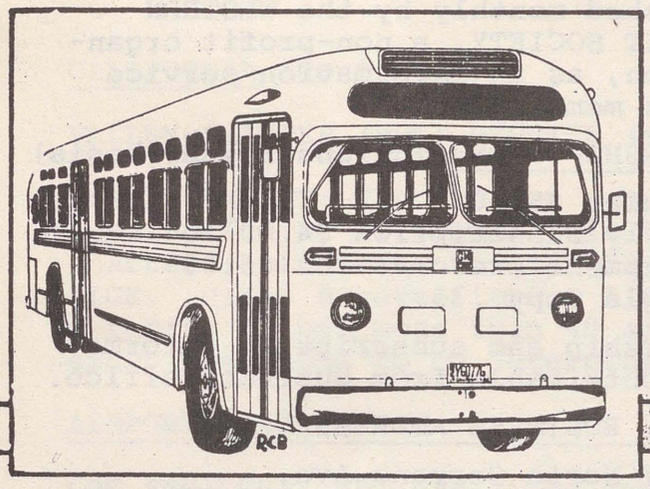


Western Transit

Monthly Publication of The Western Transit Society

Vol. 9 No. 10 October 1971

C A L I F O R N I A

CONCORD JITNEY SERVICE (CJS)

CONCORD: Operation of a jitney service in the Concord area has been proposed by Millard Girvin (Skip) House, who wants to use a 12-passenger van and charge a 50¢ fare. City officials are now reviewing the proposed route between Clayton Valley Highlands and Sun Valley Shopping Center.

The jitney would travel via Clayton Road from Clayton Valley Highlands to Sun Valley with stops at the Greyhound bus depot and Park & Shop Center, Ayers Road, Bailey Road, Alpha Beta Shopping Center, Bel Aire and El Monte Shopping Centers.

STATE LEGISLATURE

SACRAMENTO: The State Senate has passed and sent to Govenor Reagan AB2386 establishing the BAKERSFIELD METROPOLITAN TRANSIT DISTRICT. The Govenor has already signed AB2655 which limits transit district sales and use tax rates to one fourth or one half of one per cent, depending on which is authorized by the voters

GREYHOUND LINES - WEST (GL-W)

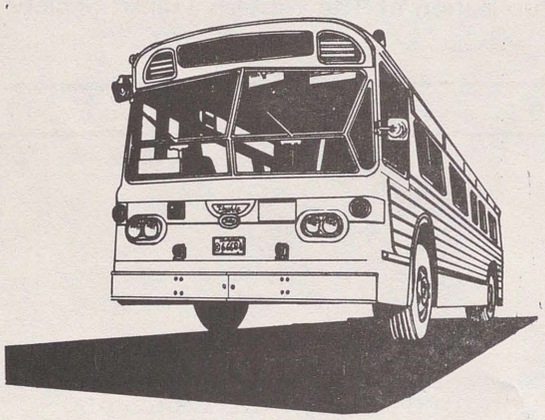
SAN FRANCISCO: GL-W has applied to the PUC for authority to serve the El Toro-Leisure World (Laguna Hills) area. A new depot is planned to be located in the Laguna Hills Shopping Center near Interstate 5 (the San Diego Freeway) and El Toro Road. Initially four schedules each way daily will be operated.

Beginning October 31st several reductions will be made on the LOS ANGELES-SAN DIEGO route. The 11:00AM, 3:00PM, and 7:00PM departures from both towns operating express via Long Beach will be changed from daily to Friday, Saturday, and Sunday only. The Monday only 12:30AM and 2:30AM south bound schedules will be cancelled and the 9:00AM southbound cars, one via Anaheim (Disneyland) and the other via Santa Ana and San Juan Capistrano will be combined into one schedule. On the SAN DIEGO-MIRAMAR N.A.S. route, round trips will be reduced from four to two.

New Members

#105 Charles Zell
Sacramento, Calif.
#106 Frank Barnes
Los Angeles, Calif.
#107 Insley Brain, Jr.
Oakland, California

* * * * * * * * * * * * * * * * * * *



Meeting Dates

Next Meeting - Nov. 14, 1971
Future Meetings - Dec. 12, 1971
Jan. 9, 1972

Location: West side of Los Angeles 1/4 block North of Olympic Blvd., 3 blocks East of Fairfax Avenue.

Transportation: SCRTD Lines 4 & 89

November Regular Meeting at 8:00PM

WESTERN TRANSIT

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FIVE YEARS AGO IN "THE BOOSTER"
October 1966

EL TORO TRANSIT LINES took over the Santa Ana to El Toro Marine Base service of the former SANTA ANA BUS SERVICE. SANTA ANA TRANSIT CORP. had previously taken over the city routes.

* * * * * * * * * * * * * * * * * * *

REMINDER

Membership Dues should be into the Business Office by January 1, 1972

SCRTD Line 100-CENTURY BLVD. was extended from 103rd & Gorman to Century Imperial in South Gate. 4000 class Flxibles were assigned to lines 46, 62, 77, 99, 111, 113, 114, 115 & 116.

The City of Corpus Christi, armed with a Federal grant, was purchasing the privately owned NUECES TRANSPORTATION COMPANY including 12 used TDH 3612's and had ordered new TDH3501's.

CALIFORNIA (Continued)

VALLEY CHARTER (BUS) SERVICE (VCBS)

CASTRO VALLEY: The PUC has scheduled a hearing for October 15th on the application of William H. Fichter and Inez R. Fichter for a Class B charter certificate No. TCP-22-B to operate VALLEY CHARTER (BUS) SERVICE. Class B certificates limit the pick up area of the carrier to a radius of not more than 40 air miles from the home terminal with the exact distances to be determined by the Commission.

AIRPORTRANSIT (APT)

LOS ANGELES: APT has filed application to increase it's rates on service to and from Los Angeles International Airport, Ontario International Airport, and Metropolitan Oakland International Airport, all served on a regular schedule basis. Rates for on call service to and from Van Nuys and Palmdale Airports would also be hiked. The present LAX $1.15 to and from Los Angeles, Hollywood, Beverly Hills and Santa Monica would go to $1.60. The LAX-San Fernando Valley route would jump 50 cents to $2.75. The last APT rate increase was in 1959 and operating costs have risen steadily since that time.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: MMBL inaugurated on September 12th another new route, NORTHRIDGE between Montebello and South San Gabriel, the second within three months. The line begins at Whittier Blvd. and Garfield Ave. traveling along Garfield via Campo, Potrero Grande, Hill Drive, San Gabriel Blvd., Rose Glen, Arroyo, Jerseydale, Ellingbrook, Hanging Rock, Arroyo, Paramount, and San Gabriel to Potrero Grande.

Monday thru Friday hourly service is provided between 7:15AM and 5:15PM with Saturday hours from 8:50AM to 5:50PM using one bus. The recently inaugurated GARFIELD route (WT 8/71) and the BRADSHAWE route were combined in September. Monday thru Friday service operates on a 15 minute headway between Dozier & Rowan and Atlantic Square (Brooklyn & Atlantic) with half hourly service beyond that point over two branches; GARFIELD to Whittier and Garfield via Garfield and BRADSHAWE to Whittier and Keenan principally via Bradshawe Ave.

On Saturday and at night a 30/60 minute headway is maintained. On Sunday all through service operates via BRADSHAWE on an hourly headway with direct connections on the GARFIELD branch at Atlantic Square. While service on BRADSHAWE evenings and Saturdays has been reduced to half it's former level, the evening service on GARFIELD is being provided for the first time.

SANTA ANA TRANSIT CORP. (SATC)

SANTA ANA: Weekday service on all five SATC routes was increased from hourly to half hourly beginning October 1st. This added two buses to the three already in operation. Saturday service formerly 90 minutely will be hourly adding one bus to the present two. Buses start running at 6:45AM weekdays with the last departure at 5:20PM. In addition to route numbers, buses now fly colored pennants with different colors

CALIFORNIA (SATC)

signifying the routes. Two new buses, owned by SATC's parent company, AMERICAN TRANSIT CORP., are to be used to increase service until March when the city's own bus line will begin. (Make and model of the two buses presently unknown) Reduced fares begun in September (25¢ vs 30¢) brought out 500 more riders but about $800 less revenue as compared to September 1970. City officials plan to maintain the new service frequency when the take over occurs and may add two new routes, one to U. C. Irvine and another to the Orange County Medical Center.

FREEDOM BUS LINE (FBL)

BUENA PARK: FBL is scheduled to begin operating one loop type route within the city limits of Buena Park during October. To be operated by the owners of PINK BUS LINE the route will operate hourly between 10:00AM and 6:00PM except for a 1:00PM lunch period, Tuesday through Sunday beginning at Beach and Artesia Boulevards serving Knotts Berry Farm, Movieland Wax Museum, Japanese Deer Park and several shopping areas. PBL 3, a TD4507 is planned to be used, and it will be painted red, white, and blue with stars.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: James C. Carson, SDTC Assistant General Manager, has been appointed manager of the City of Honolulu Transit System. Carson has been with SDTC since May 1970 and was responsible for the day to day operation of the SDTC system. Before that he held several administrative positions with the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. Carson began his bus business career in the family owned CROSSTOWN SUBURBAN BUS LINES while still a high school student, CTSBL was sold in February 1961 to SCRTD's predecessor, LOS ANGELES METROPOLITAN TRANSIT AUTHORITY.

With the institution of the fall schedules, Line V-BALBOA PARK was discontinued on September 12th because of lack of patronage. This line began operating in May of this year.

ARROW CHARTER LINES, INC. (ACL)

HUNTINGTON PARK: ACL is now operating the UCLA Campus Shuttle between Parking Lot 32 and the Student Union. They have purchased at least three SCRTD TDH4801's and painted them powder blue with a wide gold band and with a white roof. Service is operated between 7:00AM and 10:15PM on all school days Monday-Friday at headways between 5 and 15 minutely depending upon the time of day.

SACRAMENTO TRANSIT AUTHORITY (STA)

The STA has received $227,070 as a rebate from the Urban Mass Transit Administration. Back in 1968 the STA and UMTA shared equally the cost for 15 new buses (T6H4521A's) and a new bus garage. The UMTA grant was made on the condition that one-sixth of the total grant would be refunded if a regional transportation plan was prepared. The Sacramento Regional Area Planning Commission has since prepared a plan and so this made the STA eligible for the rebate which will be used to buy approximately 22

CALIFORNIA (STA)

new forty foot air-conditioned buses.

Work is progressing rapidly on the new garage located on the site of the former PACIFIC GAS & ELECTRIC COMPANY car barn. The new garage will be built in sections and the North barn has been razed and cement footings poured for the new structure. The entire project is expected to take 14 months.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Because of public opposition by residents of the Sunset and Parkside Districts, the Board of Supervisors has killed the idea of a rail link between the "N" JUDAH and "L" TARAVAL streetcar lines along Sunset Blvd. The residents were afraid that the beauty of the street would be destroyed and feared that it would look like 19th Avenue by San Francisco State. General Manager John Woods will be meeting with the neighborhood groups to see what alternate route can be worked out before any funds for such a project will be approved by the Board of Supervisors. Such a rail link is needed to save costs on pulling cars in and out from the streetcar barn at San Jose and Geneva Avenues.

The Public Utilities Commission approved the low bid of $265,378 to the Abbett Electric Corp. for the installation of the necessary overhead wiring on Post Street for lines 1-CALIFORNIA, 3-JACKSON, and 4-SUTTER. This project is expected to be completed by mid-May of next year. At the same meeting the PUC stated that their policy is to retain and extend electric rail and trolley coach lines wherever possible. In a related action the PUC also authorized the purchase of two new electric trolley coaches for operation and study. One will be purchased from Western Flyer for about $42,000 and the other from the Flxible Company which will have electrical gear installed in England.

In spite of the radios installed in the new diesel buses, vandalism is again getting out of hand. By the time the police can be summoned, the vandals have fled the scene. Seven buses have been damaged severely while in service on lines 17-PARKMERCED, 14-MISSION, 51-SILVER, 26-VALENCIA, and other lines not specifically mentioned. To combat the problem two man teams are being sent to the junior high schools to talk to the students about vandalism including how it affects their parents' tax bills. Also, fiberglass seats have been installed in the rear of one coach for experimentation with the thought of possibly putting them in the rear sections of all coaches, present and/or future.

Peter M. Finnegan, candidate for the Board of Supervisors, has proposed that the 61-CALIFORNIA cable line be rerouted to operate along California Street and Hyde Street to Victorian Park. He has pointed out that there already is connecting trackage along Hyde Street and that the Powell line carries 11 million passengera yearly while the California Street line carries 2 million yearly. The double ended cars now used on California Street only would be a familiar site as double ended cars were used on Hyde Street when the O'FARRELL-JONES-HYDE line was operated by the CALIFORNIA STREET CABLE RAILROAD COMPANY.

CALIFORNIA (Continued)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: All bids of the last lot of 800 electric fare boxes were rejected. A problem arose when one or more of the high bidders specified RTD boxes only, while the fifty ex-Pasadena City Lines boxes had been included in this lot and all bids were to be on a first come-first served basis. The boxes have been reoffered in two separate lots of 750 and 50 respectively. Akron Stores, who had purchased most of the previous lot of fareboxes for $6.51 each, bid $8.00 each for any or all of this 800.

The restriction on Line 88 has been revised, effective September 27th to allow a passenger stop on Wilshire Blvd. at Veteran Ave. to serve new Federal offices. Previously no passengers were picked up or discharged between Westwood Blvd. and Century Blvd. In order not to compete with Santa Monica Municipal service in the Westwood area, the only passengers picked up northbound or discharged southbound at Veteran Ave. are those traveling to and from the San Fernando Valley.

Following establishment of RTD service over the former Blue & White lines on September 11th on an emergency basis, the routes and fares were formally approved September 21st.

Line Nos		Line Name	Headways and Buses						Sat.		Sun.	
RTD	B&W		AM		Base		PM		Base		Base	
301	-	Special School Service		5		-		3				
303	3	Compton via Avalon Blvd.	15/30	3	30	2	15/30	3	30	2	60	1
304	4	Compton via Central Ave.	15/30	3	30	2	15/30	4	30	2	60	1
305	5	Huntington Park	20	3	30/20	2-3	20	3	30	2	60	1
306	6	Manchester-Central to Imprl	60	1	60	1	60	1	--	-	--	-
308	8	Compton Ave.	20/40	4	30/60	3	20/40	4	40	2	60	1

Routes and schedules duplicate, insofar as practical, those operated by Blue & White prior to the start of the recent disruptions. These routes include extensions and other changes that Blue & White had made without securing PUC authority. No service is being operated in place of Compton local line 9 which Blue and White had established on an experimental basis without PUC authority. Two trippers are operated on Saturdays and Sundays apparently to fill operators' lunch breaks. The schedules call for a great deal of interlining, particularly in the case of rush hour turnback service on lines 303 and 304.

These lines are being operated as temporary Division 15 based at Division 12, Long Beach. All new look, and almost all air-conditoned quipment is used. Buses in this service include 4013-4014, 4200-4206, 6110-6116, and 7042-7047. The 4000's and 6100's were "borrowed" from Division 3, the 4200's and 7000's came from Division 5. They were replaced, for the most part, by 2300's that had been in special event and race track service. However, 6629, 6639, and 6640 are back in service at Division 3, the first 6600's to run in several months.

CALIFORNIA (SCRTD)

Cash fare on the 300 series lines is 25¢. School tickets sold at the rate of 40 for $5.60 are available. Outstanding Blue & White tokens and school tickets are being accepted.

A five year $63,000,000 capital improvements program has been adopted and an application is being filed for a Federal grant to cover half to two-thirds of the cost. Major items include $27,568,900 for new buses, $15,881,900 for division improvements and expansion, and $8,211,000 for a downtown bus staging facility and administration building.

New bus washers and vacuum cleaners will be installed at most divisions. Fencing will be improved or replaced to curb vandalism. Division 1 will be expanded to accommodate 25 more buses, its transportation building enlarged, the present paint shop and tire shop demolished, and a new tire shop built. Division 2 will be enlarged slightly, the maintenance building improved, and a new radio maintenance facility built. Division 3 will be expanded to handle 25 more buses, the maintenance building, which dates back to streetcar days, replaced, and the service station facilities reconstructed. Division 5 will be enlarged slightly for better circulation with 25 more buses, the transportation building (built in 1912) replaced, and the tire shop replaced. The division 7 yard will be doubled in size and the present inadequate buildings and facilities replaced. Division 8 will be enlarged and the present buildings and facilities replaced to permit the assignment of many more buses. A new bus painting facility will be built at South Park and the purchasing and stores and injector overhaul areas improved.

A total of 527 new buses are included, to expand the fleet by 25 units each year, and to replace all buses at the end of a 15 year service life. Included in the candidates for replacement through 1976 are the 5200's, 5300's, 5400's, 5500's and 5700's. This is in addition to the 212 new buses to be purchased for replacements within the next year and another 100 to be purchased in connection with the Express Busway project.

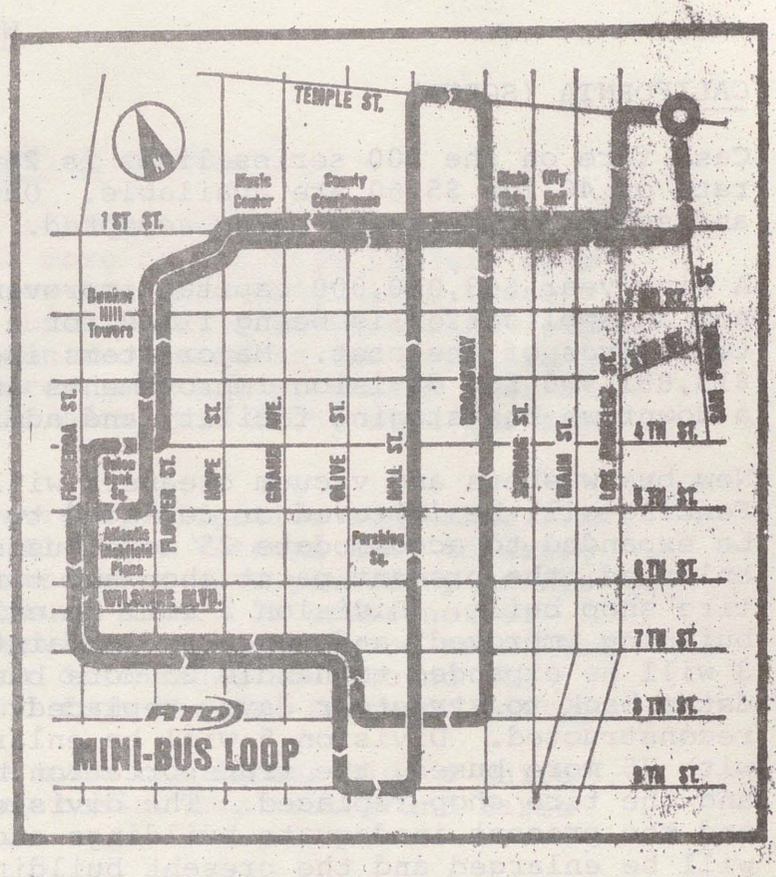
The bus radio program will be completed in the first two years of this capital improvement program. A new computer system will permit computerization of the telephone information center and such exotic functions as a vehicle locator system and continuous passenger counts. MiniStations to be built at certain major origin and interchange points will provide shelter for waiting passengers, change and/or ticket machines, and route information through maps and, in some cases, direct telephone lines. New headsigns will be provided for all buses at Divisions 1, 2, and 3. These will be on Mylar, permitting over 100 readings on a single curtain Motorized rollers will be installed on the older buses. The older GM 6V-71 bus engines will be modified with the latest type injectors, reducing hydrocarbon and carbon monoxide emissions.

The new bus staging facility and administration building will be located on a full block to be acquired in the southern part of the central business district. This will provide mid-day storage space for buses now pulling into Division 2, layover facilities for lines terminating in the area and new and improved office facilities. The present administration building is of such size and shape that its capacity is far less than its ten story height might suggest.

CALIFORNIA (SCRTD)

The downtown Mini-bus service began Monday, October 18th, although some of its Minibuses had yet to be delivered. The earliest scheduled departure, from Temple & Hill at 8:35AM, was made by 1108. An estimated 3000 passengers were carried the first day. The initial schedules call for headways of 5 minutes until about 10:00AM on weekdays and 11:30AM on Saturdays, 4 minutes thereafter. A maximum of 17 vehicles are scheduled weekdays, which made some shuffling necessary with only about 15 on hand. Mini-bus loop Line 200 operates from Division 3. Regular RTD bus stops are used at some locations, special Mini-bus zones at others.

Observed painted in the District's livery of Champagne Gold, RTD Yellow, and White are: 2029, 2044, 2108, 2115, 2171, and 5183.



ROUTE—Map shows loop minibuses will cover through downtown.

BLUE AND WHITE BUS LINES (B&WBL)

LOS ANGELES: B&WBL's operating problems (WT 8/71) continued through the month of August with only partial service being provided. Finally on September 9th the Public Utilities Commission revoked B&WBL's certificate because it did not have required liability insurance and was unable to provide "reasonable, proper, adequate or sufficent service."

The PUC noted that S.C.R.T.D. had previously indicated it would provide substitute service over B&WBL routes. B&WBL officals stated they felt that the United Transportation Union (U.T.U.) representing B&WBL operators, S.C.R.T.D. and others had combined to force the company out of business and that they were going to explore all avenues leading to resumption of B&WBL service.

On September 10th, the Internal Revenue Service seized the B&WBL fleet of 23 buses because the firm was delinquent in passing along withholding tax and Social Security deductions from employees wages. IRS said the black owned company had promised to make weekly payments on the moneys due, but did not live up to the agreement.

S.C.R.T.D. established service on Saturday, Sept. 11 over B&WBL routes charging regular B&WBL fares (25 cents system-wide). Service over five routes: 3,4,5,6 and 8 was instituted. Operations on Line 9 operating within the city limits of Compton were were not begun. The routes were been numbered in the 300 series so as to not duplicate any existing numbers. 303-COMPTON VIA AVALON, 304-COMPTON VIA CENTRAL, 305-HUNTINGTON PARK, 306-MANCHESTER & CENTRAL TO IMPERIAL and 308-COMPTON AVENUE are all being operated on their former schedules.

CALIFORNIA (B&WBL)

The routes have been assigned to Long Beach as this was the closest location with sufficent space and a new division-Division 15-has been formed for these routes.

Coaches 4013-4014, 4200-4205, 6110-6116 and 7042-7047 are being used with blank headsigns augmented by proper dash signs. Generally, the 4000's are used on Line 306, the 4200's and 6100's on Lines 303 and 304 with the 7000's assigned to Lines 305 and 308. On October 6, the IRS had scheduled a public auction of the B&WBL fleet to recoup its tax money. Just before the acution deadline, Dr. Thomas Matthew, head of B&WBL's parent company, National Economic Growth and Reconstruction Organization arrived and presented a $23,402 check to cover the back taxes and was able to again take possession of the buses. At that time, he stated his firm intents to resume bus service. The PUC has stated that since the B&WBL certificate has been revoked the firm will need to file a new application and go through a public hearing to prove "public convenience and necessity." Even if the company is successfull, this will take some time.

ROSTER

FLEET NO.	MODEL/SERIAL	SEATS	YEAR	NOTES
101	TDH-4801/038	48	1953	exS.C.R.T.D. 2937
102	TDH-4801/025	48	1953	exS.C.R.T.D. 2924
103	TDH-3612/035	36	1949	exS.L.A.T.Co. 23
105	TDH-3612/1747	36	1952	exA.T.Co. 127
106	TDH-3612/1748	36	1952	exA.T.Co. 128
107	TDH-3612/1749	36	1952	exA.T.Co. 129
109	TDH-3714/034	37	1953	exA.T.Co. 131
110	TDH-3714/035	37	1953	exA.T.Co. 132
111	TDH-3714/136	37	1954	exS.L.A.T.Co. 33
114	TDH-3719/139	37	1954	exS.L.A.T.Co. 36
115	TDH-4507/1087	45	1947	exS.L.A.T.Co. 43
116	TDH-4507/1095	45	1947	exS.L.A.T.Co. 44
118	TDH-4506/833	45	1946	exS.L.A.T.Co. 48
121	TDH-4509/1325	45	1951	exS.L.A.T.Co. 52
122	TDH-4509/1327	45	1951	exS.L.A.T.Co. 53
123	TDH-4509/070	45	1949	exS.L.A.T.Co. 54
124	TDH-4509/2288	45	1952	exS.L.A.T.Co. 55
125	TDH-4517/386	45	1960	exL.B.P.T.Co. 4503
126	TDH-4801/020	48	1953	exS.C.R.T.D. 2919
unnumbered	TDH-4801/035	48	1953	exS.C.R.T.D. 2934
unnumbered	PD-4104/4879*	38R	1960	exG.L.-W
unnumbered	PD-4104/4880*	38R	1960	exG.L.-W
700	TDH-3612/1717**	36	1952	exS.C.R.T.D. 6644 via Aerospace Coach Lines

Althrough these were the numbers listed on the goverment bid sheets, it is-

*-Believed these are serials 4779-4780 which are ex G.L.-W. 7606-7607

**-This bus was leased to B & W Bus Lines rather than owned and was seized in error.

CALIFORNIA (B&WBL)

A.T.Co. - Atkinson Transportation Company
S.L.A.T.Co. - South Los Angeles Transportation Company
S.C.R.T.D. - Southern California Rapid Transit District
L.B.P.T.Co. - Long Beach Public Transportation Company

A R I Z O N A

ARIZONA PUBLIC SERVICE CORP. (APSC)

BISBEE: After nearly seven decades of public transit by APSC, the service may end on December 31st. The firm started with trolleys when it was feasible for the light company to generate and supply the power for the cars. Later a switch to Crown gas buses was made but they proved too big and costly to operate over the hilly streets of the Brewery Gulch district of downtown Bisbee and on to suburban Lowell. Dieselizing these with Perkins engines helped, but not for long. In 1969 the 7 cent zone fare (three zones in the city) was replaced by a flat 25 cent rate. Present buses are a 12 seat Ford Custom Club Wagon and a larger Bluebird on an International chassis seating 36. When the franchise expires, APS zone manager Byron Paine has stated he would not ask the county commissioners for a renewal which, because of the age of the original franchise, could be the end of service with Arizona Corporation Commission approval. APS's operators are among the nation's highest paid averaging better than a Trailways or Greyhound operator including benefits. Someone else may come along and rescue the line which is the only means some people have to get their mail, which is not home delivered in Bisbee, groceries, get to the doctor and other places. At the present time the future of Bisbee city service appears dim.

N E W M E X I C O

ROSWELL - CARIZOZO STAGE LINES, INC. (RCSL)

ROSWELL: RCSL purchased the ROSWELL - BROWNFIELD, TEXAS route from TEXAS, NEW MEXICO & OKLAHOMA COACHES, INC. effective last August 1. One round trip daily is operated connecting with TNM&O at Brownfield. RCSL also operates a ROSWELL - CARIZOZO route and a SOCORRO, N.M. - SPRINGERVILLE, ARIZ. route (formerly operated by CONTINENTAL WESTERN LINES).

O R E G O N

MT. ASHLAND STAGE LINES, INC. (MtASL)

MEDFORD: On September 1, MtASL discontinued service to Central Point on its MEDFORD - EAGLE POINT route. Central Point will continue to be served by GREYHOUND LINES - WEST's local schedules along Highway 99. The Eagle Point route is served by MtASL 207, a 16 seat International/Thomas conventional.

OREGON (Continued)

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TCMTD)

PORTLAND: Tri Met has awarded a $5.6 million contract to the Flxible Company for 135 - 45 seat transit coaches. All coaches will be equipped with V8 engines, water bumpers, and EIP kits. The first contingent of new buses will arrive in late January 1972. Although it still requires approval of both the Portland Planning Commission and the Portland City Council, Tri Met directors have recommended a plan for exclusive bus lanes on SW 5th and 6th Avenues in downtown Portland between Burnside St. and SW Madison Street, 14 blocks. Plans for a "Park and Ride" station in Southeast Portland are also underway.

VANCOUVER - PORTLAND BUS COMPANY (V-PBC)

PORTLAND: VPBC has instituted a new schedule on it's one route - VANCOUVER - PORTLAND. Six round trips were dropped weekdays and two on Saturdays including the last two daily trips. Final Portland bound schedule will depart Vancouver at 9:35PM leaving 5th and Clay (Portland) at 10:00PM. Several peak hour trips will now utilize Interstate 5 into downtown Portland bypassing Jantzen Beach, a hotel/restaurant complex on the Oregon side of the Columbia River.

T E X A S

KERVILLE BUS COMPANY (KBC)

HOUSTON: On Friday, September 24th, two KBC MC7's became the first scheduled buses to be equipped with motion pictures. Using Trans Com Corporation's new Super 8MM cartridge system, KBC is providing movies on two daily schedules, the 11:45AM Houston to Austin non stop and the 4:00PM Austin to Houston non stop. First run feature films and a variety of short subjects will be presented. Trans Com is proving the equipment to KBV at no cost and their revenue will be derived solely from passenger's headset rentals.

EL PASO CITY LINES (EPCL)

EL PASO: EPCL Line 1 - EL PASO - JAUREZ is currently being serviced by buses (mostly 4164 series TDH 5103's) due to construction work in Jaurez. Although the Mexican government issued a one month permit for bus operation, it is beleived the construction will take longer than that to complete.

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

Below is a list of passenger equipment acquired or disposed of by Western operators since our last report. Neither completeness or currency is implied.

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW BUSES				
Gardena Muni	20-21	GMC	TDH3301A/130-131	
Intnl. Sghtsng Tours	200	Crown	A-426-11/36078	53 seats
Greyhound Lines West	1874-1879	MCI	MC7/---	47 seat RR
Assoc. Charter Bus	1470	Intnl	Intnl 16/Wayne	28/42 seat
	A4357D	Crown	A-743-11/---	53/79 seat
	A4371D	Crown	A-743-11/---	53/79 seat
	4650-4661	Intnl	Wayne Pusher	53/79 seat
Golden Gate Transit	601-620	GMC	T8H5305A/081-100	"transits"
	701-812	GMC	T8H5305A/101-212	"suburbans"
Safeway Lns & Tour	611	Crown	A-426-11/36018	
USED BUSES				
SCRTD	1200-1205	GMC	TDH3301/060,061 078,080 084,085	Ex ECT 92-97
Arrow Charter Lines	unumbered	GMC	PD4106/1502	Ex Frnscn
	1107-1109	GMC	TDH4801/006,005 007	Ex SCRTD 2905,04, & 2906
Watts Comm. Act. Comm	39	GMC	TDH4801/030	Ex SCRTD 2929
Drakes Transp. Inc.	unumbered	GMC	PD4104/4521	ExGLW7543
Eastshore Lines	316-317	GMC	PD4104/3854,	Ex AT&SF B151,B159
Southshre Lines	2114	GMC	PD4104/4486	ExGLW7508
	2115	GMC	PD4106/1504	ExArrow422
Associated Chrtr Bus	A5508D	Crown	AD-743-11/35295	Ex Yellow-
	A5509D	Crown	AD-743-11/35296	stone Park
	A5512D	Crown	AD-743-11/35299	508,9, &12
Antelope Valley Bus	227	GMC	PD4106/1708	ExLVTR 116
DISPOSITIONS				
Southshre Lines	2113	GMC	PD4106/2778	to Hawaii
Eastshore Lines	353	GMC	PD4101/318	to pvt prty
	B152	GMC	PD4104/3855	to AIBE
	B157	GMC	PD4104 3860	to AIBE
	B155	GMC	PD4104 3858	to AIBE
	B158	GMC	PD4104 3861	to AIBE