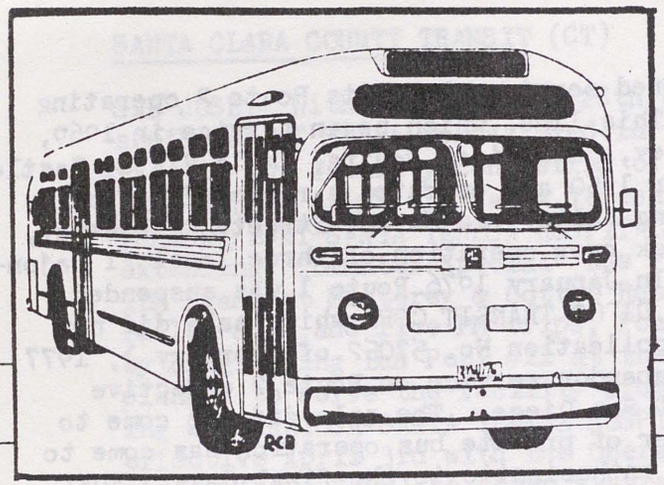


Western Transit

Monthly Publication of The Western Transit Society

Vo. 15 No. 5 May 1977

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: In January NCTD received nine used TDH 5304s on a lease/purchase arrangement with Hausman Bus Sales, Inc. Part of the fleet of NORTHERN BOULEVARD TRANSPORTATION COMPANY of North Bergen, New Jersey the buses came with rear doors sealed and a seat installed over the rear stepwell. The seat has been removed and the door made operational. The 51 seaters are equipped with American Seating #4410 fiberglass seats and area being assigned to the heavier routes serving Camp Pendleton such as 3-CAMP PENDLETON-OCEANSIDE and 17-CAMP DEL MAR. April 1st saw NCTD make the transition to exact fare, the last public transit operation in California to do so and great emphasis is now being placed, in NCTD advertising, upon sales of Monthly Passes. NCTD was awarded a contract to operate a subscription service between Escondido and San Diego starting April 25 which service is the first of its type in San Diego County and is a cooperative effort between City of San Diego, County of San Diego, Comprehensive Planning Organization and CALTRANS. Two stops are made in Escondido, one at the Escondido Village Mall at the rear parking lot (35 parking spaces reserved) on Grand Avenue leaving at 645AM and at the Felicita Plaza Shopping Center (10 spaces) at 655AM arriving at the Community Concourse in San Diego at 740AM. The bus leaves the Concourse at 515PM arriving Felicita Plaza 600PM and the Mall 610PM. The weekly fare of $7.50 must be purchased in advance.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Two routing changes will be effected in June in North County as Line 41-FASHION VALLEY-DEL MAR will be changed in Del Mar to operate southbound from Del Mar to UCSD via North Torrey Pines Road and Camino Del Mar along the coast instead of via the Sorrento Valley and Line 21MIRA MESA-UCSD will be extended to Del Mar Heights and meet Line 41 at the foot of Del Mar Heights Road (4th Street). SDTC has submitted its 1977/1978 budget ($28.9 million) to the San Diego City Council, one which calls for increased bus fares for express service and $338,768 from the city to create a contingency fund. Alternatives to the contingency fund are the elimination of three lines (24-SCRIPPS RANCH-MIRA MESA, 51-SAN YSIDRO LOCAL and 52-MISSION BEACH-POINT LOMA) and an across-the-board five cent increase in fares. If approved the budget would set express fares at 50¢, 35¢ for students and 25¢ for senior and disabled with Saverpasses at $20, $14 and $10 respectively. General Manager Thomas Prior stated the creation of the Metropolitan Transportation Board--established by state law in 1976 to aid the state's municipalities in developing urban mass transit systems--resulted in a $1.2 million loss to the Local Transportation Fund. SDTC would have had a $331,321 contingency fund for fiscal year 77/78.

LA MESA DIAL A RIDE (LMDAR)

LA MESA: The City Council has authorized continuation of DAR for another year and approved a new rate structure, individual fare from 50 to 65 cents, ten ride coupon book from $4.50 to $6 and elimination of the 25 cent group rate (several persons traveling together from same pickup point to same destination.

SAN DIEGO ECONOMY LINE, INC. (SDEL)

LEMON GROVE: On or about February 26, 1977 SDEL abandoned service along its Route 2 operating between College Grove Shopping Center and San Ysidro. This line, which began service in 1969, also served the communities of Lemon Grove, Spring Valley, Sunnyside, Bonita, Chula Vista, Castle Park, Otay and Hobart Heights. SDEL was incorporated in 1950 and operated a route (#1) from the Greyhound Lines Depot in downtown San Diego to Spring Valley via Market Street, 94 Freeway, Lemon Grove and College Grove and in the early 1960s took over operation of three local El Cajon-Santee-Lakeside lines from the EL CAJON VALLEY LINES. In January 1976 Route 1 was suspended fora one year period pending sale of the company to SAN DIEGO TRANSIT CORP which sale did not materialize and Route 1 was never operated again. In Application No. 57052 of February 1, 1977 to the Public Utilities Commission request was made to abandon service on Route 2 effective February 15th pending sale of the company to the City of San Diego. The sale did not come to pass and the service was then abandoned. Another chapter of private bus operation has come to a close. SDEL was small but owner Freddie L. Allen was enthusiastic to the final days. SDEL, at one time, had one of the most colorful and well designed logo/bus stop signs in the industry. Buses and spare parts are now for sale (See Equipment Report).

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: The CVT route structure has been redesigned and a new downtown shuttle service also was instituted. This service, named "THE DOWNTOWNER" charges a dime fare with no transfers issued or honored and begins at the Rohr plant at the foot of H Street via H St, 4th Avenue, E Street, 3rd Avenue and H to Rohr operating every 20 minutes between 10AM and 6PM Monday thru Saturday. The bus regularly used on the line has a "smile" painted on the front below the headlights and a black on white headsign curtain reading "Downtowner". The other five lines operate hourly between 600AM and 1000PM on weekdays with somewhat shorter operating hours on Saturday except for Line 2 which does not run weekends. Line 1-G ST-HILLTOP-MELROSE starts at the Rohr Plant via H, 4th, F, 2nd, H, Hilltop, Palomar, 2nd, Quintard, Hilltop, Main, Melrose, L, Hilltop, H, 2nd, F, 4th, H, Woodlawn, G St to Rohr. Line 2-MELROSE-HILLTOP generally duplicates 1 as a reverse loop via H, 4th, F, 2nd, H, Hilltop, L, Melrose, Orange, Oleander, Main, Hilltop, Quintard, 2nd, Palomar, Hilltop, H, 2nd, F, 4th and H to Rohr. 3-J STREET starts at Rohr via H, 5th Avenue, Naples, 4th Avenue, J, Crest, Telegraph Canyon and Brandywine to Community Hospital with certain trips diverting down Naples to serve Brentwood Park. 4-TELEGRAPH CANYON also starts at Rohr via H, 3rd, Naples, Oleander, Telegraph Canyon, Rutgers, Gotham, East H, Buena Vista, Telegraph Canyon and return to Rohr. 5-SOUTHWESTERN COLLEGE begins at H and Broadway via H, 5th, C, 3rd, E Street, Bonita Mesa, Mesa Vista, Sweetwater, Willow, Bonita and Otay Lakes Road to Southwestern College returning the same way.

CITY OF CORONA DIAL A RIDE (CDAR)

CORONA: Using a fleet of four Argosy buses the city instituted Dial A Ride on April 4th recording 40 paying passengers the first day. The adopted fare structure is: 50 cents for adults, 25 cents for seniors and disabled, children between 6 and 18 pay 50 cents weekdays and 25 cents Saturday, children under 6 ride free when accompanied by a fare paying passenger. No Sunday service is offered. DAVE SYSTEMS, INC. was awarded a contract to operate the system for the city. Operational costs in the first year are expected to cost $185,000 which money will come passenger fares, federal funds and the city's share of the state gasoline tax money. The City has since bought out the CORONA CAB COMPANY for $15,000 as DAR reduced the business CCC had to nearly zero. While under no legal obligation to do so, the city felt a moral obligation to and received three taxis, three radios, a base station, meters and office equipment. The cabs will be placed in storage for the time being. The effect of this purchase will be that except for RTD service on Line 860-LONG BEACH-RIVERSIDE there will be no public transportation service in the city during non DAR operating hours.

SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: With the February 28th opening of the new IBM research complex on Bailey rd southwest of Santa Teresa Blvd in the Coyote area, CT initiated special peak hour service to the facility consisting of: four AM trips, two by diverting southbound 68-SAN JOSE-GILROY trips off Santa Teresa on Bailey to IBM and return, one by extending a 66-FREMONT/BART-SANTA TERESA HOSPITAL trip from the hospital to IBM/Bailey and one by extending "Commuter Special" Bus Pool #11, which operates from Los Gatos to the main IBM Plant at Monterey & Cottle Rds south on Snell to the hospital and thence to the Bailey site and five PM trips, four by diversion of northbound Line 68 trips and one by originating Bus Pool #11 at the site. When additional buses are available it is planned to serve the facility from the Saratoga/Los Gatos/Blossom Hill area by extending 27-SARATOGA-SANTA TERESA HOSPITAL. Several routing and service changes became effective April 3rd with the Operators' Sign Up: 20-MILPITAS-MOUNTAIN VIEW was rerouted midday (830A-230P) to serve several mobile home parks in North Sunnyvale in lieu of Moffett Industrial Park which generates peak hour traffic. Route from Alviso Dist is from Gold St and Highway 237 via Lafayette, Tasman, Fair Oaks to Java and regular route thru Moffett Park and on to Mountain View. Increased running time cuased by this change lengthens headways from 30 to 40-45. Sunday/holiday headways on 62-LOS GATOS-BERRYESSA improved from 90 to 60 minutely. Midday trips (9AM-2PM) on 68-SAN JOSE-GILROY weekdays extended north as Line 82 from San Jose CBD terminus at 1st & Santa Clara to 1st & Gish Rd (Rosemary Gardens) returning south via 1st, Jackson and 2nd to regular 68 terminus utilizing excesss 68 layover time in CBD and facilitating better schedule performance on highly used Line 82 by allowing alternate coaches (hourly) to turn back at 1st & Santa Clara. 82-ROSEMARY GARDENS-PRUNEYARD TOWERS (San Jose): In addition to the midday Line 68 trips changes route was simplified in Willow Glen area of Southwest San Jose between Hamilton and Newport Aves by replacing a stair step Hamilton Way, Hicks, Mildred, Cherry, Glenwood, Newport circuit with a more direct Hamilton, Pine, Newport routing. In addition the large southwestern terminal loop around the Pruneyard and thru Campbell CBD was reversed from counterclockwise to clockwise to allow more convenient transfer connections on Bascom at the Pruneyard. The clockwise southwestern terminal loop on 85-10TH & HEDDING-REDWOOD & BAILEY serving O'Connor Hospital eliminated and line shortened to loop via Winchester, Forest, Redwood and Stevens Creek. On 86-STANFORD-MAYFIELD MALL (Palo Alto) the route was lengthened in central Palo Alto to serve Lytton Gardens retirement center by detouring Waverly, Channing, Middlefield, University to S P Depot. Change brought about by fact that SAMTRANS 50C/50V service on University, which replaced CT Line 50 in October 1976, charges Seniors 10¢ while CT is presently free midday. The eastern end of midday only Line 94-SARATOGA/PROSPECT-PRUNEYARD TOWERS was rerouted to serve Hamilton Park mobile homes. 20-MILPITAS-MOUNTAIN VIEW, 66-BART-SANTA TERESA and 70-MILPITAS-EDENVALE were changed in the Milpitas CBD and their common transfer point and layover for 70 daily and 66 weekends shifted to Weller Lane near Main adjacent to a shopping center. The CT Board reversed an earlier decision and ordered that the 81 Gillig/Neoplan buses now under construction be equipped with wheelchair lifts as has been specified for the 300 buses for CT system expansion. Plans also call for retrofitting the 133 Twins with such lifts making CT the first major property in the country to be fully wheelchair accessible. A PUC hearing was held March 30 on GREYHOUND LINES-WEST request to abandon those portions of Peninsula routes C-SF-SAN JOSE VIA ALMA/EVELYN and F-SF-SAN JOSE VIA EL CAMINO REAL in Santa Clara County. The plan was protested by the cities of Palo Alto and Mountain View because CT's proposed substitute for Route C from Sunnyvale to Mayfield Mall leaves a gap between its northern terminal and the south end of proposed SAMTRANS replacement lines at Page Mill and El Camino in South Palo Alto. It was suggested CT extend its line north from Mayfield via Alma, Oregon Expway and Page Mill to close the gap and provide a transfer connection with SAMTRANS service to San Francisco. The hearing was continued until May 13th to allow the cities and counties to work on a "compromise" route, but will be cancelled if CT and SAMTRANS reach agreement on the connecting routing.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: "Redi-Wheels", SAMTRANS special personalized bus service for the handicapped, started operation March 15th with considerable press and TV coverage which noted, particularly, the specialized first aid and "empathy" training given operators of this taxi type accommodation. Using hydraulic lift equipped Minibuses 250-257, (MBS 3055/1116-1125), formerly PACIFICA 1-8, operating is specifically designated target areas throughout the county, "Redi-Wheels" provides door to door service within each area from 930AM to 1230PM and 130PM to 430PM on weekdays charging the standard 25 cent one way fare. Riders must have submitted an eligibility form to SAMTRANS and must make a telephone reservation for the service by 3PM the day before. On April 1 a new 10 cent youth fare for those between 7 and 17 went into effect after 9AM weekdays and all day weekends replacing the 25¢ fare. Students riding before 9AM can also ride for 15¢ using the new Youth Discount Books (40 rides/$6). Effective April 4th new line 4A-ALAMEDA SHOPPER began connecting the Hillsdale (San Mateo) and Stanford Shopping Centers via Alameda de las Pulgas with transfer connections to all intermediate points. Route is from Hillsdale Center at Hillsdale Blvd and El Camino Real via Hillsdale, Alameda de las Pulgas (which changes to San Carlos Ave thru north San Carlos only), Santa Cruz Ave (Menlo Park) and Willow Road to Stanford Shopping Center looping back to Willow via circulation road and Arboretun Rd. Service is 60 minutely using 2 buses (750A-550P from Hillsdale, 850A-550P from Stanford weekdays) and starts 1 hour later Saturdays. In equipment news placement of the last group of ex MARTA TDH 4518s (#132-137) in service at South yard in March allowed TDH 5303s 152-157 to be transferred to North yard replacing the last seven GOLDEN GATE TRANSIT 600s (T8H5305As) which were returned. The first former NORTHGATE TRANSIT bus has been placed in service after 3 months in storage, ex NTC 3, a TDH 3501 and the newest of the NGT fleet, has emerged as #242 in SAMTRANS colors and has been operated on the Redwood City division.

STANFORD CAMPUS TRANSIT SYSTEM ("MARGUERITE")

STANFORD: On April 4 a five week experimental second intracampus free shuttle line was begun by the University's Committee on Parking and Transportation. It begins at Campus Dr and Serra St at the eastern end of campus near the Fire Station and travels west thru the heart of the campus to the Computation Center serving the Law School, Tresidder Student Union and Terman Engineering Center. Route is from Serra via Campus, Escondido, Galvez, Alvarado Row, Campus, Mayfield, Tresidder Union access road, Lagunit Dr, Lomita, Santa Teresa, Via Crespi, Panama and Via Oretega to Via Pueblo. Operating hours are 7AM-1159PM unlike the regular Escondido Village-Medical Center line which runs 630A-630P with two buses. Base service will require all 4 of the open bench "Marguerite" Micro Buses (1-4) and the midday extension of the Main line to Stanford Shopping Center (1030A-230P) will guarantee that one of PENINSULA CHARTER LINES backup buses, either 401 (TGH 3102) or vintahe Fors Transit 221 will be in regular service.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The City PUC has approved expanded service on Line 43-ROOSEVELT from Church and Market to Presidio and Sacramento on weeknights, Saturdays and Sundays. A contract has been awarded to Amelco Electric of San Francisco for installation of underground power lines for Lines 22-FILLMORE, 33-ASHBURY, J-CHURCH and N-JUDAH. Two Boeing-Vertol LRV cars will be tested in the MUNI-METRO subway beginning in September to test the cars performance, the subway signal system and to train operators. The cars will be able to transport 15,000 daily commuters compared to about 5,000 passengers on the present streetcar system. The subway stations will be at The Embarcadero, Montgomery St, Powell St, Civic Center, Van Ness, Church St, Castro St, Forest Hills and West Portal.

IF YOU MOVE TELL US YOUR NEW ADDRESS SO THAT YOU WILL CONTINUE TO RECEIVE WT

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Although there is still considerable discussion ahead, including the possibility of lawsuits, operation of RTD local lines in the City of Riverside came to an end at 1000AM on Saturday April 16th just prior to a parade through the city and an Open House at Division 13. RTD and the new RIVERSIDE TRANSIT AGENCY had been providing almost duplicate local bus service since March 16th amid discussions over which agency may been financially responsible for paying any employee severance and/or relocation costs (WT 4/77). Service on six local lines ended at approximately 10 AM and the buses then proceeded to Tyler and Magnolia (near Tyler Mall) to line up for a parade which began about 1030AM via Tyler, Magnolia/Market, First and Mulberry, into Division 13 where refreshments were served to the parade participants and others visiting. George Heinle, Manager of Operations, gave a short speech including mention that RTD was the regional carrier and would continue in that role although the day marked the completion of a period of fifty years plus of local transit service in the Riverside area by RTD and its predecessors. Leading the parade was the 1926 Yellow Coach open top double decker owned by Joe Corbin with a four piece Dixieland band and a clown riding on the top deck followed by one of RTD's double deckers (9900) followed by coach 4222 especially painted in the "tear drop? effect and then 4216, 4219, 4221, 4217, 4213, 4209, 4215, 4218, 4220, 4212, 4214 and 4228, then came RTA 111 and the entire parade had a motorcycle escort provided by the Riverside Police Department. Fare and transfer procedures, including honoring of Monthly passes, will remain as before on Lines 496 and 860. There is no exchange of transfers between RTD and RTA at this time. Coaches 4209-4228, previously based at Division 13 were transferred to Division 9 and have been observed on Lines 422, 426, 428 and 432. Displaced operators from Division 13 moved to Division 9.

Coaches 3000-3014 and 5600-5624 have all had special metal frames installed on the right side of the bus immediately behind the front door to hold new "Service Location" signs applicable to the Airport Express operations. Generally speaking buses bound for Los Angeles Airport display the different hotel names to the last pick up location and after the last passenger has boarded at the last pick up point the sign is reversed to display Discharge Only. On trips from the Airport hotel names are displayed until the last patron has boarded at LAX Terminal 7 at which time the sign is reversed to Discharge Only.

The route of Line 496-LOS ANGELES-RIVERSIDE-SAN BERNARDINO was changed in the City of Pomona to operate on the San Bernardino Freeway to Garey Ave to Orange Grove Ave to the freeway with one stop at the corner of Orange Grove and Garey. Routing along Corona Freeway, Mission Blvd and Garey south of Orange Grove was discontinued and ten minutes travel time was shaved from a one way trip.

Line 781-SANTA MONICA-L A AIRPORT EXPRESS was discontinued with the close of service on April 16th with replacement service being provided by a rerouted version of 873-LONG BEACH-SANTA MONICA in the City of Santa Monica to serve the Surf Rider Inn, Royal Inn, Holiday Inn, Georgian Hotel and Miramar Hotel. 873 operates as before to Santa Monica and Lincoln, then via Santa Monica, Ocean, Pico, Main, Bicknell, Neilson, Ocean, Colorado, 3rd, Broadway, Ocean, California, 2nd, Wilshire, Ocean, Arizona and 2nd to Santa Monica. Routing to Long Beach is the same one way operation, then to Lincoln Blvd and former routing to Long Beach.

Both the RTD Board and the approximate 500 members of the Brotherhood of Railway, Airline and Steamship Clerks have ratified a three year contract, retroactive to June 1, 1976 and extending to May 31, 1979 providing a pay hike of 9.9 per cent over three years, t o additional paid holidays and a Cost of Living clause.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Line 100-ANAHEIM STADIUM SERVICE was reactivated for the 1977 baseball season beginning April 16th as Saturday/Sunday service only is provided from Laguna Hills Mall directly to the Anaheim Stadium (100L). This year the 100F routing from the Fullerton Park/Ride Lot was discontinued and instead a new routing (100N) was started from Newport Center/Fashion Island via Newport Center, Santa Rosa, San Joaquin Hills, Jamboree, MacArthur, San Diego Fwy, Newport Santa Ana Fwy, Orange Fwy and Orangewood to the Stadium. Both branches operate from Division 7 using 1100s (53102-8-1s) and are scheduled to depart their terminals 70 minutes prior to game time arriving about 30 minutes prior to starting times. April 25th saw night service (weekdays) eliminated after 700PM on Lines 121-BUENA PARK-CYPRESS COLLEGE and 123-BUENA PARK-COUNTRY CLUB while Line 161-WESTMINSTER MALL-EDWARDS-NEWLAND was rerouted thru the Indian Village area of northwest Westminster via Edwards, Iroquois, Springdale, Melanie in lieu of direct service along Edwards and Garden Grove Blvd. Plans are now under way to convert 9 existing Transcoaches of the 721-784 series to Dial A Lift vehicles by changing the configuration of the front door and installing a wheel chair lift with the start of expanded Dial A Lift service scheduled for late summer to a county wide basis about 16 hours a day seven days per week. Dial A Ride will be reinstated in Orange on July 6 based on a 20 minute response time from telephone call to bus arrival within Orange proper and a sixty minute response time in Orange Park Acres and Villa Park. Present Lines 137-FASHION SQUARE-MALL OF ORANGE VIA CAMBRIDGE and 138-THE CITY-ORANGE PARK ACRES VIA WALNUT will be discontinued.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS Lines 1 and 2-LOS ANGELES TORRANCE were both rerouted onto the Harbor Freeway between Santa Barbara and Imperial in lieu of via Hoover Street effective on March 21st reducing travel time by about 10 minutes.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: The first major downtown Sacramento rerouting since June 19, 1969 took place April 3rd affecting 30 lines. The shift was made from the main exit street (J Street) to 8th Street for lines operating over the American River and 9th Street for lines operating to Sacramento's South Area. Lines 15-17-19-20-21-22-23-24-25-27-29-37-39-83-92-93 were rerouted off J between 3rd and 9th to the new routing starting at 8th and O north on 8th to I and H Streets, lines 17-22-27-37-83-93 operate west on I to Interstate 5, the remaining lines operate east on H to 16th to Highway 160. Inbound 17-22-27-83-93 operate from I-5 at 3rd and J via J, 9th to O, the remaining lines run via 12th, G, 9th to O. During the PM rush trips originate at 11th and P operating via P, 8th and regular route. Lines 16-18-28-36-38-46-51-52-53-54-55-56-89-91 were routed from 9th and H via 9th to regular routes. Inbound all lines operate via 10th to G to 9th and H. Because of excessive overloading of bus zones on J the shift was made to relieve loading and improve running time. 30-31-33-34-61-62-63-64 originating at 3rd and J were not affected nor were 1-4-8 nor 2-3-5-6-7-10-11-12-13 which used the routings. A new Line 66-SACRAMENTO SOUTHGATE STATE COMPLEX started March 21st. The route is from 3rd and J via J, 9th, P, I-5 on ramp, I-80 East, Hwy 99 South to Florin Road West, Rollingwood to State Complex. Inbound trips travel Rollingwood, Florin Rd East, Hwy 99 North, I-80 West, I-5 North, Q and 8th to J. Two round trips are operated daily on State working days. A grant application of about $14 million has been filed for purchase of 72 replacement buses and 30-50 buses for future expansion purposes plus related support equipment.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: A new minibus service, CITY POST OAK MINI-BUS "E" began operation March 14 in the Galleria-Post Oak area of the city. Six buses are being used operating on a 5 minute headway between 10AM and 6PM weekdays only charging a 25 cent fare. The present route is the first of three phases of service is is generally north and south along South Post Oak between San Felipe on the north (Post Oak Park) and Richmond on the south (Airport Terminal). The next two phases can be implemented after arrival of 25 new small buses late this summer. The first Park and Ride operation, 45-SAGES-GULF FREEWAY, began on March 28th. Beginning at Sages Department Store at Ferndale & Easthaven in southeast Houston buses travel Ferndale, Gulf Freeway, Calhoun, Louisiana, Rusk, Milam, Pierce and Crawford to Jefferson. There are six inbound AM and six outbound peak hour trips and the one way fare is 60 cents with no charge for parking. This is planned as the first in a series of Park/Ride services throughout the Houston area. Minibus Route C has been expanded to include service to the Houston City Hall, Public Library and Tranquillity Park by traveling on Main to Polk to Louisiana to Lamar to Bagby to Rusk to Main. The city's two year capital improvement program includes nine transportation projects including development of bus maintenance sites on the old Union Station site near Texas & Crawford and near Loop 610 and the Eastex Freeway, purchase of both a radio communications system and an automatic fare collection system, purchase of 230 full size and 37 small buses, construction of passenger shelters and several park/ride lots and construction of downtown parking lots.

RAILROAD COMMISSION OF TEXAS (RCT)

AUSTIN: The Railroad Commission granted 29 Texas bus firms authority to increase passenger fares about 10 per cent with similar increases effected in package express rates and charter coach charges. The petition filed on behalf of all suburban and intercity carriers in the state including the various Trailways affiliates, Greyhound, Kerrville, TNM&O, New Mexico Transportation, Texas Motor Coaches, Texas Electric Bus Lines stated that the increases were necessary to combat the increasing costs of operation.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: The largest federal grant in the history of public transportation in the Rocky Mountain region ($20.4 million) was awarded to RTD earlier this year which provides the funds to cover 80 per cent of the costs of a number of projects including purchase of 160 new transit buses, purchase of the 12 Handi Ride buses now being leased, radio equipment for the entire RTD fleet, purchase and installation of a number of bicycle storage facilities, fareboxes, passenger shelters, bus stop signs and park/ride lots.

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: SCAT directors have approved a recommendation to change the structure of SCAT and form a transit district subject to actions of the state legislature and a favorable vote of the area's voters. 1981 is now the target date for the changeover. Setting up a transit district is viewed as the best alternative to raising rates, reducing service or shutting down altogether. SCAT will raise fares 5 cents July 1 to offset an anticipated subsidy loss of $100,000 for the next fiscal year. That rais should be enough to meet the state requirement that 25 per cent of 77-78 operating revenues come from fares, but in the following year fares, under state law, must be at fifty per cent of operating costs.

EQUIPMENT REPORT

Property	Vehicle Nos	Make	Model/Serial	Notes
NEW				
Greyhound Lines-West	1104-1133	TMC	MC8/-	43,FR
California-Nevada Golden Tours	334-335	MCI	MC8/-	
Seattle Metro Transit	(1100-1244	AMG	10240B-8/341-485	45 pax
	(1245-1314	AMG	10240B-8/626-695	45 pax
Denver RTD	(901-940	AMG	10240B-8/486-525	49 psgr
	(6-15	GMC	T8H5307A/2513-2522	
	(19-24	GMC	S8M5304A/137-142	53 psgr
	(25-30	GMC	S8H5304A/111-116	49 psgr
	(31-36	GMC	S8H5304A/145-150	53 psgr
USED				
SAMTRANS	242	GMC	TDH3501/835	NGT 3
Gray Line, Inc (SF)	II 197	GMC	TDH3612/998	San Mateo Court 701
Cush Tour	13,15	GMC	PD4104/3579,4530	correction
Vannett Lines	473	GMC	PD4106/1718	
SCCTD	4557-4558	GMC	TDH4512/1267,2835	RT 110,123
Denver RTD	(103-107	GMC	TDH4519/229,232,233,	#
	(		236,242	#
	(108-109	GMC	TDH4512/892,2797	#
	(260-268	GMC	TDH5303/1921,25,33,37-39,	DTS 5,9,17,
			1947,54,75	2-13,31,38,59
Mark IV Charter Lines	(II409-II412	GMC	PD4903/332,333,150,131	Gulf Transpt
	(			1606,7,4,5
Eastshore Lines	362-363	GMC	P8M4905A/242,244	Trombly MC 242,244
Your VIP Lines	7601	MCI	MC5/2513	GLW 2576

#- To Denver from City of Boulder, prior to that LBPTCO 4516,4519,4520,4523,4529 and Gardena 36,40 in order

DISPOSITIONS				
Sierra Lines	450,454	GMC	PD4104/4776,-	to pvt parties
Franciscan Lines	426	GMC	TDH4507/1656	scrapped
SCCTD	4563-4564	GMC	TDH4517/336-337	ret to Lease A Coach
San Diego Economy Line	(70	GMC	TDH4512/2468	For Sale
	(72	GMC	TDH4509/1335	For Sale
	(78	GMC	TDH4801/008	For Sale

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