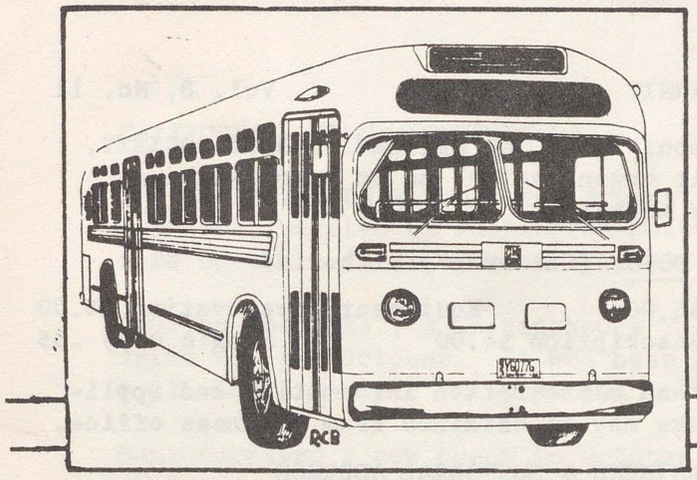


Western Transit

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'Dedicated to Better Transit'

Vol. 8, No. 11 November, 1970 Twelve Pages

C A L I F O R N I A

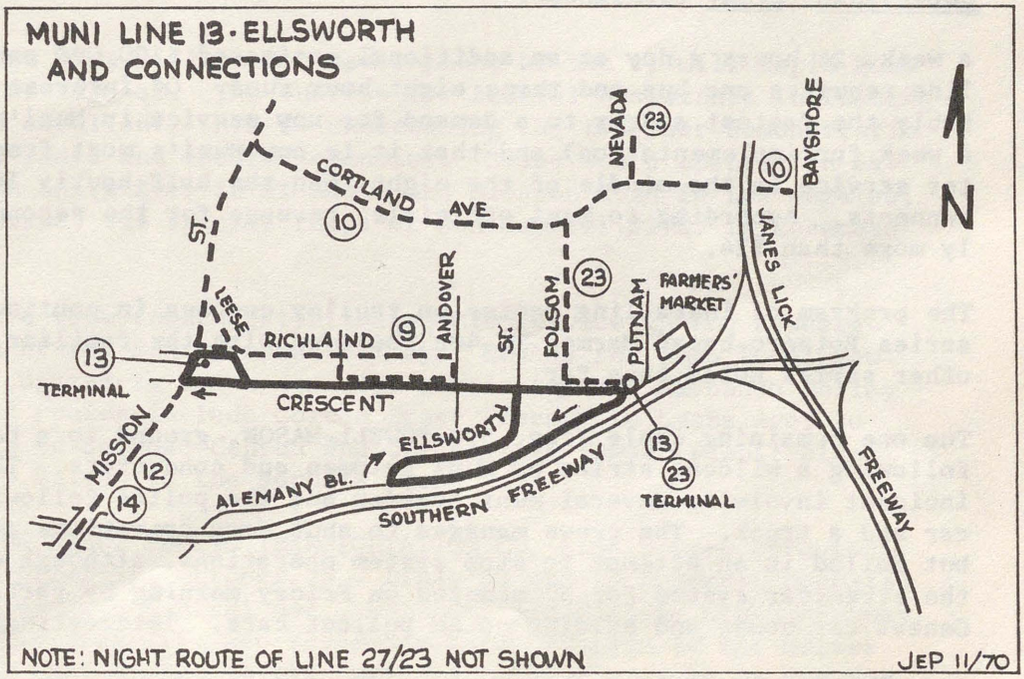
ORANGE COAST SIGHTSEEING CO. (OCSC)

ANAHEIM: Beginning September 16, Tour 1--LION COUNTRY SAFARI was changed to operate year around instead of summer only.

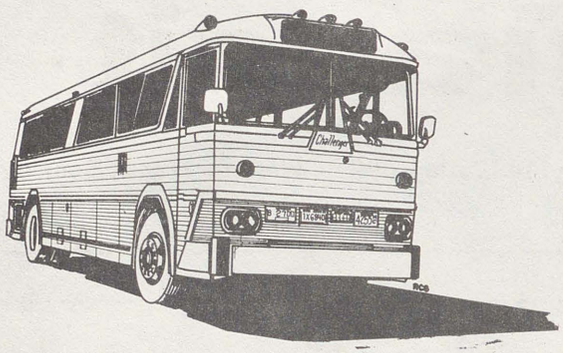
SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Muni's annual general signup (equivalent to SCRTD's system shakeup) was to go into effect November 22. The most sweeping change will be the temporary motor coach substitution for trolley coaches on lines 1--CALIFORNIA, 3--JACKSON and peak-hour only 4--SUTTER due to the one-way street conversions mentioned in WT 10/70. These routes will continue to be operated by Presidio Division personnel, presumably with the bus equipment stored there rather than at Kirkland Division. The equipment was expected to be Macks.

Effective at 1:00AM Friday, October 16, Muni established a new service designated line 13--ELLSWORTH. This was in response to complaints from residents in the lower Alemany Housing Complex that the only existing bus service in the area, 23--CRESCENT was three blocks away up a steep, n a r r o w street that has earned fame as the scene of frequent assaults on women. Demand for the new service reached a climax after several of the residents "kidnaped" a line 23 bus and demanded that the driver t a k e them to the area where they had been petitioning for the new service.



The city PUC hearing held a few days l a t er resulted in t h e new line which runs every 20 minutes seven days



MEETING NOTICE

December Regular Meeting:

Date: December 13, 1970
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

January Regular Meeting:

Date: January 10, 1971

(Time and place as above)

WESTERN TRANSIT Vol. 8, No. 11

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CALIFORNIA--SFMRy (CONTINUED)

a week, 24 hours a day at an additional estimated $100,000 annual cost to the Muni. The line requires one bus and three eight-hour runs. Of interest is the fact that it is probably the fastest answer to a demand for new service in Muni's history (requiring less than a week for implementation) and that it is now Muni's most frequent owl line, offering better service in the middle of the night than the half-hourly 14--MISSION owl with which it connects. According to Muni officials, revenue for the second week of operation was slightly more than $24.

The program of installing radios on trolley coaches in continuing, with many of the 740-789 series Potrero-based Marmon TC-48s observed with the familiar roof-mounted antennae. No other series noted thus far.

The one remaining cable line, 59--POWELL-MASON, ground to a halt Thursday night, November 5, following a wildcat strike by Muni gripmen and conductors. The strike was prompted by an incident involving several Muni crewmen and the police following the collision of a cable car and a truck. The crews managed to shut down operations at Washington-Mason Division but failed in an attempt to stop system operations, although one person managed to delay the streetcar system for 50 minutes on Friday morning by parking on the tracks leading from Geneva car house and holding up AM pullout cars. Interestingly,the 60--HYDE SHUTTLE and

CALIFORNIA--SFMRy (CONTINUED)

the 61--CALIFORNIA cable replacement motor coaches remained in operation although both are operated by Washington-Mason personnel and, in the former's case, there were no cable cars to connect with at Powell and Washington.

Trolley coach 837, a Westinghouse TC-48 Marmon was cut up for scrap at Presidio Division in late October. It had been in storage in Geary car house for several years following a traffic accident and is the first of the 110 TC-48s to be retired.

Muni received a new coach in October, a Minibus, for use on the 89--LAGUNA HONDA shuttle. Like the 8900, it was purchased by the Laguna Honda Home, but differs from 8900 in that it is enclosed and more suited to the cold winter weather. The 8900 is an open tram-type vehicle. No number has been assigned to the bus but it is believed that it will be the 8901.

BLUE & WHITE BUS LINES (B&WBL)

LOS ANGELES: A Public Utilities Commission hearing was scheduled November 5 on B&WBL's petition to abandon service on Line 6--MANCHESTER & CENTRAL-WATTS which operated Monday through Friday half-hourly between 6:00AM and 7:00PM and on Saturday from 9:30AM until 7:00PM. During the hearing, it was stated that line 6 had actually stopped operating last May and a PUC examiner called the action "unlawful," but said that before the commission can take action a formal complaint needed to be filed, but this was not done. A decision is not expected for several months. (See SCRTD report for a subsequent development.)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: With suspension of BLUE & WHITE BUS LINES line 6--MANCHESTER & CENTRAL-WATTS, the RTD inaugurated on November 6 its line 130--MANCHESTER & CENTRAL-WATTS which covered the same route on approximately the same schedule. This RTD line, however, proved to be extremely short-lived. It operated only one day--a Saturday--before legal entanglements involving B&WBL's abandonment petition forced RTD to suspend service.

RTD directors have committed $7.3 million for development of the 11-mile Rapid Busway between El Monte and Los Angeles. The outlook for federal assistance in funding the $40 million project is excellent. RTD is undertaking the two-year-demonstration project along with several state and federal agencies. Buses would operate on exclusive lanes between Santa Anita Ave. in El Monte and Mission Road in Los Angeles, entering and leaving the busway via special ramps at San Gabriel Blvd. in Rosemead and Palm Ave. in Alhambra.

Studies are under way with a view toward establishing RTD service in the Newhall-Saugus-Valencia area north of the San Fernando Valley. Routes for both local Newhall shopping and business districts and a commuter service to San Fernando Valley are under study. Suggested routes include Golden State Freeway to Lyons Ave. to San Fernando Road and north to Soledad Canyon and the Bermite Powder Plant; also Highway 14 through Friendly Valley to the Bermite plant.

RTD lines 55 and 59 and LONG BEACH PUBLIC TRANSPORTATION CO. line 5 were rerouted in the City of Seal Beach, effective October 25. Lines 55 and 59 formerly operated through Seal Beach via Marina Dr., Central Ave., Main St. and Pacific Coast Highway. Central Ave. is an old concrete street, and residents have objected to the noises caused by bus tires bumping over breaks in the concrete. The new route is via Mar-

CALIFORNIA--SCRTD (CONTINUED)

ina Dr., Electric Ave. and Main St. In the case of the Los Angeles-Newport Beach-Balboa Service, this is a return to the original route in that Electric Ave. flanks' the former Pacific Electric rail line.

The last 27 of the 213 buses originally offered for sale in 1968 have now been sold. Three bidders responded to the latest invitation, although 188 had been solicited directly. Jarrett's Bus Sales and AZTEC BUS LINES of San Diego each bid on all 27 buses while the American International Bus Exchange bid on 10 selected units. Awards were made on the basis of the highest bid for each bus, as follows:

AIBE--6666, 6668, 6672, 6674 and 6677 @ $303.03 each.
6953. 6959. 6960 and 6961 @ $505.05 each.
Jarrett--6656, 6657, 6659, 6661, 6662, 6663, 6667, 6670, 6673, 6675, 6676, 6679, 6680 and 6681 @ $251 each.
Aztec--6655, 6658, 6660 and 6678 @ $250 each.

The 6600s were GMC TD-3610s, the 6900s GMC TD-4507s. All were ex-PASADENA CITY LINES buses, except 6959-6961 which were ex-INGLEWOOD CITY LINES. It is estimated that the scrap value of these buses would have been $150 each.

The District is preparing to file an application for a capital facilities grant with the Urban Mass Transportation Administration to assist in the purchase of more than $10 million in new equipment and facilities. The application is being drafted at this time to establish priority for funds under the new traisit aid program. Included in the RTD's "shopping list" are 212 new buses (in addition to the 200 ordered under the previous program), 30 supervisor's autos, 33 CEA (operators' relief) autos, six trucks, a new two-way radio system for communication with supervisors, two cyclone type bus cleaning units, and one automatic bus washing unit.

Of the new buses, at least 200 will be 51-seat, radio-equipped, air-conditioned transit type units like those now on order. The first hundred will be for delivery in December 1971, the second hundred in March 1972. At that time, the bus fleet will be back on the normal 15-year replacement cycle. The new supervisors' cars will be air-conditioned, for the first time. This is in keeping with the policy of having all new buses so equipped, it being felt that the supervisor is entitled to the same comfort as those he supervises.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of November, 1965)

+SCRTD conducting a feasibility study on the possibility of a route from Van Nuys to Westwod via the San Diego Freeway.

+LAS VEGAS TRANSIT SYSTEM takes over from VEGAS TRANSIT LINES and introduces two new GMC TDH-4519s and 10 used TDH-4517s.

+SAN DIEGO TRANSIT SYSTEM proposes discontinuance of five routes, including commute routes to Astronautics plus reduction of Saturday service, and combining Routes 12 and W.

The new radio system will be a UHF system utilizing all solid-state equipment. The present system is a VHF system with tube-type mobile units, and radio-car engines must be kept running continuously in order to keep the batteries charged.

Details of the District's bus replacement plans for the next two years are now available. The 200 new buses now on order from Flxible for late 1970 and early 1971 delivery will replace 97 of the 2300s and 6500s, and all 2900s, 6600s and 6900s. The 6900s have been in storage since 1968, but the rest of these classes

CALIFORNIA--SCRTD (CONTINUED)

are still active. The next 200 buses, projected for late 1971 and early 1972 delivery, would replace the remaining 2300s and 6500s, all 2100s, and 14 of the 2200s.

Hijacking attempts on board public conveyances are not limited to airliners. On September 24, a passenger approached the operator of a line 50 bus on Florence Ave. and informed him that they were going to San Diego. The presence of a broken bottle in the passenger's hand gave some authority to this statement, until another passenger overpowered and disarmed him.

The following SCRTD buses have been observed as repainted in the Champagne Gold, Saddle Tan and White livery: 5150, 5155, 5160, 5161, 5162, 5177.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: LBPTCo. has been authorized to discontinue Line 0--LEISURE WORLD-LOS ALTOS SHOPPING CENTER due to consistently decreasing revenues, believed caused by a free bus which the City of Seal Beach runs from Leisure World to downtown Seal Beach. A LBPTCo. request to eliminate the Naples Plaza leg of Line 5--EAST 4TH-NORTH LONG BEACH was held in abeyance. On September 14 Line 10--CARSON STREET was extended to the U. S. Naval Hospital with Monday through Friday headways trimmed from half-hourly to 40-minutely and on Saturdays from 30-minutely to hourly.

SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: On May 10 SCTC instituted an hourly headway Monday through Friday between 5:45AM and 5:45PM on the SANTA ANA-BALBOA line. Previous service was hourly to 9:00AM, two-hourly to 2:30PM and hourly to 5:30PM. An additional round trip was added on Saturday, and Sunday service was restored, with four round trips.

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LVTRSL)

LOS ANGELES: LVTRSL has purchased the operations of RIDDLE SCENIC TOURS operating special tour service to Death Valley National Monument over three routes: 1--LOS ANGELES-DEATH VALLEY VIA BARSTOW (I-15-Cal 127); 2--LOS ANGELES-DEATH VALLEY VIA MOJAVE (Cal 14, US 395) and 3--LOS ANGELES-DEATH VALLEY VIA TRONA (US 395-Cal 190). Service is operated between November 1 and April 30. LVTRSL is using new GMC PD-4108s for the service which departs the Greyhound Depot (Gate 12) at 7:30AM, Hayward Hotel at 7:45AM and the Mayflower Hotel at 8:00AM.

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT (GGBHTD)

MARIN COUNTY: On September 5 GGBHTD inaugurated its new combination bus-ferry boat service between Mill Valley, South Sausalito, Sausalito and San Francisco. The ferry boat, named "Golden Gate," is a three deck, 113-foot vessel built in 1969 by the San Diego Marine Construction Co. and was used initially between the Port of Los Angeles and Catalina Island. Two GREYHOUND LINES-WEST GMC TDM-5303s, 9607 and 9640, have been leased by GGBHTD to provide the bus service between Mill Valley and the Ferry Terminal, and between South Sausalito and the terminal.

Both buses and the ferry have been equipped with Cleveland lock-type fare boxes for fare collection. Fares between South Sausalito or Sausalito and San Francisco are 50¢, and 75¢ from Mill Valley. Service operates between 5:30AM-11:30AM and 1:30PM-8:55PM Monday through Friday, and between 10:00AM and 6:30PM on Saturday and Sunday. Bus service on the MILL VALLEY-FERRY TERMINAL route runs weekdays only while the

CALIFORNIA--GGBHTD (CONTINUED)

SOUTH SAUSALITO-FERRY TERMINAL route operates daily. The boat provides morning snack bar service and evening bar service.

At a recent meeting of the GGBHTD, Manager Dale Luehring proposed that service to Sonoma County be included in any bus transit program the district undertakes. It would cost $1.1 million more than service to Marin County only, but would turn an annual operating loss into a profit, he said. Extending the line north to Santa Rosa can mean an annual profit of $75,000. Luehring proposed an immediate call for bids on a fleet of 112 to 132 buses. Present plans call for taking over the Greyhound SFBACR Marin County service within six to 10 months.

The board also discussed the merits of hydrofoils versus conventional vessels. The district's naval architect consultant has proposed adding one more boat of the present 16-knot type to Sausalito service and five 25-knot vessels for the proposed Larkspur-Corte Madera service. Eventually, two 35-knot hydrofoils are planned to serve a Northern Marin terminal at Gallinas Creek (east of the Highway 101-Lucas Valley Road junction). Still to be decided is whether Larkspur or Corte Madera should be the site of the central Marin Terminal on Corte Madera Creek.

INTERNATIONAL SIGHTSEEING TOUR, INC. (IST)

LOS ANGELES: Operating under Charter Certificate TCP 157A, IST is the newest California bus company. The firm, located on Vignes St. downtown, is connected with KM Kokusai Motorcar of Japan and operates charter service using six GMC PD-4104s and one 743 Cruiser (see Equipment Report).

NORTHWESTERN PACIFIC RAILROAD (NWP)

EUREKA: NWP is now operating its WILLITS-EUREKA "Redwood" service two days a week in each direction in place of the previous three. Northbound from Willits to Eureka, the train runs Monday and Saturday and southbound it runs on Friday and Sunday. Previously there also was service north on Thursday and south on Wednesday.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: On August 31 night service on Route E between Mill Valley and Marin City and on Route H between Tiburon and Marin City was extended to Sausalito for connections with Route C. In Las Vegas, due to construction of a new station, GLW is presently using a temporary depot in the Holiday Hotel at First and Carson.

SALINAS CITY LINES (SCL)

SALINAS: SCL recently eliminatdd the first two and last round trips on both the EAST-WEST and NORTH-SOUTH routes on Saturdays. Weekday schedules are unchanged.

TRANSIT IN THE RECENT ELECTION

On the recent General Election ballot there were four issues before voters, one statewide and three locally that affected transit.

Statewide, Proposition 18 was defeated. It would have provided authorization for counties or transit districts to hold elections to determine the spending of up to 25 per cent of the local share of state highway construction and maintenance funds for public transit; and the legislature could have taken some of the money for smog research. The measure lost, 2,565,393 to 3,037,421.

CALIFORNIA--ELECTION (CONTINUED)

Bakersfield voters decided to keep their municipal bus system. There, Proposition A called for the end to city subsidy of BAKERSFIELD MUNICIPAL TRANSIT SYSTEM, which in effect would have meant the end of bus service. A yes vote would end bus service while a no vote called for retention of buses. The final vote was yes 9,512, no 14,837.

Orange County voters approved, 231,977 to 174,231, the establishment of the ORANGE COUNTY RAPID TRANSIT DISTRICT which would have taxing power up to 5¢ per $100 of assessed valuation. When in operation, the OCRTD will plan for the eventual establishment of a county-wide bus system.

Santa Clara County voters turned down, for a second time, a proposition to establish the SANTA CLARA COUNTY TRANSIT DISTRICT to acquire SAN JOSE CITY LINES and PEERLESS STAGES' San Jose suburban routes and operate them as a combined system.

FRESNO TRANSIT (FT)

FRESNO: As a result (at least partially) of a transportation study done for FT (WT 5/70) the system instituted a series of route and schedule changes in July and September of this year. Many of the recommendations in the report were followed, but some changes also were made that were not in the report. As recommended, all evening (after 7:00PM) and Sunday service was eliminated due to insufficient patronage.

Service to the Mayfair district, not part of the city, was replaced by a new north-south route on First St. and Cedar Ave. As recommended, the loops and/or detours on the East Belmont, East Tulare and East Princeton lines were eliminated and service to Pinedale was replaced by a line that goes all the way up Blackstone Ave. No change was made in West Fresno (Fresno's low income area) where five routes were recommended to replace the present three.

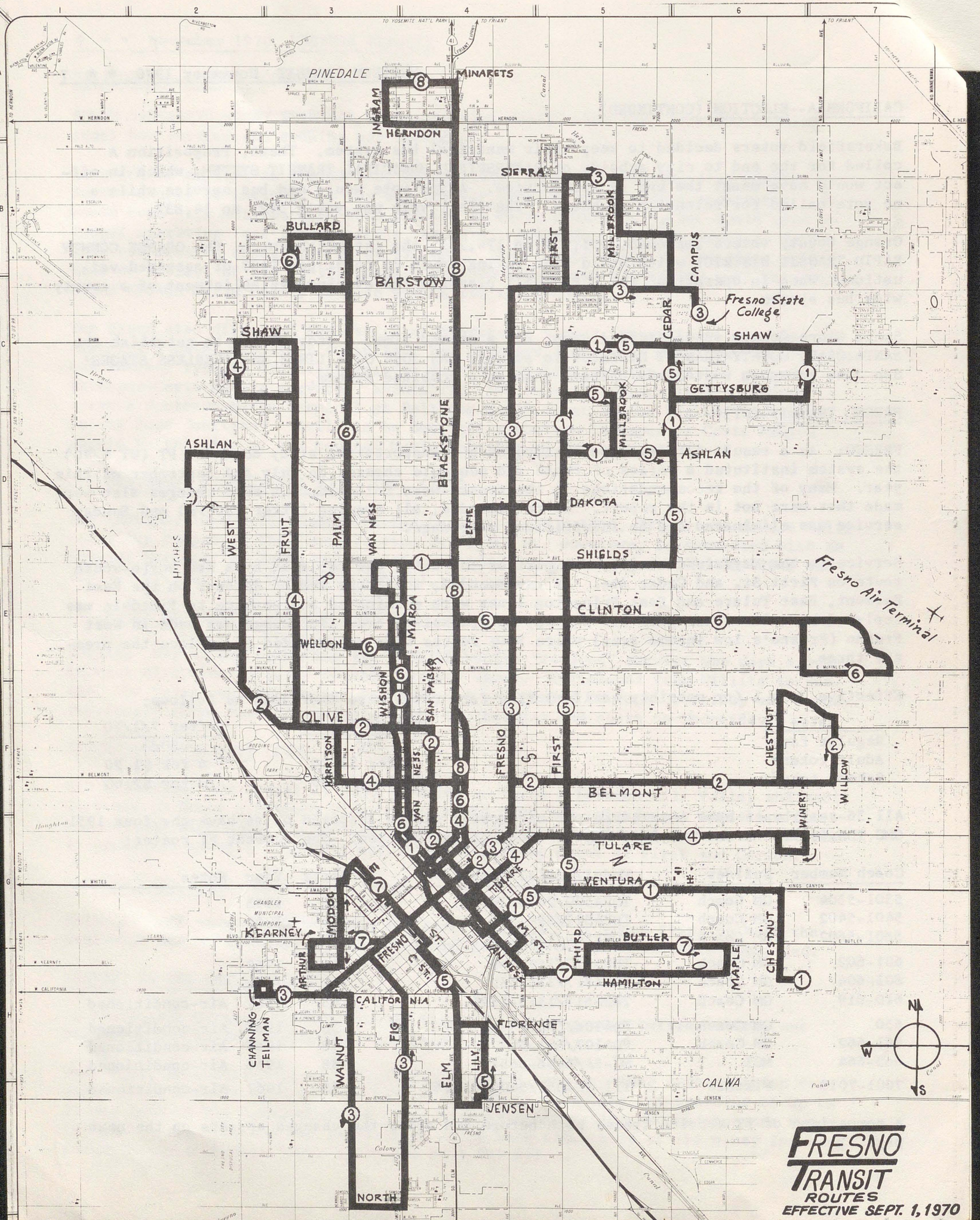
Effective July 1 (or possibly earlier) FT's fare rates were increased as follows:

Rates	Before 7/1/70	After 7/1/70
Regular fare	25¢	30¢
Adult tokens	4 for $1.00	4 for $1.20
School tokens	10 for $1.00	10 for $2.00

All 36-seat buses have been taken off the roster and/or disposed of as have the four 1951 GMC TDH-4509s and the two 1952 GMC PD-4103 charter coaches. The current FT roster:

Coach Number	Builder	Model/Serial Number	Seats	Year	Notes
5301-5304	GM Coach	TDH4509/2413-2416	45	1953	
5401-5402	GM Coach	TDH4512/594-595	45	1954	
5601-5602	GM Coach	TDH4512/1376-1377	45	1956	
601-602	GM Coach	TDH4517/169-170	45	1960	
603-604	GM Coach	TDH4517/331-332	45	1960	
610-619	GM Coach	TDH4517/1313-1322	45	1961	Air-conditioned
630	GM Coach	PD4106/1961	38	1963	Air-conditioned
661-662	GM Coach	PD4107/501-502	38	1966	Air-conditioned
663-664	MCI	MC-5A/6656-6657	38	1966	Air-conditioned
7001-7019	Flxible	111-CC-D51/54045-54063	53	1969	Air-conditioned

A comparison of FT service tables both before and after the changes appears on the next page.



FRESNO TRANSIT ROUTES

EFFECTIVE SEPT. 1, 1970

CALIFORNIA--FT (CONTINUED)

SERVICE TABLE - BEFORE 7/1/70

	Monday - Friday											
	AM		Base		PM		Night		SAT		SUN	
	Hdy	Req	Hd	Req	Hd	Req	Hdy	Req	Hdy	Req	Hdy	Req
1-RECREATION-WISHON-FSC	30	4	30	4	30	4	60	2	40	3	60	2
2-PALM AVE.-PINEDALE	30	4	60	2	30	4	--	-	60	2	120	1
3-WEST CALIFORNIA-E. BELMONT-E. HARVEY	30	3	30	3	30	3	80	1	45	2	90	1
4-NORTH FRUIT-E. TULARE-E. McKENZIE	30	3	30	3	30	3	80	1	45	2	90	1
5-C ST.-NORTH FRESNO-F. S. C.	30	3	30	3	30	3	90	1	45	2	90	1
6-HAZELWOOD-CITY COLLEGE-E. PRINCETON	30	3	30	3	30	3	80	1	45	2	90	1
7-MAYFAIR-MODOC DUNN	30	2	30	2	30	2	60	1	30	2	60	1
8-ROEDING PARK	--	-	--	-	--	-	--	-	60	1	60	1
Totals		22		20		22		7		16		9

SERVICE TABLE - AFTER 9/1/70

1-EASTGATE-GENERAL HOSPITAL-CITY COLLEGE-STATE COLLEGE	30	4	30	4	30	4	--	-	40	3	--	-
2-E. BELMONT-WEST AVENUE	30	3	30	3	30	3	--	-	45	2	--	-
3-WEST CALIFORNIA AVE.-VETERANS HOSPITAL-F. S. C.	30	4	30	4	30	4	--	-	40	3	--	-
4-EAST TULARE ST.-NORTH FRUIT AVE.-SHAW AVE.	30	3	30	3	30	3	--	-	45	2	--	-
5-ASHLAN PARK-C ST.-ELM AVE.	30	3	30	3	30	3	--	-	45	2	--	-
6-PALM AVE.-EAST CLINTON AVE.-AIRPORT	30	4	30	4	30	4	--	-	40	3	--	-
7-TRINITY CENTER-FAIRGROUNDS	30	2	30	2	30	2	--	-	60	1	--	-
8-BLACKSTONE AVE.-PINEDALE	60	1	60	1	60	1	--	-	60	1	--	-
Totals		24		24		24				17		

Note: No night or Sunday service provided.

O R E G O N

TRI-COUNTY METROPOLITAN TRANSIT DISTRICT (TCMTD)

PORTLAND: Consolidation of all of Portland's transit operations under one unified system came nearer completion when Tri-Met acquired the routes and equipment of the "Blue Bus" suburban bus companies. Here is a summary of the routes acquired:

ESTACADA-MOLLALA STAGES, INC.

EMSI operated from the Portland CBD to the southeast section serving the communities of Milwaukie, Clackamas, Carver and Estacada. Service to Molalla, several miles to the south, had been abandoned several years earlier.

INTERCITY STAGES, INC.

ISI operated from downtown Portland to the south to Oregon City, operating along the Willamette River, serving Milwaukie and Gladstone on the east side and Lake Oswego and West Lynn on the west side.

OREGON--TCMTD (CONTINUED)

PORTLAND STAGES, INC.

PSI operated from Portland to the eastern suburb of Gresham via half-a-dozen separate routes. Additional service also was operated northeast to Troutdale and southeast to Sandy.

TUALATIN VALLEY BUSES, INC.

(Pronounced too-all-u-ton) TVBI operated from the Portland CBD to the west serving Beaverton, Hillsboro and Forrest Grove, and to the southwest, serving Tigard, Newberg and McMinnville.

The PORTLAND STAGES routes appear to be the replacement for the former PORTLAND TRACTION CO. interurban car routes, as do the eastside Oregon City routes. The Tualatin Valley routes (and probably the Lake Oswego-Oregon City intercity routes) were formerly Greyhound interurban lines. Some TVBI routes also were served, until the late 1920s, by the suburban electric railways of PORTLAND, EUGENE & EASTERN, a subsidiary of SOUTHERN PACIFIC.

All four companies were owned and operated by the same people, G. G. Fourier and E. S. Larson. All buses were painted blue and white (thus the association of blue buses and suburban buses) in varying patterns, but generally blue with a white roof. The TUALATIN VALLEY buses, however, were painted identically to Greyhound suburban buses, using Greyhound blue (the other buses were done in a deeper shade of blue). The Blue Bus fleet consisted of some 85 coaches, all of which were GMC diesels. Models represented are TD-3206, TDH-3610, TDH-3612, TD-4506, TDH-4507, TDH-4509, TDH-4512, TDM-4515, TDH-4517 and TDH-4519. Some buses had been built with two doors, but only one was ever used in operation; in many cases the rear stepwell had been filled in, the door sealed shut, and a two-passenger seat installed. Many of the buses had been acquired second hand, with Los Angeles (IAMTA-SCRTD) being a major contributor (6200-6300 series TD-4506s, 6951-series TD-4507s and 2008-series and 2400-series TDM-4515s). The non-L.A. TDM-4515 coaches were found to be ex-Greyhound.

All suburban buses, which had been stored and maintained at suburban garages located in such places as Gresham and Lake Oswego, have been moved to the former ROSE CITY TRANSIT CO. garage and shops located at 17th & Holgate SE in Portland. All suburban bus maintenance and operations are done at this location, which requires greater deadheading time than perviously.

The suburban fare collection system had been pay-as-you-leave outbound (from the Portland CBD) and pay-as-you-enter inbound. This was to speed loading and unloading downtown. On October 26 a new fare system was inaugurated, calling for a 35¢ base fare, the current base fare on the former Rose City lines, and 5¢ zone increments. Although the entire fare is still paid when boarding inbound, when going outbound 35¢ is paid when boarding with the remainder paid when alighting. A free universal transfer privilege was initiated in connection with the fare change.

Service improvements have been noted on certain former Rose City routes, notably RALIEGH HILLS-LINNTON, which had base headways improved from 60- to 30-minutely.

A new public schedule format has been introduced on the rescheduled suburban and ex-Rose City lines. The old Rose City format listed only leaving times from downtown and from the end of the line. The new format lists times for each trip past given timepoints. The new schedules include an individual line route map (this had been the case with the Rose City schedules, but not the suburban schedules). A new system route map was issued in March of this year; it was a revised version of the old Rose City map, with a generalized map of the "Blue Bus" routes on the back.

OREGON--TCMTD (CONTINUED)

Repainting of the former Rose City GMC TDH-4519s into the new Tri-Met Orange and White color scheme has been continuing; about one-fourth of these buses have been re-done. Although none of the Mack C-45s or Twin Coach 44-Ss have been repainted, one Mack C-37DT, the 869, was redone in Orange and White, with silver sides, this in connection with the promotion of the sale of school cards. Several of the Blue Line TDH-4519s have been repainted, as has one suburban ex-Los Angeles TD-4506--bus 248.

Fare payment is still by the traditional driver-will-give-you-change system, although an exact fare plan is not too far off. All buses (ex-Rose City and Blue Line) carry Cleveland lock-type fare boxes, a matter which will ease substitution of an exact fare plan.

It is anticipated that TCMTD will be getting 75 new buses yext year; although it was not confirmed it is believed that 25 51-passenger buses will be built by GMC and 50 45-seat buses will be constructed by Flxible.

C O L O R A D O

DENVER TRAMWAY CORP. (DTC)

DENVER: Voters on November 3 approved a bond issue to finance public acquisition of DTC; it is expected that the city will assume control sometime early next year. If DTC does not accept the city's money offer, the city plans to initiate condemnation proceedings which can result in immediate city takeover and settlement of the price at a later date.

Because of destruction to Tramway buses by students of George Washington High School, operation of the GEORGE WASHINGTON HIGH SCHOOL SHUTTLE ceased October 1. The school had been having racial problems. However, because DTC had not gone through the official process of requesting PUC approval to abandon the service, the PUC obtained a court order requiring DTC to resume the service; this was done November 2. The drivers' union says it will back any driver who refuses to work the GWHS shuttle.

N E V A D A

GRAY LINE SCENIC TOURS OF RENO (GLSTR)

RENO: GLSTR is now operating a HAROLD'S CLUB-PONY EXPRESS-NUGGET CASINO SHUTTLE using a GMC TDH-3301A (see Equipment Report). The bus has a white, dark green and blue paint scheme and has seats in a lavendar and paisley design. The service is hourly and, although no fare is charged, a prospective patron needs a Nugget Casino room key to ride. The route from downtown Reno is via 2nd St., Kietzke and B St. to 11th, looping around the Nugget.

NEVADA TRANSIT CO. (NTC)

RENO: NTC, which operates two routes between Reno and Sparks, instituted a 35¢ fare on May 1, a flat fee anywhere on the system. A Ride 'n Shop program also is in effect, allowing 25¢ off on the return trip.

1971 DUES NOW PAYABLE!

Dues or subscription fees for 1971 are now payable--see schedule on Page 2. Please forward your 1971 dues or subscription fees to the Western Transit Society business office, 1167 North Serrano Avenue, Los Angeles, California 90029. Mail today!

EQUIPMENT REPORT

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 BUSES				
Nevada Transit (Reno)	15	GM Coach	TGH3301/001	35 seat, 1 door
Greyhound Lines West	1562-1587	MCI	MC7/-	
Safeway Lines & Tour	607	Crown	A426-11/35860	2-axle
Embree Buses	1501-1502	Crown	2A743-11/-	3-axle school bus
Associated Charter	A1402G-A1418G	Intl	Intl-1603/Wayne	24/36 seat sch bus
Bus Co	A3321G-A3360G	Intl	Intl-1700/Wayne	44/66 seat sch bus
	A4281D	Gillig	743/-	3-axle
	A4284D-A4295D	"	743/-	2-axle
	A4352D-A4356D	Crown	A426-11/35965-35969	2-axle
Palos Verdes Schools	A4342D	Crown	2A743-11/35891	3-axle
Laguna Honda Volunteers	8901	Minibus	MB137-2D/645	17 seat,for SFMRy
Las Vegas-Tonopah-Reno	215-223	GM Coach	PD4108/015-023	Correction
USED BUSES				
Gray Line Scenie Reno	125	GM Coach	TDH3301A/004	Ex-Demo
Safeway Lines & Tour	Unnum	GM Coach	TDM4507/2989,2999	Ex-LRBL 05,B&WBL 45
San Mateo Courteous	1770,1862	GM Coach	TDH4507/1514,2735	Ex-AC Transit
Bay Rapid Transit,	118	GM Coach	TDH4509/2137	Ex-SDTC 830
Monterey	122	GM Coach	TDH4517/137	Ex-SMMBL 4551
Santa Monica MBL	5101-5104	GM Coach	TDH5105/3267-3270	Returned from TTS
Marin Transit Systems	251-252	GM Coach	PDG4101/169,024	Ex-Peerless Stages
Riverside Bus Co	1201-1204	GM Coach	PD4103/1249,-,1235,1243	Ex-WGL
West Fresno Nbrhd Ctrs	253	GM Coach	PD4103/1446	Ex-Fresno Transit
Abel Chtr (Riverside	Unnum	GM Coach	PD4104/129	Ex-GLW 7195
Safeway Lines & Tour	II 214	GM Coach	PD4104/929	Ex-GLW 7148
Transp Unltd (LasVegas)	II 105-II 107	GM Coach	PD4104/2532,2614,148	Ex-GLOSF, EGL
Arrow Charter Lines	285	GM Coach	PD4104/2454	Ex-GLOSF 285
Russel Transp Inc	200	GM Coach	PD4104/3169	Ex-GLW 8597
Community Chtr Bus Sys	II 4503	GM Coach	PD4104/3265	Ex-GLW 8693
Melni Bus Service	305	GM Coach	PD4104/3719	Ex-Vermont Transit
Cal Coast Charter	196	GM Coach	PD4104/4517	Ex-GLW 7539
Taylor Bus Service	3801-3802	GM Coach	PD4104/3228,3212	Ex-GLW 8656,8640
Intl Sightseeing Tour	101-106	GM Coach	PD4104/-,-,4810, 4480,4821,4516	Ex-WGL -,-,7637, 7502,7648,7538
	Unnum	Yellow	743/954	Ex-Eastshore 300
Greyhound Lines West	II 8500-8507	GM Coach	PD4104/-	Ex-Sou GL
	9099	GM Coach	PD4501/574	Ex-CPCT X64
Orange Belt Stages	148	GM Coach	PD4106/2601	Ex-River Trails 50
Southshore Lines	2113	GM Coach	PD4106/2778	Ex-Arrow Chtr Lines
DISPOSITIONS				
Greyhound Lines West	9530-9544	GM Coach	PD4104/various	to Hausman Bus Sls
	9559	GM Coach	PD4103/515	to Aloha From Hawaii, (SF)
Knickerbocker Tours	216	GM Coach	PD4104/347	to private party
Torrance Transit Sys	329	GM Coach	TDH4509/1968	to private party
Santa Monica MBL	4804,5,7,8	GM Coach	TDH4801/402,3,5,6	to Leeward,Hawaii
AirporTransit	1022	Flxible	218-3SM7-60-335V/31061	to Jarrets