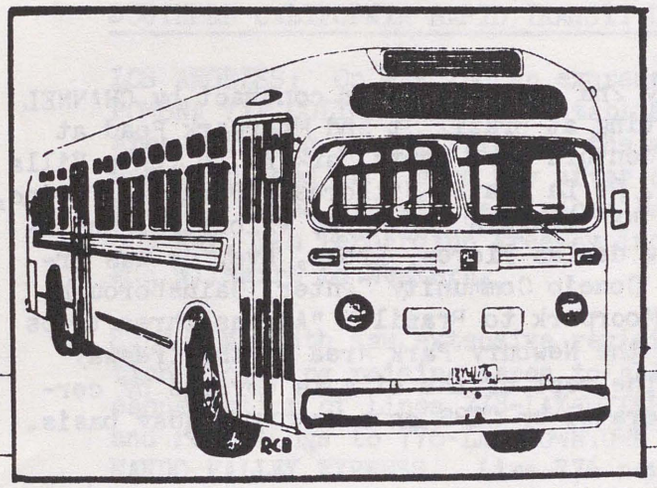


Western Transit

Monthly Publication of The Western Transit Society

Vol. 15 NO. 6 June 1977

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: COMMUNITY TRANSIT SERVICES, INC., currently the operator of Lines 121-BUENA PARK CENTER-CYPRESS COLLEGE and 123-BUENA PARK CENTER-COUNTRY CLUB, has been awarded a one year contract to operate the county wide DIAL A LIFT scheduled to begin in August using a fleet of 12 Transcoaches including present DAL buses 1711-1713 (Model 2411 WC) plus nine more of the Model 2221S 1721-1784 series which are being fitted with wheelchair lifts. Under the county wide plan there will be four zones each with three buses and service will operate seven days a week between 700AM and 1000PM. June 19th is the effective date of the summer Shake Up which will include the traditional summer suspension of Line 82-WEST NEWPORT-IRVINE VIA COAST HIGHWAY, the extension of 38-LA PALMA AVENUE to downtown Seal Beach and the addition of buses on Lines 29, 41 and 43 to accommodate beach bound riders. Also included will be diversion of certain trips on 76-HUNTINGTON BEACH-TUSTIN VIA IRVINE (76A) via Campus, Von Karman, Michelson, Jamboree and Campus to serve Fluor Corporation offices and rerouting Line 271-ANAHEIM HILLS-IRVINE PARK/RIDE to service this area along that routing on all trips.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: May 1st saw changes in the Fallbrook area as Line 6-FALLBROOK-VISTA was shortened to operate north as far as Mission Plaza while Line 50 FALLBROOK-MISSION PLAZA-SUNSHINE ACRES was expanded to add service on East Fallbrook Street and to Stagecoach Lane south to Calavo in Sunshine Acres. 50 still operates hourly but service hours were expanded to 6AM-8PM. The NCTD Board has approved dropping Line 2X-OCEANSIDE-ESCONDIDO EXPRESS and instead operating 30 minute service on 2-OCEANSIDE-ESCONDIDO which carries more passengers per bus than any in the system. Lines 12-PLAZA CAMINO REAL-SOUTH OCEANSIDE-MISSION AVENUE and 20-CARLSBAD-LAGUNA RIVERA-PLAZA CAMINO REAL are still operating after the Board heard complaints from residents of the Trieste Drive area and the Fire Mountain area indicate they do not want buses traversing their residential streets, but an NCTD survey revealed 65 per cent of the area residents favored retention of the buses and an NCTD check showed a 24 per cent rider increase on Line 20 since January.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA has approved a contract with Carl Kilborn, owner of RUBIDOUX ORANGE TAXICAB, that will bring expanded Dial A Ride to the Rubidoux area beginning June 20. The contract provides for 2 vehicle service to Rubidoux, Pedley, Mira Loma and Glen Avon plus a twice daily Rubidoux-Pedley-Tyler Mall route for a total contract cost of $67,140. The new system will be run at a total cost of $10.54 per vehicle hour compared to the former $16.35 per hour using an OMNITRANS Mercedes Benz 0309D and dispatching through the Rubidoux Community Services District. RTA's 1977-1978 budget of $5.2 million is now being reviewed by its member governments for approval. It calls for $1.4 million from the county, $1.3 million from Riverside, $421,000 in farebox revenues and $2.4 million from the federal government which money may become involved in the present RTA-RTD labor problem.

CITY OF THOUSAND OAKS BUS SERVICE

THOUSAND OAKS: Local bus service in this city began May 2nd operated under contract by CHANNEL ISLANDS BUS SYSTEM. Service consists of two routes meeting at Brazil St and Moorpark Road at Conejo Village Center. "A" route travels Moorpark Rd, Ventura Fwy, Ventu Park Rd to Ventu Villa and returning to Hillcrest Drive, Ave. Del Platino, Ave. De La Plata, Hillcrest, Borchard, Reino, Old Conejo Rd, Vista Conejo looping back to La Lomita. "B" travels Moorpark, Wilbur Rd, Hoden-Camp, Hillcrest, Erbes, La Granada, Janss, Moorpark, Ave de las Flores, Erbes, Ave. de las Arboles, Lynn, Ave. de las Flores, Young, Janss, Hendrix, Conejo Community Center, Gainsborough, Tuolomne, Mc Cloud, St. Charles, Wilbur, Hillcrest and Moorpark to Brazil. "A" has three trips and "B" five. "A" is a long two way operation reaching the Newbury Park area by the freeway while "B" is a gigantic loop covering the north side. The rest of the city is covered by certain trips of the THOUSAND OAKS-VENTRA service, also operated by CTBS on a Monday-Friday basis.

TRANSIT IN RIVERSIDE COUNTY

The County of Riverside will file an SB 325 application to secure local transportation funds for the unincorporated areas which will total $1,841,284 plus $252,067 for statutory obligations. Included for the first time is $113,800 for the County Transportation Commission. The proposed plans call for an allocation of $270,155 for the Sunline authority in the Coachella Valley and $1,233,036 for the Riverside Transit Agency. The new Sunline operation is now scheduled to begin in September. Palm Springs Sunliner service has been plagued with numerous breakdowns of their FMC buses including connecting rods through the engine block, torsion bars braking, brake lining wear and malfunctioning air conditioning units. Chrysler engineers are going to inspect the engines to determine the reason for the thrownconnecting rods, but a further difficulty is that FMC no longer manufactures buses or motor homes. The City Council has voted to maintain half hourly headways through the summer rather than reduce service to the traditional hourly. Three OMNITRANS Dodge vans are presently on loan to Palm Springs for the tire mileage fee and insurance coverage costs.

MUNICIPAL DIAL A RIDE SYSTEMS

A 13 passenger wheel chair ramp assisted minibus, in the form of an oversize Dodge van, recently went into service in the City of Lakewood for transporting senior citizens and handicapped persons within the city limits. Service is offered five days per week on a reservation basis and the bus was donated to the city and is being driven by volunteers. The cost to Lakewood is expected to be about $14,000 annually. The City of Beverly Hills has applied to SCAG for funds to develop a local DAR system in a three year program. The city is seeking $99,570 the first year, $119,084 the second and $182,699 the third with a plan calling for 2 vehicles the first year, 3 the second and 4 the third.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Line 80-GATEWAY EXPRESS began April 13th operating during weekday peak hours between the S. P. Depot and the Financial District at Clay and Front Streets via 4th, King, 3rd, Folsom, Main, Drumm, Sacramento and Front to Clay returing via Front, Clay, Davis, Beale, Brannan and 4th to S. P. Depot. At the same time afternoon operation on Line 40-COMMUTER was changed to include a southbound routing of Stevenson, New Montgomery, Howard and 4th to S. P. Depot returning via 4th, King, 3rd, Folsom and 2nd to Stevenson. Delivery of the Boeing/Vertol LRV cars is now scheduled to begin in late spring of 1978 with delivery to be completed in April 1979.

SEND US YOUR NEW ADDRESS IN ADVANCE OF YOUR MOVING DATE SO THAT WESTERN TRANSIT CAN CONTINUE TO REACH YOU. THIRD CLASS MAIL IS NOT FORWARDED.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: On May 2nd an express branch of Line 482-LOS ANGELES-HACIENDA HEIGHTS-POMONA VIA COLIMA ROAD was established operating between Diamond Bar and the Wilshire area offering two WB trips in the morning and 2 eastbound trips in the afternoon which was increased to 3 each way after one week of operation. From Diamond Bar and Golden Springs buses travel via Diamond Bar, Golden Springs, Colima, Fullerton Rd, Pomona Fwy, 605 Fwy, San Bernardino Freeway including Busway, Arcadia St, Spring, 1st, Hope/Flower and Wilshire to Western.

Sunday May 8th saw extensive revision in the Los Angeles International Airport operation including raising fares to all Los Angeles/Wilshire/Hollywood points to $2.50, cancellation of Lines 778-LAX-WILSHIRE EXPRESS and 780-LAX-SAN FERNANDO VALLEY EXPRESS and reroutings to 776-LAX-DOWNTOWN LOS ANGELES EXPRESS and 777-LAX-HOLLYWOOD-SAN FERNANDO VALLEY EXPRESS. Line 776 now has three branches - "A" serving RTD/Greyhound Station, Biltmore, Mayflower, Hilton and Bonaventure Hotels (30 minute headway days, 60 nights), - "B" serving Hilton, Bonaventure and Wilshire District hotels (hourly service until 8PM) and "C" serving Hilton, Bonaventure, Hyatt Regency, Gala Motel and Holiday Inn (hourly service until 7PM) and works out of both Divisions 1 and 11, the first time manual transmission buses have been assigned at D1. Line 777, still assigned to Division 5, was extended to serve the Sheraton Universal Hotel while Sportsmans Lodge and Valley Hilton are no longer served. Routing is from LAX via airport roadways, Sepulveda, La Tijera, La Cienega, Slauson, La Brea, Hollywood, Orchid, Franklin, Highland, Sunset, Vine, Santa Monica, Cahuenga, Hollywood Fwy, Lankershim and hotel roadways. Hourly service runs between 520AM and 1020PM.

Line 515-WILSHIRE DIST-SAN FERNANDO VALLEY FLYER, the newest subscription service, began operating June 1 - one weekday round trip using a Division 8 1000 (T8H5307A). Southbound in the morning buses begin at Sepulveda Recreation Lot (Balboa and Burbank) via Balboa, Burbank, San Diego Fwy, Sunset, Crescent Heights, Fountain, La Cienega, Wilshire to Hamilton serving two different Great Western Savings buildings. In the PM the line begins at Crescent Heights and Sunset via Crescent Heights, Fountain, La Cienega, Wilshire, Hamilton, Gregory, La Cienega, Olympic, San Diego Fwy, Victory and Balboa to Burbank.

1121 series Minibuses (1155-1160) have been assigned to Division 12 and began operating on San Pedro local lines 872-SUMMERLAND-13TH-AIMA and 874-SUMMERLAND-13TH-CENTRE May 15 in a three month experiment to determine whether small buses can perform as well as large buses on regular passenger service lines. This area was selected because the lines are not heavily patronized and the hilly port area provides a chance to experiment with more easily maneuverable buses. 2400-2404 (TDH 4517s) were being used previously. A new headsign listing has been prepared including readings for 870 as well as 872 and 874.

Sharp fare increases and employee layoffs and other economy measures have been forecast for the next fiscal year for RTD. Under a proposed 1977-1978 budget basic fares would be raised 5 cents (to 40 cents). There would be a flat rate for local service rather than the present three zone system, but charges fo 25 cents per specified distance would be imposed for service on freeways with some rides costing up to $1.90, students would pay 30 instead of 25 cents and seniors would pay 20 rather than 10 cents. Jack Gilstrap, RTD General Manager, explained that funds expected next year-more than 60% come from federal, state and county subsidies-would not permit continuation of the expanded level of service the district has been providing. Branding the present allocation of federal funds and sales tax revenues a "serious inequity" Gilstrap has described this as a major reason for the need to raise fares, reduce service and lay off employees. RTD is presently receiving 69% of the federal operating and state sales

RTD Continued -- tax funds earmarked for transit here while figures indicate that buses carry 84% of the passengers in the Los Angeles urban area. The "unbalanced" budget provides for a reduction of 1022 jobs in all departments by next January 1st. Initial cutbacks began in August 1976 to get within the proposed budget's limitations and are now nearly halfway toward the original goal of trimming the staff to 6462 employees. In addition to reduced night and weekend service and increasing headways on other lines, the budget proposes elimination of six lines (eight per cent reduction in total service mileage) and permanent closure of Division 6 (Ocean Park). Delivery of 30 articulated buses has been delayed until early 1979, but priority consideration is being given to purchase of 20 double decker buses to achieve operating savings.

The 18th Annual General System Shake Up is scheduled to be effective Sunday June 19th and will bring with it several internal changes plus reductions in night and weekend service on lines in the San Fernando and San Gabriel Valleys. Line 26-WEST PICO-EAST 1ST-FLORAL DRIVE operations out of Division 10 and Line 75-VENICE BLVD-ECHO PARK AVE. operations out of Division 3 will be transferred to Division 1 whose bus parking area was recently enlarged by purchase of a lot southerly of the division which had been a truck parking area. Terminal 13 (Riverside), its two lines (496 and 860), eight buses and about two dozen operators, will now be under the control of Division 11 rather than Division 9, similar to the Terminal 22 (Santa Ana) operation of Line 800/802. Line 127-LONG BEACH-MARINELAND will be reactivated for the summer operating one daily round trip using a 2000 (TDM 4515) from Division 12. Three lines will lose their Sunday service (821-WHITTIER-CERRITOS, 825-WHITTIER-HAWAIIAN GARDENS and 831-PASSONS BLVD-PARAMOUNT BLVD) while a number of others will have either longer midday weekend headways or elimination of night service. On Line 432 night service on weekends will be reduced to hourly, but the line will operate only between Arcadia and Sierra Vista every night with connections there to/from Lines 92 and 428. Wider weekend headways will affect Lines 16, 17, 155, 158, 159, 160, 162, 163, 164, 165, 166, 420, 422, 423 and 431. Night service will be eliminated after 700PM on Lines 153, 156, 159, 166, 169, 424, 431, 433, 440 and 447. These cutbacks are being made on low ridership lines in an attempt to offset an expected $10 million deficit in the 1977/1978 fiscal year.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: Gerald Haugh, presently General Manager of the DELAWARE REGIONAL TRANSIT AUTHORITY in Wilmington, Delaware has been selected as the new General Manager of LBPTCo to replace the retiring William Farell who has guided LBPTCo since it took over from the former LONG BEACH MOTOR BUS COMPANY September 1, 1963. Line 1-STUDEBAKER-PALO VERDE will soon be rerouted in downtown Long Beach to have buses running in both directions along 1st Street. Presently buses run west on 3rd and east on 1st and the new routing will make the City Hall and Main Library more accessible. Lines 1776 and 1976, the local services in North Long Beach and Belmont Shore using Dodge Tradesman Vans and charging a dime fare, have been given a six months extension to determine the effect of imposition of the standard LBPTCo fare of 25 cents. Patronage on both has been low with operating expenses on a par with lines using the larger buses.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: The East Bay's Hilltop Regional Parks will be acessible to bus riders via a series of AC lines, some especially designed for the summer and using buses equipped to carry bicycles. The bicycle lines will include: one line operating from BART/Berkeley to Tilden Park (Brazilian Building) by way of Oxford St and Spruce St to Grizzly Peak Blvd and a second from BART/Fruitvale to Roberts and Redwood Parks by way of the Fruitvale Avenue/Lincoln Ave corridor. Line 91-HAYWARD-CASTRO VALLEY will be extended from its present terminal at Lake Chabot Rd and Seven Hills Road to Lake Chabot Park while 95-KELLY STREET will be diverted via D St, Maud and Kelly to serve Don Castro Park.

SAN BERNA
hour trip
continued
in daily

OMNITRANS (OT)

SAN BERNARDINO: February 23rd saw a change on Line 14-POMONA-YUCAIPA wherein peak hour trip diversions to serve the Kaiser Steel Plant on Cherry in Fontana were discontinued with buses remaining on Arrow Highway. OT's 19 new AM Generals are all now in daily service and have been observed on Lines 3/5-STATE COLLEGE, 8-INLAND CENTER, 14-POMONA-YUCAIPA, 33-EAST YUCAIPA, 35-CALIMESA and 53-MONTCLAIR. Flxibles are now being used on 20-NORTH FONTANA and 21-SOUTH FONTANA while Mercedes 0309Ds are assigned to 17-LOMA LINDA-GRAND TERRACE. Former city owned and county owned Mercedes numbered 100-104 and 20700-20719 respectively are now being mixed on line assignments. The AM buses have 41 American dark brown transit type seats on T mounts, tan interiors with brown fleck upper and lower sides, non air assist push doors, openable windows, two piece electric headsigns, side signs, air conditioning and 8 cylinder engines with the new V730 transmissions. Because of a federally induced financial crisis (delays in release of more than $2.5 million in federal government assistance) the OT Board gave approval for the agency to borrow funds from its ten cities and the county and to also borrow from commercial banks if it was unable to come up with enough loans. With the exception of Fontana and Rialto all other cities have loaned OT the requested funds-Chino $41,190, Colton $22,500, Loma Linda $26,220, Montclair $64,676, Ontario $48,944, Redlands $118,864, San Bernardino $585,580, Upland $76,912, County $557,612. The major problem for the UMTA delay has been the fact that 3 different agencies made grant applications prior to being merged into OT which apparently made a "tactical error" in trying to combine pre merger claims into a single package. Still in the review cycle are OT plans for the San Bernardino area for FY 77/78- Line 4-MUSCOTT would get an additional bus to provide 15 minute peak service, Line 7-5TH STREET which now serve a 5th St-9th St loop would be modified to serve 5th and 6th in the area north of Norton Air Force Base and pick up at Norton's gates discontinuing service within base, Line 10-DEL ROSA would no longer travel Baseline and Sterling but rather east of Waterman follow Gilbert, Perris Hill and Pacific, then north on Del Rosa and loop back following 39th, Mountain, 40th, Golden and Highland to Del Rosa, 11-HIGHLAND-PATTON would be rerouted south to Baseline and would continue to serve the Victoria-Highland-Palm-Baseline loop in the Highland area, New Line 12 would travel east on 3rd to Sterling to Foothill to Arden to Pacific and return to Sterling, New Line 24 would go east on 9th to Central, then follow a loop along Central, Pacific, La Praix, Baseline, Palm and 9th returning to Central. The San Bernardino City Council has approved a new rate of payment to the YELLOW CAB COMPANY for operation of the city's Dial A Ride service. The new schedule calls for a net of $8.25 per operating hour (old was $7.50) and retaining passenger fares. The new rates will provide a gross annual income of $215,159 for YCC which will allow a 10% profit after expenses. The council also voted to allocate $24,500 to buy newer dial a ride cars to replace the seven now in use and voted unanimously against assigning its contract with YCC to OT arguing the city did not wish to relinquish control of the system although such action will not allow the system to become eligible for any federal funds.

GREYHOUND LINES-WEST (GLW)

LOS ANGELES: Beginning April 24th two more round trips began operating over Interstate 5--these between and San Diego and Sacramento stopping at Los Angeles, North Hollywood and Stockton with an approximate 11 hour travel time. Buses depart Sacramento 730AM and 1120PM and leave San Diego 800AM and 800PM.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Subject to adequate state financing and state PUC approvals BART Directors have approved the following improvements: Saturday service starting November 1977, direct Daly City-Richmond service starting March 1978 and full weekend service in June 1978.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: Public transit between Monterey and Big Sur resumed on May 28th operating three daily round trips (leave Monterey 930AM, 1215PM, 345PM) through September 11th with plans to run two round trips on Saturdays only through the winter months. From the new Conference Center at Del Monte and Alvarado buses travel south through Monterey, Carmel and Carmel Highlands passing Point Lobos State Reserve, Point Sur Light Station, Andrew Molera State Park, Pfeiffer Big Sur State Park terminating at Nepenthe. Fares range from 50 cents to $1.50 one way depending upon distance traveled.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

SAN FRANCISCO: The Project Committee for the Peninsula Transit Alternatives Project (PENTAP) formulated a recommendation for implementation of Alternative Plan B, the upgrading of existing bus and rail services, at their April 29th meeting. It was recommended that the bus element of the Plan be the responsibility of the local transit districts (takeover of GREYHOUND Peninsula local service by SAMTRANS and CT is already set for July 2) and that that the rail element (SP's San Francisco to San Jose commute service) be implemented in three phases as follows: Phase I- Maintain existing service levels and fares with a discount fare program (funded by the transit districts) and improve SAN FRANCISCO MUNICIPAL RAILWAY interface service. Phase II-Improve existing service levels and standards under a purchase of services contract arrangement. CALTRANS is recommended as the negotiator with SOUTHERN PACIFIC for purchase of service and also for acquisition of the San Bruno branch line right of way (to BART/Daly City) for future transportation purposes. Phase III-Possible expansion of the improvement program (more trains, new equipment) within the parameters of Alternative B based on demonstrated requirements and dependent on the availability of new financial resources. It was estimated the cost of implementing Phase I (bulk purchase of commute books by the districts) for the contemplated two year interim period would range from $300,000 to $1.6 million depending upon how much fare increase is granted by the PUC on SP's rate increase application which has been pending for three years. SP is asking for a 96 per cent increase the the PUC has indicated it might favor 25%. The bulk purchase plan, originally proposed by SAMTRANS General Manager John Mauro, would not benefit the casual rider who would pay the regular prevailing fare. PENTAP recommended that the percentage funding participation by each of the 3 counties would be most equitably apportioned based on point of round trip origin (home) which yields an approximate share of 54% for San Mateo County, 40% for Santa Clara and 5% for San Francisco. San Mateo (SAMTRANS) has been committed to support such a program in its General Plan whereas Santa Clara (CT) has made no provision for such funding. SP's reaction to the PENTAP recommendations was made public on May 9 when an application for abandonment of all Peninsula commute service was filed with the PUC which prompted MTC to urge the district's to take immediate action to implement the Phase I recommendations. At the recommendation of the Santa Clara County Transportation Commission, the CT Board of Supervisors voted May 23 to commit up to $1 million from the Fixed Guideway Reserve Fund (for future light rail transit construction) over a 2 year period for bulk ticket purchase bit in so doing added the following conditions: that SP Commute service be upgraded to include such extensions as to Morgan Hill and Gilroy (south county), along the Vasona Branch to Los Gatos (West Valley) and north to Fremont; that the formula for allocation of funding among the counties is not acceptable to Santa Clara County and a new one should be devised; that possible toll increases on the Dumbarton and other bridges affecting Santa Clara County should not be made and that CT, will when possible, increase its bus services to the various S. P. Depots and improve bus service to Milpitas.

GRAY LINE S

RENO: GIST
vide airpor
downtown Sp
made with t

GRAY LINE SCENIC TOURS, INC. (GLSTR)

RENO: GLSTR has applied to the Nevada Public Service Commission for authority to provide airport limousine service between Reno International Airport, downtown Reno and downtown Sparks. If the PSCN rules favorably specific arrangements will need to be made with those hotels and businesses who wish to be origin/destination points and with Reno Airport to loading/unloading facilities. Among its 1977 Gray Line activities GLSTR is heavily promoting one way tour service which is not only providing more bus service between specified points but offering a narrated tour enroute as well. The service will operate between downtown Reno, Reno Airport and both North Lake Tahoe and South Lake Tahoe, between North and South Lake Tahoe and between South Lake Tahoe and Carson City. Service to/from Reno costs $4.10 each way with other service priced at $3.60.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: A one-year demonstration program to determine the effect of free bus service for senior citizens will begin in July. During that period seniors will be able to use regularly scheduled RTD buses all day Saturdays and Sundays and during non peak hours on Wednesdays without paying a fare. This action is part of a comprehensive program adopted earlier this year by the RTD Board to make transit more accessible to elderly and handicapped persons. All 231 new buses to be ordered this year will have wider doors which could accommodate the installation of wheelchair lift devises and will have additional step lighting, handrails and other safety equipment. 18 Of the 55 medium size buses to be ordered will be equipped with wheelchair lifts and when the new equipment arrives 10 General Motors buses now in the fleet will be converted to complete wheelchair service including lifts and interior equipment to accommodate full loads of wheelchair patrons. Federal funds were recently secured to purchase the 12 FMC buses which have been used in the handyRide program since February 1975 providing subscription type door to door service for the handciapped. A $13.2 million contract for 176 new transit coaches has been awarded to AM General. The air conditioned 47 seat buses will incorporate numerous features for added passenger convenience including a unique air bag suspension system which allows the bus to "kneel" for easy passenger boarding. Destination signs will be provided at the front, side and rear of the buses. Buses are scheduled for delivery by next November and this is the largest bus order RTD has yet to place. Free circulator service within the City of Boulder began in April as the first of two phases of the Boulder "freeB" system. In the first phase free circulator service operating on existing Boulder Lift routes will be underwritten by advertising and promotional contributions from Boulder merchants and during that time RTD will modify six medium size buses into unique vehicles offering open air features in summer months and greater visibility in the winter. In the second phase the modified vehicles will be used to increase frequency on a two way loop. Free circulator service known as the freeRide was started in downtown Denver last August and the program has doubled ridership on the downtown circulation system formerly known as the DART. New maintenance and storage facilities to be located in Boulder and in the vicinity of Interstate 225 and Colfax in Aurora and remodeling of the present Alameda Division in Denver are also on tap for this year.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: The GALLERIA-POST OAK MINI-BUS ROUTE "E" is presently the subject of a high intensity advertising campaign aimed at winning riders on this newest HOUTRAN service. Started in March four Grumann small buses operate on a 4½ mile route along South Post Oak between the Windsor Shopping Plaza and Post Oak Office Park. Area merchants advertised in area newspapers with a coupon labeled "Mini-Bus Sale". While ridership is up it is too early to determine if a trend is in evidence although the downtown Houston services benefitted greatly from a similar promotional campaign.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Roberts Holiday Lines	(601-620	MCI	MC8/S11731-50 U31849-68	47RR, automatics
	(			
Storer Transp Service	115	GMC	P8M4905A/-	47RR
Pacific Stage Lines	(6801A-6815A	GMC	S8H5304A/138-142,136-137, 128-135	
	(			
B C Hydro	(2601-2650	Flyer	E10240/527-576	
	(3101-3150	Flyer	D10240-6/502-526,577-601	
USED				
Greyhound Lines-West	7318-7371	MCI	MC6/-	GLE buses
Gray Line of San Fran	(344-353	GMC	PD4107/-	GLW
cisco	(354-362	MCI	MC7/-	GLW
Safeway Lines & Tour	224	GMC	PD4107/251	TTFB 804
Franciscan Lines	186	GMC	PD4903/071	TNM&O L802
Mark IV Charter Lines	1408-411	GMC	PD4903/332,333,150,331	correction
Town Tour Fun Bus Co	717-718	GMC	TDH5301/3114,3118	VPBC 10,9
Gray Line of Las Vegas	unkn	GMC	TDH5303/3117,3150,4059	Hawaiian Scenic Tours 706-708
Falcon Charter Service	(302-303	GMC	TDM5303/064-065	Hawaiian Discovery
	(304	GMC	T6M5305A/001	Tours 302-304
DISPOSITIONS				
Stockton Metro Trnst	(1802-5,8	GMC	TDH3501/257-260,263	For sale
District	(2000-2001	GMC	PD4104/2511,2714	"
Sierra Lines	(450,454,475	GMC	PD4104/4787,670,2711	sold to pvy parties
	(453,476	GMC	PD4104/3509,2843	For sale
Regional Transit	4820	GMC	TDH4801/248	Space Age Lodge (Anaheim)

# #

The Smoke Signal, Winter 1975, Number 32 story "Please Step To The Rear" by Cirino G. Scavone and W. Eugene Caywood. The fortunes and misfortunes of Tucson Rapid Transit Co. with sketches of competing lines 1916-1976. Published by the Tucson Corral of the Westerners (a local historical group). Cost $1.50 60 pp 8½x11 paperbound at P. O. Box 4464, Tucson, Arizona, 85717.

WT STAFF

Editor — Edmund Buckley

Senior Staff — Warren F. Quon, Jack Perry, Robert Higginbotham

Reporters — Larry E. Wood, John McKane, Wilbur Sherwood, Frank Lichtanski, Jim Walker

WTS OFFICERS

Acting General Manager and Secretary- Edmund Buckley

Treasurer — Todd Terpening

Librarian — Tom Helliwell

Business Office — P. O. Box 46402, Los Angeles 90046

WTS MEETINGS: Board of Directors Room, Pasadena Chamber of Commerce, 182 S. Los Robles Pasadena, 730PM, June 5, July 10, August 14