 and 66. The La Rambla system carried approximately 418,000 passengers in 1970, grossing approximately $82,500 at their 20¢ adult and 13¢ student fares. Anticipated annual RTD revenue is approximately $102,900, with the estimated annual out-of-pocket cost $179,900.

Line 129--BARTON HILL operates on a 30-minute headway with one bus from 6:40AM to 6:00PM, Monday through Saturday. The original route was via 6th St., Pacific Ave. and a one-way loop (in AM hours) via Pacific, 1st St., Centre St., O'Farrell St., Gaffey St., Gaffey Pl., Elberon Ave., Bandini St., Summerland Ave., Patton Ave., Santa Cruz St., Hanford Ave., Santa Cruz St., Bandini St., 3rd St., Cabrillo Ave. and 5th St. The direction of operation around the loop is reversed after 1:00PM. On or prior to April 6, the route was changed to

CALIFORNIA--SCRTD (CONTINUED)

O'Farrell St., Grand Ave., 1st St., and Gaffey St. One rush-hour trip is extended via Harbor Blvd. and Front St. to Todd Ship Yards.

Line 130--POINT FERMIN operates on a 15-minute headway with two buses from approximately 5:30AM to 8:15PM Monday through Saturday, except that one bus operates on a 30-minute headway after 6:00PM and early Saturday morning. Sunday service is operated on a 30-minute headway with one bus from 6:15AM to 8:15PM. The route is via Harbor Blvd., 7th St., and Pacific Ave. to Shepard St. (looping via 38th St., Gaffey St., Shepard and Pacific).

Line 131--GAFFEY ST. operates on a 30-minute headway with one bus from approximately 5:45AM to 7:45PM Monday through Saturday. The route is via Harbor Blvd., 7th St., Gaffey St., 19th St. and a loop via Alma St., 26th St., Walker Ave., 27th St., Patton Ave. and 19th St. School trips make a figure-eight loop via Alma St., 26th St., Walker Ave., 27th St., Patton Ave., 25th St., Anchovy Ave., Paseo Del Mar, Barbara St., 37th St., Alma St., 26th St., Walker Ave., 27th St., Patton Ave. and 19th St.

These new lines were established on an emergency basis on the general manager's authority, but were approved by the board April 6. Two weeks later, an agreement with Gaylord Anderson, former operator of La Rambla, was approved. RTD would purchase La Rambla's six buses at a total cost of $2,500 and retain Anderson as a consultant for seven months at a monthly fee of $1,500. Five of the buses (a GMC TG-3607 converted to diesel, a GMC TD-4007, and three GMC TDH-3610s) were appraised at just over $300 each and a GMC TDH-3714 at $1,000. Anderson was to file for revocation of his certificate, enabling the replacement RTD operations to be made permanent.

The last of the 7000-series coaches, disc-brake-equipped 7095-7099, went into service in mid-April. Here is a summary of the equipment assignments with all 7000s in service:

Buses	Div.	Lines
2025-2029	1	57
2032-2034	13	57
2039-2044	12	55 57
2101-2134	2	12 18 44 49
2135-2141	5	5 54 103
2142-2151	8	24 81 90
2152-2169	5	5 54 103
2170-2183	8	24 81 90
2200-2223	8	15 16 74 90
2300-2324	7	4 57 94
2325-2355	2	32 44 47 49 77 111
2357-2383		and 176
2384-2399	12	61 66
2400-2404	12	114 137
2500-2503	7	21
2600-2604	9	17 38 64 108
3000-3003	1	60
3004-3014	13	60
4000-4006	13	62 82 99
4007-4009	12	113 115 116 126 132
4010-4029	5	10 73 101 102 103 105 and 106
4030-4043	9	11 112 117 118 133 134 135 136
4044-4054	12	113 115 116 126 129 130 131 132
4200-4208	5	100 123
4209-4211	8	14 121 138
4212-4215	5	100 123
4216-4218	8	14 121 138
4219-4224	18	110
5000-5045	1	2 3 9 28 92
5046-5099	7	3 42 44 83 91
5100-5180	3	5 7 19 25 31 39 42 50 and 57
5181-5199	18	31 107 109 119
5200-5216	5	51
5217-5226	9	52 69 108
5227-5241	1	55 58 72
5242-5254	18	70 71
5300-5374	7	4 44 89 91
5400-5460	6	4 13 75 76 83 128
5461-5479	5	84 85
5500-5519	12	36 37 55 58 124

CALIFORNIA--SCRTD (CONTINUED)

Buses	Div.	Lines
5520-5529	1	58
5600-5608	1	60
5609-5621	12	36 59 125
5622-5624	13	59
5700-5734	8	35 81 93
5800-5816	12	33 34
5817-5865	5	5 6 8 9 50
5866-5899	3	5 6 39
5900-5923	3	5 26 42 75
5924-5998	2	7 12 29 44 91 95 176
5999	8	93
6000-6081	9	52 53 63 68 72
6082-6098	8	35 88 93
6099	2	83
6100-6109	6	83
6110-6131	8	86 93 122
6132-6159	7	3 83 91
6160-6167	1	3
6168-6199	3	7 26 56
6200-6235	1	3 26
6236-6274	2	7 41 83 91
6500's (51)	5	8 27 46 50 57 84 85 96 and 103
6600's (20)	3	20 22 30 43 65 78 79 80 87
7000-7041	1	2 9 28 92
7042-7099	5	5 6 9 84 85

Line 3 was originally one of the line using 7000s, but it now has 6100s and 6200s instead and the 7000s have gone to line 2.

Water bumper-equipped 7085-7094 are assigned to Division 5 but have been operating from Division 7 on certain specified bus runs on lines 3, 4, 42, 44, 83, 91 and 94--generally one to a line. In their place, several high-numbered 5300s were at Division 5 for lines 84 and 85.

Nine bids were received for the 35 2900-series GMC TDH-4801s recently offered for sale but only one bid for eight coaches was accepted. Here is a summary of the bids:

American International Bus Exchange--$3,003 each for 2918, 2923, 2926, 2927, 2931, 2935, 2936 and 2943. AIBE also offered to act as agent for the sale of any remaining unsold buses.

Aztec (San Diego)--All or any at various unit prices up to a total limit of $10,000. A different amount was bid for each bus in a designated order of choice, their first five choices being 2939 (wrecked) ($309), 2929 ($1,006), 2934 ($1,256), 2914 ($796) and 2915 ($797). The remaining choices were in numerical order, the bid prices rising progressively to $1,963 for 2949. The $10,000 limit was based on Aztec's ability to furnish the required deposit along with their bid.

Sequoia Stages--$750 for 2939.

Jarretts Bus Sales--$313 each, except $254 for 2939.

Hausman Bus Sales--All or none for $17,605 total.

Edwards & Townsend (For conversion to house cars)--$1,802 each for 2945 and 2949. Steve Edwards, in support of this bid, noted that it was the high bid for those particular coaches, was based on the $1,750 selling price for TDH-5103s, and that AC TRANSIT is selling buses at $1,800-$2,000.

City of Pomona--$1,737 each for 2943 and 2944.

United Bus Sales--All for $35,353.50 total.

Peter F. Serrano--$535 for 2939. This bid, which would not have been successful anyway, was rejected because it was not signed.

Only the AIBE bid for eight buses was accepted, most of the others (except the Edwards & Townsend and Pomona bids) being classed as speculative. The remaining 27 buses were then authorized for sale by negotiation at a net price of not less than the now-established $3,003 each. In subsequent action, the minimum price for 2939 was reduced to $2,400 and the RTD board authorized payment of a 10 per cent finder's fee out of the proceeds for a sale directly to the purchaser negotiated by a bona fide broker.

CALIFORNIA--SCRTD (CONTINUED)

Coaches 2930, 2946 and 2947 and 2949 have been sold to LEEWARD BUS CO. of Pearl City, Oahu, Hawaii, for a total sale price of $12,012, out of which a 10 per cent finder's fee was paid to AIBE.

One condition of the federal capital grants for new transit equipment is that an equal portion of any proceeds from the sale of equipment replaced will be refunded to the federal government.

Two signifigant changes have been made in the Express Buxway plans. The San Gabriel parking lot and station have been deleted in response to community objections to condemnation of the necessary land. The Los Angeles bus staging area will be in or adjacent to the Central Business District, instead of at 7th & Union as previously proposed.

Sale of space on RTD buses for political advertising will be discontinued with the expiration of outstanding contracts.

Cummins Engine is planning a West Coast maintenance center, to provide replacement parts on an exchange basis. They are working hard on emission control, with a 1975 goal.

UMTA has approved RTD's capital grant for 212 additional new buses and other new equipment.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: On February 12 TTS eliminated three Monday through Friday midday round trips on Line 1--LOS ANGELES-TORRANCE and also removed the last round trip of the day (the only remaining evening schedule) leaving Torrance at 8:00PM and departing Ninth & Broadway at 9:15PM.

SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: The Public Utilities Commission has authorized SCTC to discontinue the EL MODENA-SANTA ANA-HUNTINGTON BEACH route and to increase fares to a minimum 35¢ with 10¢ zone increments. The maximum fare would be 95¢ between Santa Ana and Laguna Beach, up from 70¢. The PUC noted the firm was incurring heavy losses, particularly on the discontinued route where expenses were three times the revenues.

SANTA ANA TRANSIT CORP. (SATC)

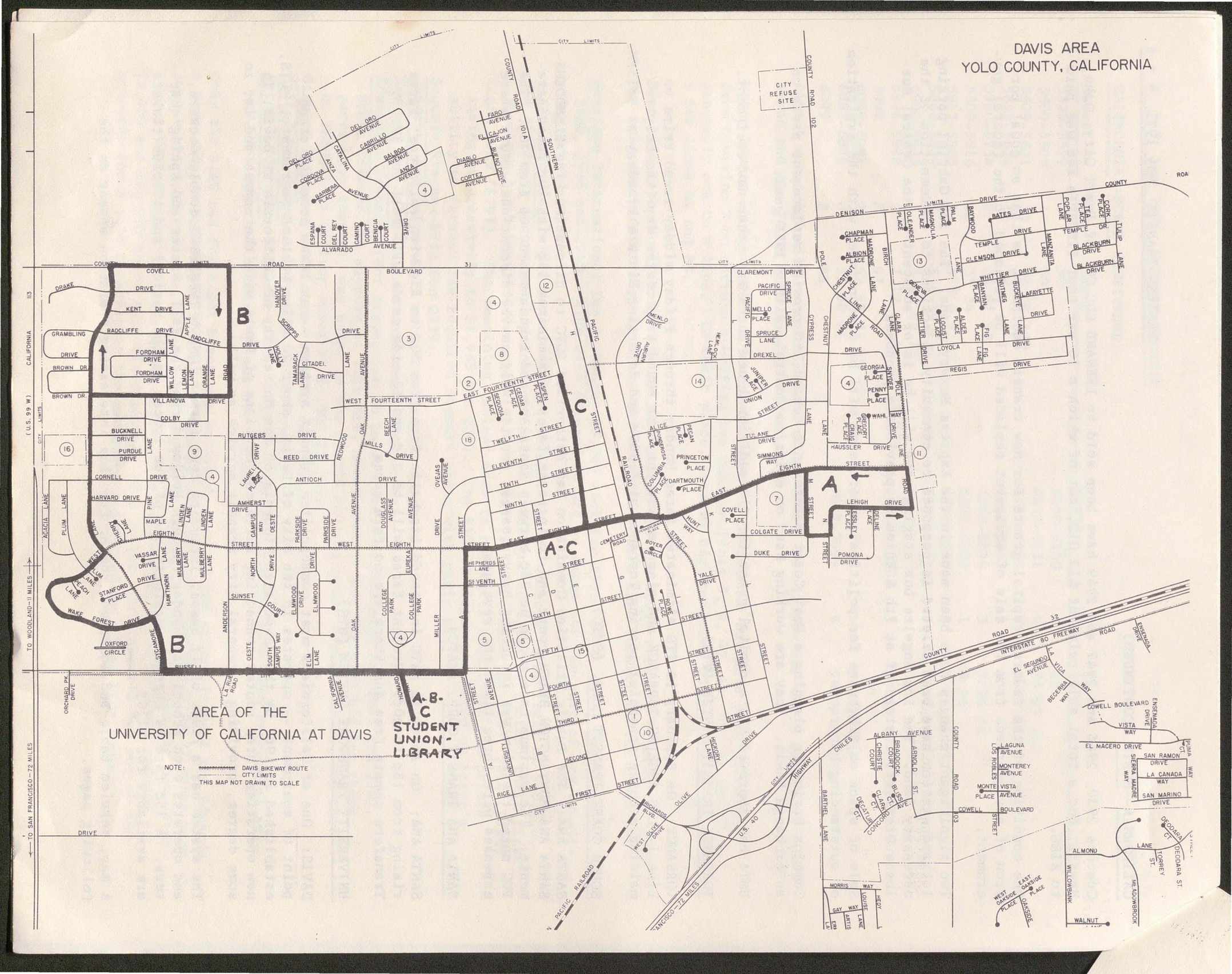
SANTA ANA: On April 12 SATC increasdd its basic fare from 30¢ to 35¢ with childrens' fares rising from 18¢ to 20¢. Student fares will be 25¢ and 10-ride cards will sell for $2.00. Transfers remain free and there are no fare zones.

UNIVERSITY TRANSPORT SYSTEM (UTS)

DAVIS: One of California's most cosmopolitan transit systems -- at least from the standpoint of equipment -- operates in the city of Davis, about 20 miles west of Sacramento. UTS, established in 1967 by the Associated Students of the University of California at Davis, is now operating three routes connecting different sections of Davis with the campus and is, to some degree, providing a general city transit service as well.

The system has a fleet of 12 buses, including four former LONDON TRANSPORT double-deckers, and operates each school day Monday through Friday during the fall, winter and spring quarters. A 15¢ fare is charged (makingit one of the lowest in the nation) and 10-ride tickets are available for $1.05.

A map, service table and equipment roster for this interesting operation appear on the following pages.


DAVIS AREA
YOLO COUNTY, CALIFORNIA
AREA OF THE
UNIVERSITY OF CALIFORNIA AT DAVIS
A-B-C
STUDENT
UNION-
LIBRARY
NOTE: DAVIS BIKEWAY ROUTE
CITY LIMITS
THIS MAP NOT DRAWN TO SCALE
TO WOODLAND—11 MILES
TO SAN FRANCISCO—72 MILES
CITY REFUSE SITE
COVELL BOULEVARD
FOURTEENTH STREET
EIGHTH STREET
SEVENTH STREET
SIXTH STREET
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
RUSSELL BOULEVARD
DENISON DRIVE
CLAREMONT DRIVE
WHITTIER DRIVE
LOYOLA DRIVE
REGIS DRIVE
COWELL BOULEVARD
EL MACERO DRIVE
INTERSTATE 80 FREEWAY
U.S. 40
SOUTHERN PACIFIC RAILROAD
COUNTY ROAD 101A
COUNTY ROAD 102
COUNTY ROAD 103
COUNTY ROAD 31
COUNTY ROAD 32
A
B
C
A-B
A-C

CALIFORNIA--UTS (CONTINUED)

Line	AM PEAK Hdwy	AM PEAK Req	MIDDAY Hdwy	MIDDAY Req	PM PEAK Hdwy	PM PEAK Req	First Bus	Last Bus
A--EAST DAVIS	30	1	60	1	30	1	731A	543P
B--WEST DAVIS	30	1	30	1	30	1	725A	540P
C--NORTH DAVIS	60	*	60	*	60	*	719A	530P

* -- included in Line A requirements

Current UTS Roster:

Coach Number	Builder	Model/Serial Number	Seats	Year	Notes
427	GM Coach	TDH4507/1083	45	1947	Ex-ESL 427
428	GM Coach	TDH4507/1084	45	1947	Ex-ESL 428
3103	GM Coach	TD4506/027	45	1945	Ex-LAMTA 2687
3107	Ford	B600/Superior	29	--	
3118	Ford	B600/Superior	29	--	
3223	Chevrolet	6700/Wayne	29	--	
3803	GM Coach	TGH3501/062	32	1964	1 dr, fwd fac seat
5631	GM Coach	TD3609/142	36	1946	Ex-STA 5631
RT1235	Leyland		26L 30U	--	Ex-London
RT3127	Leyland		26L 30U	--	Transport
RTL--	Leyland	Park Royal	26L 30U	--	"
RTL--	Leyland	Park Ryal	26L 30U	--	"

Abbreviations: ESL=Eastshore Lines, San Francisco LAMTA=Los Angeles Metropolitan Transit Authority.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: On February 28 Line 3--MONTANA AVE.-LINCOLN BLVD. was extended southward from Washington & Lincoln Blvds. into the Marina Del Rey area terminating in the Marina Shopping Center at Fiji and Admiralty Way. Monday through Friday schedules operate between 7:10AM and 6:15PM with Saturday and Sunday schedules between 10:00AM and 6:00PM.

KOPECKY CORP. CHARTER BUSES (KCCB)

SAN DIEGO: KCCB has filed an application with the PUC for a certificate to operate between San Diego, Escondido and the Ontario Motor Speedway.

UNION PACIFIC STAGE CO. (UPSCo.)

EAST LOS ANGELES: With the beginning of the new Amtrak passenger train service on May 1, UPSC's parent company, UNION PACIFIC RAILROAD, has chosen to join Amtrak and, as a result, all UP passenger service in the Los Angeles area was discontinued including UPSC bus service. The inbound SANTA ANA-EAST LOS ANGELES, LONG BEACH-EAST LOS ANGELES and PASADENA-EAST LOS ANGELES routes operated the last time on April 30, with outbound buses running their last on May 2.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA officials have approved a $3.4 million budget for the next fiscal year with the understanding it will negotiate with Sacramento and Yolo counties on the

CALIFORNIA--STA (CONTINUED)

amounts they should contribute toward a requested $1.7 million subsidy. Bus service already is being provided to the nearby communities of Roseville, Florin Center, Cosumnes River College, Fruitridge and West Sacramento. Thomas Huebner, STA ex-officio member and Assistant City Manager, indicated that if financial support is not forthcoming from the counties it might be necessary to discontinue service beyond Sacramento city limits.

THE TOWN TOUR (TTT)

ANAHEIM: TTT has established a new route serving downtown Anaheim and the Anaheim Center on a 90-day trial basis. The line will operate during the morning and late afternoon hours and although an exact routing had not been announced, it is believed to parallel the former ANAHEIM JITNEY SYSTEMS Route 2--WEST ANAHEIM. AJS ceased all operations in January and initially, TTT had requested a city subsidy for this route, but the city declined.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of May, 1966)

+SANTA BARBARA TRANSIT CO. increased service on Line 6--GOLETA and eliminated lines 8--FIVE POINTS and 9--STOW CANYON-CATHEDRAL LOOP.

+SCRTD opened brand-new Division 12 (Long Beach) on Chester Pl. near the Long Beach Freeway replacing a former PACIFIC ELECTRIC-owned facility.

+PASADENA CITY LINES filed to increase fares to 25¢ and make several route and schedule changes, including abandonment of Line 8--WASHINGTON.

OCEANSIDE TRANSPORTATION SYSTEM (OTS)

OCEANSIDE: On March 1, the OTS basic fare was increased from 15¢ to 25¢. Five-cent zone increments remain as before. The 25¢ fare applies anywhere within Oceanside city limits.

GREYHOUND LINES WEST (GLW)

SAN FRANCISCO: Effective April 14 five round trips (mostly late night and very early morning) were cut from the TRAVIS AIR FORCE BASE-SAN FRANCISCO INTERNATIONAL AIRPORT route;and the OAKLAND AIRPORT-TRAVIS AFB route, consisting of three daily round trips also serving the Oakland Greyhound Depot, was discontinued entirely.

EAST LOS ANGELES COMMUNITY IMPROVEMENT ASSN. (ELACIA)

EAST LOS ANGELES: ELACIA is operating, and has been for more than a year, one regular transit route in addition to its several home-to-work commuter routes. The route, RAMONA GARDENS-EAST LOS ANGELES-CROSSTOWN, operates Monday, Tuesday, Thursday and Friday half-hourly between 9:30AM and 2:00PM. (Lack of service on Wednesday is unexplained). Weekday service is provided between home-to-work shift times. Saturday service runs from 9:30AM to 5:00PM; there is no service on Sundays. The line begins in the Food Giant Shopping Center in the City of Commerce at Whittier Blvd. & Gerhart and travels via Whittier Blvd., Gerhart, Brooklyn, Eastern, City Terrace, Herbert/Medford, Fowler, Indiana, Lancaster, Evergreen, Alcazar, Muchison to Lancaster in Ramona Gardens. Return route operates along Lancaster, Indiana, Fowler, Whiteside, Herbert, City Terrace, Easter, Brooklyn, Gerhart, Grace and into the shopping center.

CITY OF FULLERTON

FULLERTON: Development of a city-sponsored bus system has been proposed by a Cal State Fullerton graduate student, Richard Wallace, who has completed a detailed study on the proposed municipal line. His report suggests dividing the city into four quadrants with a common transfer point where the four lines would exchange passengers at the

CALIFORNIA--FULLERTON (CONTINUED)

same time each hour. An initial investment of $100,000 would include four buses and other equipment. Based on the studies of other companies, operating costs would average 60¢ per mile with an average speed of 15-MPH 12 hours a day, six days a week and would need a 33¢ fare to break even. The city could contract with a private operator to provide the service if the council is willing to offer a subsidy, Wallace concluded.

STATE LEGISLATURE

SACRAMENTO: Several bills now before the state legislature would affect the bus industry. Included are: AB632, passed by the Assembly which would exempt school buses from vehicle taxes; AB2084 which would create the SAN DIEGO AREA TRANSPORTATION AGENCY to plan, develop and operate a regional transportation system in San Diego County, and SB1110 which would prohibit any contract betwwn the SANTA CLARA COUNTY TRANSIT DISTRICT and the BAY AREA RAPID TRANSIT DISTRICT from taking effect until approval by a majority of the voters in the district.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: The Exact Fare plan came to Culver City on April 4. Operators no longer carry or make change but do issue Fare Redemption Coupons which can be redeemed at CCMBL offices.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: In connection with the recent fare increase (WT 3/70), LBPTCo. lines 14--LONG BEACH-SAN PEDRO and 15--LONG BEACH-L. B. NAVAL BASE now issue and honor transfers to and from other LBPTCo. routes. Previously, seperate fares were required. The Sunday Pass continues to sell for 50¢,

NORTHGATE TRANSIT LINES (NGTL)

DALY CITY: NGTL has applied to the PUC for an increase in fares to 25¢ weekdays, 35¢ Saturdays and Sundays. Present fares are 20¢ with no transfers issued.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: On Sunday, March 28, the second in the current series of one-way street changes went into effect, this time in the south-of-Market area. The principal revision involved Folsom and Howard streets which were converted to one-way eastbound and westbound between 11th St. and the Embarcardero, respectively. Several Muni route changes were made coincidentally -- the most notable being trolley coach Line 41--UNION-SOUTH VAN NESS, which was cut back entirely to Beale & Howard (its normal night and weekend terminal). Motor coaches replaced the weekday portion of the route from Beale to 26th & Mission. Nine coaches are assigned--all Macks--and all work out of Potrero Division where they are stored between lanes of trolley coaches. Only six are required for peak service; four in the base. Headways are 12 minutes during midday, decreasing to 8 during peak hours.

This conversion brings the number of reactivated Macks to about 50, replacing a like number of trolley coaches. As was the case with the Sutter St. conversions in November, one set of wires will have to be moved one block south; in this case from Howard to Folsom, and a delay of several months can be expected due to the necessity of requesting bids from outside contractors. At this writing, work has yet to commence on the Sutter St. wire relocation.

CALIFORNIA--SFMRy (CONTINUED)

One other trolley coach route change was made--without conversion to motor coach. Line 33--ASHBURY trolleys now use Mission between 18th and 4th as their inbound route instead of Howard St. Southbound line 47 TB's still use one block of Howard between 10th and 11th as part of their BARTD construction detour, but must make the left-hand turn onto 11th from what is now the center lane of Howard as the wires were inadvertantly not moved.

Muni officials proposed several service cuts as a way of trimming some of the expected $23 million deficit from the proposed 1972 budget. Some of the cuts proposed included elimination of mid-day service on line 30X--STOCKTON EXPRESS, cutting line 25--BRYANT back from the Cow Palace to Arleta & Bayshore, combining line 13--ELLSWORTH with lines 23--CRESCENT and 27--NOE (line 27 becoming a shuttle at all hours), elimination of peak only line 5--McALLISTER LIMITED motor coaches, restoration of lines 71--HAIGHT-NORIEGA and 72--HAIGHT-SUNSET to Haight St. in the Haight-Ashbury district and elimination of Hyde St. trips on Line 80--LEAVENWORTH except during peak hours. The city PUC held a hearing on the proposed changes and turned down all but the last three. There has been no announcement as to when the changes will go into effect, but the earliest probably would be June.

Some weekday mid-day service cuts have been made in recent months. These include Line 28--NINETEENTH AVE. which was cut from 10 to 12 minutes, line 2--CLEMENT from 6 to 7½ and line 31--BALBOA from 7½/15 to 9/18 minutely, and Line 89--LAGUNA HONDA SHUTTLE from 10 to 12 minutely.

As previously reported, about 40 Marmon-Herrington TC-48 trolley coaches from Presidio Division were being stored at Potrero Division to make room for the diesel buses that temporarily displaced them on the Sutter St. routes. Now, it seems that most have made their way back to Presidio during the month and have been showing up regularly on lines 5--McALLISTER and 30--STOCKTON. As far as is known, no Presidio Twin Coach TBs have been removed from service as a result of this change.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: All 10 prototype cars were to have been delivered to BARTD by the Rohr Corp. by the end of April. However, it appeared that delivery of the 240 production models would be delayed somewhat because of supplier problems, and problems with the traction motors. BARTD had hoped to have 60 cars ready for service in September in order to open the OAKLAND-SOUTH HAYWARD line to revenue service. Now it appears that Rohr can have no more than 25 cars on the property by that time, and the start of BARTD's first revenue service may be delayed until early 1972.

That long dispute over the proposed BARTD-SFMRy West Portal subway has finally been resolved. The subway won't be built. Instead, BARTD will allocate the money it would have spent on the subway to complete the BARTD-Muni Embarcadero Station, which will be the downtown terminal of Muni's five streetcar lines.

Transit consultants have recommended a $286.4 million subway approach for the proposed BARTD extension from Daly City to the San Francisco International Airport. A subway approach, though costly, would permit direct BARTD train service to the airport and its complex of shops and maintenance terminals. A final decision on whether to add the airport extension to BARTD's construction schedule is expected within a year.

Gophers have been gnawing at buried train control cables in the East Bay, and it may cost BARTD an extra $1 million to replace all the cables in concrete trenches.

T E X A S

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: DTS' entire transit fleet of 440 buses consists of identical GMC TDH-5303 coaches ranging in age from eight to four years. DTS has announced plans to sell 50 of the buses (called "Dandiliners" in Dallas) to HONOLULU TRANSIT CO. fo $880,831. At the same time, DTS has received DOT approval for two-thirds of the $2.2 million needed to replace the 50 buses. HTC is headed by Harry Weinberg, who was board chairman of DALLAS TRANSIT CO. before its takeover by the city. Honolulu has been without bus service since Jan. 1 and the city is attempting to purchase the bus system.

DALLAS-FT. WORTH REGIONAL AIRPORT

DALLAS: Two Western combines were the only bidders for a "people mover" system for the new Dallas-Ft. Worth Regional Airport. They are The Dashaveyor Co. of Los Angeles (along with Morrison-Knudsen Co. of Boise, Idaho and Fischbach & Moore of New York and Dallas), and Varo Inc. of Dallas (along with Ling-Temco-Vaught). Based on the bids submitted, the system may oost up to $65,765,000. The Varo bid was for a monorail system and the Dashaveyor bid uses a duo rail system similar to a mine railway.

The new airport, located approximately halfway between Dallas and Ft. Worth, will be completed in about two years and will largely replace Dallas' Love Field as a terminal for commercial airline flights.

O R E G O N

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TCMTD)

PORTLAND: Tri-Met's first order of new buses began arriving during March. The first of 50 45-passenger Flxibles arrived March 1 and entered service one week later. By the middle of the month 30 were on the property with the remaining 20 in service by the first of April. The Flxibles are model 111-DD-D5-1 (see Equipment Report) and feature air conditioning, EIP kits, full width ceiling panels replacing ad racks and red/yellow-bucket-type seats. On March 30 the first of 25 GMC T8H-5305A's arrived with all expected by the end of April; the first entered service April 12. These mark the first 51-passenger buses (and the first 102" wide coaches) in the state of Oregon.

Some 70 older buses are slated for retirement with the delivery of the current 75-bus order. Fifty-one of these are old GM's (3206s, 4505s, 4506s, 4507s) acquired from the four Blue-bus operators; 12 are ex-ROSE CITY TRANSIT C45GT and DT Macks and the remaining seven are ex-Rose City 44S Twin Coaches. Tri-Met has recently prepared bids for an additional 150 new buses, including some suburbans, for delivery early next year. These probably will replace the rest of what is still one of the last large fleet of active Macks.

Tri-Met instituted an Exact Fare plan in December after three weeks of "volunteer" exact fare wherein the passenger was given change but was indoctrinated as to what was to come. Consolidation of former PORTLAND STAGES routes with certain city routes occurred April 4. The suburban routes duplicated the city routes along several major east side streets but did no local work within the city limits. Under the changes, the city routes involved were extended to cover the suburban routes during the off-peak hours, eliminating needless duplication.

Tri-Met Portland Division Manager Victor V. Cox retired in February. He had been general manager of ROSE CITY TRANSIT and had worked for that firm and predecessor firms

OREGON--TCMTD (CONTINUED)

since 1927 when he started as a streetcar maintenance apprentice. Cox was replaced by another ex-maintenance man, Roy Booth, former superintendent of equipment for CLEVELAND TRANSIT SYSTEM.

More of the ex-Rose City TMC New Look coaches have received the new tangerine-and-white livery. Only about 20 of the 75 buses in this group remain to be done--556-575.

U T A H

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY: UTA took over operations from the former SALT LAKE CITY LINES on August 10, 1970 and has since moved into temporary facilities north of the city pending completion of a new shop and offices on West 2nd South. A new white and blue paint scheme has been applied to several of the GMC TDH-4517s.

N E V A D A

LAS VEGAS TRANSIT SYSTEM (LVTS)

LAS VEGAS: LVTS has started repainting its fleet with the same colors, but in a different design. It consists of white roof, red around the windows and down to the belt rail, aluminum sides and white below the rub rail. In the front the red dips down in a V-shape. About half the fleet is now painted.

E Q U I P M E N T R E P O R T

Below is a list of passenger equipment acquired or disposed of by Western operators since our last report. Neither completeness nor currency is implied.

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW RAPID TRANSIT CARS				
BARTD	104-105	Rohr		Control cars
	503-504	Rohr		Mid-train cars
NEW BUSES				
AC Transit	915-929	GM Coach	T6H5305/278-292	EIP kits
City of Commerce MBL	316	GM Coach	T6H4521/270	
Continental Bus Sys	11518-11524	B & C	05SE/8194-8200	Dallas-Seattle pool
	11525-11526	B & C	05SE/8271-8272	Dallas-Amarillo pool
Greyhound Lines West	1600-1649	MCI	MC7/-	47 seat, RR
Tri-Met, Portland	576-600	GM Coach	T8H5305A/056-080	EIP kits
	601-650	Flxible	111DD-D5-1/55025-55074	EIP kits
USED BUSES				
Town Tour, Anaheim	710-712	GM Coach	TDH3610/287,290,291	Ex-LBPTCo.
Napa Transit Co	215	GM Coach	TDM4515/112	Ex-GLW 911
Crew Transit Inc	C107	GM Coach	PD4104/1553	Ex-Bay Rap Tnst 107
LA & Pico Rivera Consol	3003	GM Coach	PD4104/2587	Ex-GLW 1994
Gt Western Stage Lines	964,1036	GM Coach	PD4106/-,-	Ex-
Whitfield Bus Lines	612	B & C	01SE/6148	Ex-ABL-SW 26707
Cal Coast Charter	105	Crown	A743-11/-	53/77 seat sch bus
Western Stages Inc	Unnum	GM Coach	PD4104/4824	Ex-GLW 7651
(Seal Beach)	Unnum	B & C	01SE/6344	Ex-CWL 14301