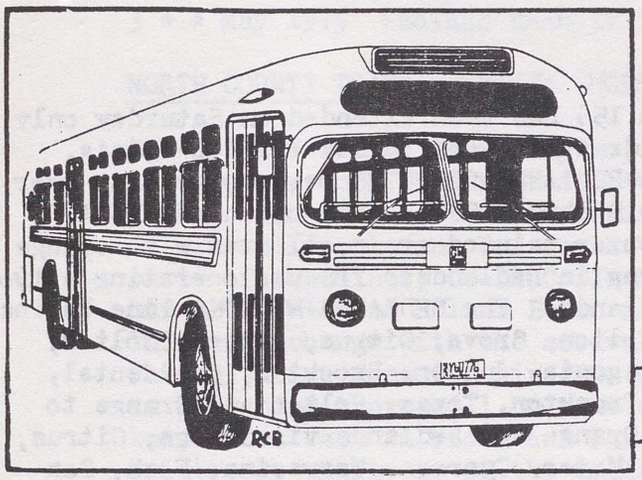


Western Transit

Monthly Publication of The Western Transit Society

Vol. 13 No. 5 May 1975

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: April 7th saw a number of changes in CCMBL operations. Line 3-CROSSTOWN was extended southward from its former La Tijera and Sepulveda terminal via Sepulveda into Los Angeles International Airport. Half hourly service is operated Monday/Saturday 600AM/1100PM using 3 buses and every 45 minutes on Sunday 700AM/1000PM using 2 buses. Line 4-FOX HILLS-WEST LOS ANGELES COLLEGE was extended and rerouted (three AM westbound and three PM eastbound trips) to serve the industrial area along Jefferson near Hughes Aircraft by leaving regular route at Jefferson and Sepulveda and traveling west on Jefferson to Alla Road returning to Sepulveda. Two special routings to/from Culver City Senior Citizens Center were also established. The first begins at Short and Moore Sts traveling via Moore, Washington and Overland to the Center, the second from Jacobs and Roberts via Jacob, McManus, Washington and Overland. Two trips to the Center in the morning and two return afternoon trips are run weekdays only. Due to the weakened condition of the bridge on Sawtelle Blvd over La Ballona Creek and its restriction to travel by buses former Line 2 was divided into two lines -- 2-SUNKIST PARK and 5-BRADDOCK DRIVE on April 21st. Line 2 will operate half hourly Monday/Friday from Inglewood and Washington via Inglewood, Jefferson, Mesmer, Port Road, Hayter, Sawtelle, Sepulveda, Jefferson and Inglewood to Washington. Line 5 running hourly weekdays will travel from Inglewood and Washington via Inglewood, Braddock, Madison, Washington and Higuera to Rodeo & La Cienega. There will be no bus service on Sawtelle between Hayter and Braddock for possibly two years.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI's newest line, 91-DALY CITY, began operating April 7th between Stonestown Shopping Center and BART/Daly City via Park Merced using GMC's from Ocean Division and running weekdays only. A fifteen minute peak headway using 3 buses and a base 20 minutely headway using 2 buses is operated. Reroutings for motor coach Owl service on Lines 14-MISSION and 15-THIRD-KEARNY occurred April 6th. 14 trips noted "K" operate via Mission, Ocean, San Jose, Geneva, Howth, Ocean to Mission and regular route while trips noted "G" operate via Mission, Geneva, San Jose, Flournoy, Mission to Daly City. Line 15 Owls loop via Geneva, San Jose, Ocean, Howth and Geneva to San Jose. On approximately May 1st Lines 15-THIRD-KEARNY, 19-POLK, 27-NOE, 32-EMBARCADERO, 40-COMMUTER and 42-THIRD-EVANS will be rerouted to serve the new Southern Pacific Depot at 4th and Townsend. Basically this will shift service from 3rd one block west to 4th. The new AM General buses (4100-4199) should be arriving at press time. They will be 35 feet long, 96 inches wide, non air conditioned and powered by a six cylinder diesel engine with a top speed of 38 MPH. Specifications are now being drawn for 25 new heavy duty 31 foot buses. Now appearing in the new paint scheme of California Poppy Gold, Sunset Glow and White are 3013, 3083, 3178, 3211, 3264, 3319, 3381 and 5001. While repairs are being made to motors that wind the cables service on Line 61-CALIFORNIA is being provided by Macks on weekdays and GMCs on weekends operating out of Kirkland Division. This work is scheduled to last approximately one month.

SAN BERNARDINO TRANSIT SYSTEM (SBTS)

SAN BERNARDINO: Line 22-RIALTO SHOPPER (formerly Line 15) has been extended on Saturday only from the Crestview Convalescent Hospital along Riverside Avenue and Valley Blvd to Acacia, site of the Rialto Auction Area. On April 7th Line 23-REDLANDS COMMUTER began operating over two routings using four buses Monday thru Saturday 600AM thru 600PM. SBTS purchased YUCAIPA BUS SERVICE's "little green bus", an 18 seat GMC/Carpenter painted green all over with orange trim and employed two YBS operators who had been driving in Redlands. YBS was operating a two route/one bus line under contract with the City of Redlands. The REDLANDS-MENTONE line begins at Orange St and Redlands Blvd operating via Orange, Colton, Grove, Citrus, Judson, Colton, Opal, Mentone Blvd, Sapphire, Nice, Crafton, Mentone/Lugonia, Judson, Brockton, Occidental, Lugonia, Church, San Bernardino, Clay, Drexa, Orange, Brockton, Texas, Colton and Orange to Redlands. REDLANDS-COMMUNITY HOSPITAL also starts at Orange and Redlands via Orange, Citrus, Redlands, Highland, Cajon, Fern, Center, Highland, San Mateo, Cypress, Terracina, Fern, San Mateo, Tennessee, Pine, Ash, Brookside, Texas, Olive, Cajon, Citrus and Orange to Redlands. Service is operated both ways on each line which are basically loops. Sixteen new Flxible buses (See Equipment Report) are now arriving on the property although none have yet entered revenue service.

YELLOW CAB COMPANY (HENDERSON CENTER CAB COMPANY, INC. dba) (YCC)

EUREKA: YCC presently holds a Passenger Stage Certificate between Eureka and Humboldt State College (Henderson Center, T-70273 (common carrier of merchandise) and TCP-57-a $100 charter party permit and is now seeking a Class "B" Charter Party Certificate to operate from the Henderson Center to any point in California using a fleet of four vans - a 1960 Ford Custom Club Wagon, a 1973 Dodge Sportvan and two 1974 Dodges.

SOUTH BAY TRANSIT COMPANY (Gregory Spearing and Leonard Molnar dba) (SBTC)

REDONDO BEACH: SBTC has been granted a PSC to operate two routes between Torrance, Redondo Beach, Palos Verdes and Los Angeles International Airport. Route 1 runs from Hawthorne Blvd & Silver Spur Rd in Palos Verdes Estates via Hawthorne to Holiday Inn, Torrance, thence via San Diego Freeway to LAX. Route 2 runs from Hawthorne and Silver Spur via Hawthorne, Pacific Coast Highway to Ramada Inn, Torrance, then to Plush Horse Inn, Redondo Beach, then to Redondo Beach Pier, thence to Coast Highway and San Diego Freeway to LAX. Two 1973 Dodge B200 Vans and one 1971 Cadillac limousine will operate on four daily round trips charging a $5 one way fare. Trips will leave PV at 6AM, 10AM, 1PM and 5PM with a 45 minute running time and return from the airport immediately after arrival.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

SAN DIEGO: A trailer and van equipped to carry eight bicycles and nine passengers over the San Diego-Coronado Bridge free of charge made its first voyage on April 5th. The demonstration project will operate 14 hours a day 7 days per week and the van will make a round trip once an hour except during the morning and afternoon peak hours when a half hourly headway will prevail Pick up points will be National Avenue at Bay Bridge Park in San Diego and on Second between B and C Streets in Coronado. Previous to this the only "public" transportation has been SAN DIEGO TRANSIT CORP. Line 9-CORONADO.

AIRPORTUS, INC. (AI)

SAN JOSE: AI has been granted a certificate between Palo Alto and the San Jose Municipal Airport. The service will operate hourly from 600AM until 1000PM daily using van type vehicles The application was protested by GOLDEN SEDAN SERVICE, INC. whose PSC includes the San Jose Airport, but the PUC could find no conflict as Golden's authority is on a vehicle basis and not per capita.

NORTH COUNTY TRANSIT SYSTEM (NCTS)

OCEANSIDE: A free ride program, similar to those tried in San Marcos and Escondido-Ramona, may soon be instituted to bolster patronage in the San Dieguito area which includes Encinitas, Leucadia and Cardiff-by-the-Sea. The biggest problem is there is presently only one bus in the area making a 2 hour frequency in service over all parts of two lines, 60-LEUCADIA-ENCINITA-CARDIFF and 61-ENCINITAS-BIRMINGHAM DRIVE, but no service to Solana Beach nor connecting service between the coastal communities. This will change with the arrival of 22 Fleetwood buses beginning in June - one on June 13, five June 20, six June 27, four July 3 and six July 11. When all buses are in operation there will be nine serving Oceanside and Camp Pendleton, three in Carlsbad, three each in Vista and San Dieguito, and one each in San Marcos, Ramona and Fallbrook. Delivery of the smaller buses will release larger ones for intercity service between Oceanside and Escondido, Oceanside and San Dieguito and Fallbrook and the rest of the system. Total number of lines is expected to be 24. Presently OTS older TDH4517s and 4519s are being used on NCTS lines. Comprehensive Planning Organization (CPO) directors have rescinded a requirement for free transfers between NCTS and SAN DIEGO TRANSIT CORP. to avoid threatened legal action by GREYHOUND LINES, INC. against the agencies as tax subsidized competition. The connections had been made a prerequisite for funding approval of the 1975-76 allocations from state sales tax revenues earmarked for transit which monies CPO administers. Sen. John Stull (R-Leucadia) will soon introduce legislation to create a North County Transit Board with power to oversee bus operations in Carlsbad, Escondido, Oceanside, San Marcos, Vista and in unincorporated areas and to take over NCTS, OCEANSIDE TRANSPORTATION SYSTEM and ESCONDIDO CITY TRANSIT. The board will have representatives from each city and the county and would have the power to administer the North County's share of state sales tax funds used for transit.

UNIVERSITY OF CALIFORNIA AT RIVERSIDE (UCR)

RIVERSIDE: Present free bus service for UCR students has proven successful and may be expanded. Currently 170 daily riders are carried connecting the campus and downtown, the so called "student ghetto" north of University between Chicago and Park Avenues and the Canyon Crest-Big Springs Road area. Consideration is being given to extending the bus into Highgrove. The bus, an 18 seat, one door blue and white Flxette, starts at 715AM from the UCR Administration Building and runs until 1015AM, it resumes at 315PM and runs until 615PM. The bus is owned by the school and leased informally to the police and parking office, the fee for which is paid from charges collected at 6 visitor parking lots on the campus.

INTRA CITY BUS SYSTEMS - PART XV

Lake Elsinore will soon apply for a UMTA grant for three 9 passenger vehicles with a plan calling for 2 buses running on hourly schedules around the lake in both directions. The city has asked Riverside County for financial and moral support as some of the area is unincorporated. A joint powers agreement (WESTERN RIVERSIDE COUNTY TRANSIT AUTHORITY) is in the works to include the county, Riverside, Banning, Beaumont, Hemet, Norco, Perris, San Jacinto, Corona and Lake Elsinore. Public hearings were held last month on the environmental impact of Hemet's prposed purchase of 3 Dial A Ride buses. La Mirada has approved a 5 year plan for Dial A Ride which projects continued ridership increases and service improvements. Goals includes a gradual reduction in response time from 19 to 15 minutes, maintain quarter fare and reduction in average ride time. 1975-76 goals include purchase of a small bus equipped to handle handicapped, two replacement vans and increase maintanance staffing. Santa Fe Springs is applying for a federal grant thru SCAG for $70,000 to extend the present fare free service from a 8 hour day to 12 hours seven days a week. Norco launched a Friday only Dial A Ride April 18 designed for Senior Citizens to run for a three month trial period

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The Valley Grid involved realignment of all Valley local lines and the establishment of - 151-VALLEY CIRCLE BLVD-TOPANGA CANYON BLVD from Devonshire and Topanga Canyon via Topanga Canyon, Mulholland Dr, Valley Circle, Vanowen, Fallbrook, Sherman Way and Sherman Place to Woodlake; 152-FALLBROOK AVE-ROSCOE BLVD-VINELAND AVE from Lankershim and Ventura via Ventura, Vineland, Sunland, Glenoaks, Tuxford, Roscoe and Fallbrook to Ventura; 153-DE SOTO AVE-VENTURA BLVD-WINNETKA AVE from Devonshire & De Soto via De Soto, Ventura, Winnetka, Nordoff, Corbin, Plummer and Mason to Devonshire; 154-TAMPA AVE-VENTURA BLVD-BURBANK BLVD from Tampa and Devonshire traveling on Tampa, Ventura, Reseda, Burbank, Lindley, Hatteras, Louise, Burbank, Kester, Oxnard, Edison, Burbank, San Fernando, Cypress, 1st and Olive to Glenoaks; 155-WHITE OAK AVE-ZELZAH AVE-RINALDI ST from Ventura and White Oak via White Oak, Roscoe, Lindley, Nordhoff, Zelzah, Chatsworth, Louise, Rinaldi, Laurel Canyon, San Fernando Mission to San Fernando; 157-SEPULVEDA BLVD-VAN NUYS BLVD from San Fernando via Brand, Sepulveda, Ventura, Van Nuys, Foothill, Terra Bella to Eldridge; 158-DEVONSHIRE ST-WOODMAN AVE from Ventura and Woodman via Woodman, Branford, Arleta and Devonshire to Topanga Canyon 159-COLDWATER CANYON AVE-LANKERSHIM BLVD from Ventura and Coldwater Canyon via Coldwate Canyon, Sheldon, San Fernando, Lankershim and Tujunga to Ventura; 160-LAUREL CANYON BL from San Fernando via Mission and Laurel Canyon to Ventura; 162-RIVERSIDE DR-VICTORY BL beginning in Burbank via Olive, 1st, Cypress, San Fernando, Burbank, Victory, Riverside Lankershim, Camarillo, Riverside and Van Nuys to Ventura; 163-SHERMAN WAY-MAGNOLIA BL from Van Nuys and Sherman Way via Sherman, Vineland, Clyborne, Vanowen (thru Hollywood Burbank Airport), Empire, Victory Pl, Burbank, San Fernando, 1st, Angeleno, 3rd, Olive, Victory, Magnolia, Colfax and Riverside to Laurel Canyon; 164-VICTORY BLVD from Burbank on Olive, 1st, Cypress, San Fernando and Victory to Valley Circle; 165- VANOWEN ST from Burbank via Olive, 1st, Cypress, San Fernando, Burbank, Victory, Empire (thru Hollywood Burbank Airport), Clyborne and Vanowen to Valley Cirlce; 166-NORDHOFF ST-OSBORNE ST beginning at Terra Bella & Foothill via Foothill, Osborne, Nordhoff, Corbin, Nordhoff and Topanga Canyon to Parthenia plus changes in 35-WEST VALLEY FREEWAY FLYER, 81-WOODLAND HILLS-VENTURA BLVD-HOLLYWOOD BURBANK AIRPORT, 86-LOS ANGELES-NORTH HOLLYWOOD-CANOGA PARK, 93-LOS ANGELES-VAN NUYS-U. S. VETERANS HOSPITAL and discontinuance of 793-STUDIO CITY-LOS ANGELES PARK/RIDE. 35 was extended northward from its former Reseda and Sherman Way terminal northward on Reseda to Devonshire and now runs 7 days a week, 81 lost its Topanga Canyon Blvd leg to 151, lost its Hatteras Street leg to 154 and now terminates near Hollywood Burbank Airport instead of downtown Burbank, 86 now continues west on Sherman Way to Woodlake instead of going to Platt and Victory and 93 now terminates at the VA Hospital, the Pacoima service now being provided on 157 while the 93 Flyer operates along Riverside Drive from Van Nuys to Woodman providing South Van Nuys with direct Los Angeles service in peak hours. By continuing 35 along Ventura to Lankershim then entering the Hollywood Freeway the Studio City Park-N-Ride lot at Ventura and Riverton is still served negating the need for the separate 793. Lines 151, 152, 154, 155, 159, 160, 162, 163, 164, 165 and 166 operate out of Division 15 while 35, 81, 86, 93, 153, 156, 157 and 158 operate from Division 8.

Other Valley news includes, effective April 14th, extension of Line 721-VAN NUYS-LOS ANGELES PARK/RIDE from the Van Nuys Drive In westward to Roscoe and Reseda Blvds. on all trips plus establishment of 716-CANOGA PARK-LOS ANGELES PARK/RIDE beginning at Roscoe and Fallbrook via Roscoe, Topanga Canyon, Strathern (serving Canoga Park Drive In), Canoga Ave, Ventura Fwy, Hollywood Fwy, Temple and Hill to Washington. Operating out of Division 8 using 1000s (T8H5307As) five trips are run - 600A, 620A, 640A, 710A and 740A from Roscoe/Fallbrook and 410P, 430P, 450P, 510P and 540P from Washington and Hill.

IF YOU MOVE SEND US YOUR NEW ADDRESS AS THIRD CLASS MAIL IS NOT FORWARDED

SCRTD Continued

Another subscription line, 512-CHATSWORTH-RESEDA-WILSHIRE SUBSCRIPTION SERVICE, was begun March 31st using a 1000 from Division 8. From Chatsworth (Hiawatha and Mason) via Mason, Devonshire, Reseda, Ventura Fwy, Hollywood Fwy, Lexington, Western, Wilshire, Normandie, 6th, Mariposa and Wilshire to Normandie. One round trip is run - from Chatsworth at 647AM and from Wilshire and Normandie at 440PM.

Operating schedule for Coach 9900 (Neoplan Double Decker) -
Weekdays leave Wilshire and Union - 614AM, 837AM, 1131AM, 223PM and 533PM
Weekdays leave Eastland Shopping Center - 503AM, 725AM, 1015AM, 109PM and 409PM
Saturdays leave Wilshire and Union - 903AM, 1203PM, 311PM and 603PM
Saturdays leave Eastland Shopping Center - 739AM, 1041AM, 136PM and 436PM

RTD Directors have approved a program in cooperation with the California Department of Transportation which will reserve the fast lane of the Santa Monica Freeway in each direction between Lincoln Blvd and the Harbor Freeway for buses and car pools (cars with 3 or more persons). The preferential lanes, to be operating at all hours seven days per week, will be marked by white diamonds 18 feet long and 3½ feet wide painted on the pavement at 500 foot intervals. Although the lanes will be open to all buses the major users will be RTD who will operate several new or modified fixed route free way lines and three new Park/Ride lines and SANTA MONICA MUNICIPAL BUS LINES who will run one Freeway line to downtown and will also begin service on a new West Los Angeles Mar Vista crosstown line. Service is scheduled to commence mid June on a one year experimental basis.

An additional Park/Ride line was started April 28th in the form of 737-SAN PEDRO-LOS ANGELES PARK/RIDE. Starting at the San Pedro Drive In Theatre at Westmont & Gaffey buses travel via Westmont, Gaffey, Harbor Freeway, Pico (inbound or 11th (outbound), Flower/Hope and Temple to San Pedro St. Four trips are operated - 615A, 645A, 715A and 745A from San Pedro and 405P, 435P, 505P and 535P from downtown. The line works out of Division 12 using 5200s (TDH5301s) and 5500s (TDM5301s).

Beginning May 1st physically handicapped persons will be able to ride RTD buses for 10 cents in Los Angeles County and for half fare in areas not participating in the flat fare program. Other reduced fares now in effect - 10 cents for seniors, 15 cents for students, free for the blind - will continue. This action was taken in compliance with requirements for continued federal funding. A proposal to allow federal employees bus fare discounts was defeated.

RTD, the Hollywood Bowl Association and the county have all approved a program which will provide 10 Park And Ride centers where bowl patrons will be able to leave their cars in attendant guarded lots and board express RTD buses for round trips to and from performances for a 50 cent fare during the Bowl season July 8 thru September 13. Lots will include Bank of America, 85 South Lake in Pasadena; RTD El Monte Station; City of Downey Administration Bldg, 9150 East Imperial in Downey; Del Amo Financial Center, Carson and Hawthorne in Torrance; Dominguez Hills State College, Victoria and Avalon in Carson and Bank of America parking lot, 1840 Long Beach Blvd in Long Beach.

Public meetings are presently underway to get public input to plans compiled by Wilbur Smith and Associates for a San Gabriel Valley Grid System which would include 40 routes, those in the West San Gabriel Valley running every 20 minutes during the day and half hourly in the evening and those in the East Valley half hourly and hourly, a demand responsive system in Hacienda Heights and mini-bus loops in the hills of Monterey Park. Lines would be numbered in the 400 series with east/west lines even numbers low in the north end getting higher coming south and north/south odd numbers low numbers in the west getting higher going east.

SAN MATEO TRANSIT (SMT)

SAN MATEO: Replacing the former SAN MATEO COUTREOUS TRANSIT run by GUITON CHARTER LINES two route intracity bus system (A-SAN MATEO-HILLSDALE-COLLEGE OF SAN MATEO and B-SAN MATEO-EAST SAN MATEO-HILLSDALE) SMT commenced operations on March 31st with eight lines, seven T6H4523Ns and five TC-25Bs (See April Equipment Report) to which three TDH4507s from AC TRANSIT (1702, 1708 and 1728) were added during April. Operation is provided by SERVICAR OF NORTHERN CALIFORNIA as in other San Mateo County cities of San Carlos, Redwood City and Menlo Park. Buses are garaged and serviced at City of San Mateo Corporation Yard. Color scheme is white roof extending to belt at sides and rear yellow upper front and belt and pea green below belt (similar to MENLO PARK CARRIAGE AUTHORITY). The linked "SMT" is displayed in large white letters on all 4 sides of the buses. The system includes 7 lines in the San Mateo-Burlingame-Hillsdale area and an eighth "suburban" line over the Coast Range to Half Moon Bay on California Highway 92. Service is offered on all lines from approximately 630AM to 700PM weekdays and from 900AM to 600PM Saturday except on C line which does not operate. No Sunday or Holiday service is offered. Hourly evening trips are offered until 1000PM on Lines C and N on College of San Mateo school days only. A service table follows:

LINE	HEADWAY	REQMT	REMARKS
A-HILLSDALE VIA ALAMEDA)			
V-SAN MATEO VILLAGE-LOS PRADOS CENTER)	30	3	
B-BURLINGAME-HILLSDALE)			Weekdays 30 min on C
C-BURLINGAME-COLLEGE OF SAN MATEO)	30/60	2	to 830A when B starts
G-NO. CENTRAL-GRANT-CONCAR-DELAWARE	30	1	
H-HALF MOON BAY-COLLEGE OF SAN MATEO	60	1	
N-HILLSDALE-CSM VIA NORFOLK	30	3	CSM sch days nite sch
R-PENINSULA AVE-SAN MATEO PARK	30	1	
		11	

GMC coaches used on Lines B/C, H and N with Twins on A/V, G and R.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: NTS inaugurated Sunday service about March 23rd (half hourly on Line 1-SANTA FE-BELLFLOWER and hourly on 2-STUDEBAKER RD and 3-SHOEMAKER AVE) and moved its central terminal from Paddison Square to Norwalk Square near Toy World and Market Basket about April 7th. Line 1-SANTA FE BELLFLOWER has also been extended westward along Alondra Blvd from Bellflower to Lakewood Blvd.

OMNITRANS (OT)

SAN BERNARDINO: The Victor Valley Transit Service Authority has approved some route changes including enlargement of the HESPERIA line to serve more neighborhoods and revising the ADELANTO line to return to Victorville via Village Drive and Mojave Drive rather than E Street. The VICTORVILLE LOCAL will be expanded to travel on E as far as Interstate 15 and will be altered through the Tatum tracts area of the city. VVTA has determined it will need $200,000 in the next fiscal year to operate service. The WEST VALLEY TRANSIT SERVICE AUTHORITY is considering a demand-responsive system for Chino and have hired a consultant to begin a study while they also study a similar system now running in Claremont. On April 12th a new OT line, UPLAND-ONTARIO, which replaces the former RTD Line 146-ONTARIO-UPLAND which was run under subsidy from the two cities. Exact routing details are not yet known. The County Transportation Department reported 23,755 riders used buses on the MONTCLAIR, CHINO-LOS SERRANOS and ALTA LOMA-CUCAMONGA lines during March and this with NO complaints. Fareboxes are due to be installed in about a month with proposals for a quarter fare with reduced rates for children and seniors now under consideration.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Transit service in the Denver region is continuing to grow through RTD programs to upgrade the fleet and increase schedules. Eighty three new AM General buses and ten GMC suburban type buses are now being placed into service along with 12 specially equipped FMC buses designed for the elderly and handicapped as a part of the Handy Ride program which began in February. The RTD Board has approved acquisition of the DENVER-BOULDER BUS COMPANY including 20 buses, supplies, parts, equipment and operating rights and 14 buses, supplies, parts and equipment owned by COLORADO MOTORWAY, INC. No real estate nor operating rights of CM are involved as these are being purchased in a separate transaction by CONTINENTAL TRAILWAYS, INC. All 34 buses to be purchased are intercity coaches purchased between 1964 and 1974 seating between 39 and 47. The RTD Board has approved a contract with the FMC Corporation for delivery of 27 medium sized (DART type) buses with 26 passenger capacity for delivery during the summer. Purchase of 40 suburban buses for express service was also approved to partially replace older buses and to partially expand service. If the UMTA grant is approved invitations to bid can be issued in the fall with expected delivery of the buses in spring 1976. Acqusition of an additional 18 suburban buses was also okayed by the Board after it learned of their immediate availability from GMC and a savings of over $100,000 over current prices being quoted by manufacturers. The RTD Board has completed a fare adjustment plan which brings equitable transit fares to the entire 6 county District. In January RTD eliminated zone charges and standardized the fares for local service. During February a standard 50 cent fare was established for all express services in the metro Denver area and the 25 cent reduced fare period was extended to include weekdays hours from 9AM until 4PM, from 7PM until 1AM and all day Saturday, Sunday and holidays. The final action was the regional fare plan reducing rates for the interurban service in Douglas County, mountain communities in Jefferson County and Adams and Boulder Counties. The Longmont Mini has been extended to run on a trial basis on Saturdays to test passenger acceptance.

EL PASO CITY LINES (EPCL)

EL PASO: In the recently held Labor Representation Election which included present non-union EPCL operators and Amalgamated Transit Union Local 1256 members, on strike since last April 15, the vote was 99 to 62 against Amalgamated. (Talk of unifying non union COUNTRY CLUB BUS LINES and LOWER VALLEY BUS LINES with EPCL in either a city run system or a large private one has been heard in the past and this action could clear one path). Present EPCL fleet includes 3965, 3980, 3981, 3983, 3986, 3987, 3991, 3996, 4002 and either 3999 or 4001 (TDH 4517s); 4204-4214 (ex Dallas TDH 5303s) and 4215-4234 (T8H 5307As).

WHITE SANDS MISSLE RANGE (WSMR)

EL PASO: Twenty one P8M 4905As have now arrived and been placed into service on WSMR home to work commuter routes. There are 46 buses in the WSMR fleet and so the new buses can service only half the daily riders. Eight will be assigned to the LAS CRUCES route which includes crossing the Organ Mountains via the 5719 ft San Augustin Pass, one to LA MESA-ANTHONY and one to HATCH. There is a route to ANTHONY VIA WAR RD that is under Las Cruces jurisdiction taking 2. The ALAMOGORDO run is about 55 miles in flat country taking two buses and there is a 5 bus operation to the Lower Valley (Southeast part of El Paso) with one bus going to Socorro, Texas. The 53 seat, air conditioned buses appear to be numbered CC1261-CC1281 (WSMR numbers WS9600-WS9620) and have the extra set of rear wheels which can be lowered hydraulically while the bus is in motion. These are required in Texas to meet the 18,000 pound maximum loading for single axles.

EQUIPMENT REPORT

Property	Vehicles Nos	Builder	Model/Serial	Notes
NEW				
San Bernardino Transit	1000-1015	Flxible	45102-8-1/59773-788	
Orange County Transit	(801-822*	Flxible	53102-8-1/59822-843	44 fwd seats
	(901-922	Flxible	53102-8-1/59799-821	51 seats
Oceanside Transp System	626-627	GMC	T6H4523A/1379-1380	
Abbey Charter (Fresno)	203	GMC	P8M4905A/940	
Utah Transit Authority	4530-4583	AMGeneral	9635-6/206-259	
Tulsa Transit Authority	7546-7570	AMGeneral	9635-6/281-305	
SF Municipal Railway	4100-4199	AMGeneral	9635-6/336-435	
San Mateo Transit	205	Twin	TC25B/25825	
USED				
Regional Transit	(4598-4599	GMC	PD4104/3858,3861	Ex Smith II
(Sacramento)	(			522, 521
	(4833	GMC	TDH4801/004	Ex BRT 127
	(4834-4835	GMC	TDH4801/001,024	Ex Fiesta
	(			4803,4801
	(5002-5004	GMC	TDM4801/021,030,066	Ex Smith -,
	(			II508, -
DISPOSITIONS				
Denver RTD	66-67	Flxible	FD6V-401-7-UL-AC/35017,35018	- For Sale in L.A.
SF Municipal Railway	(611,624	Twin Coach	44TTW/42,55	scrapped
	(793	Marmon	TC48/10919	scrapped

Note * - OCTD Coach 822 (53102-8-1/59843) is reported to be the last bus manufactured by The Flxible Company at their Loudonville, Ohio plant as they have transferred all large bus production to their new plant in Delaware, Ohio which opened last year. Flxettes will continue to be manufactured at the Flxible Southern plant in Evergreen, Alabama.

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THE COORDINATORS (Stuart A Messnick dba)

ANAHEIM: TC had applied for a PSC to operate between Buena Park and San Ysidro, between Anaheim and Magic Mountain plus answering a formal complaint filed by GREYHOUND LINES, INC. alleging Messnick was operating without authority. Messnick presently holds a $100 permit (TCP-456). The Commission granted a PSC to run Buena Park to San Ysidro and the Magic Mountain request was removed from the calendar at applicant's request. Although GL stated Messnick was operating illegally Messnick after checking with the PUC ceased all operations until authorized to do so. GL and GRAY LINE MOTOR TOURS, INC. testified that TC's proposal would take passengers away from them, the Commission could find no conflict and that Messnick had proven the need and that the present carriers are not providing a like service and evidently were unwilling to do so. Messnick testified that he holds authority from the State of Baja California for shopping trips into Tijuana provided he uses tour guides from the School of Tourism in Tijuana.