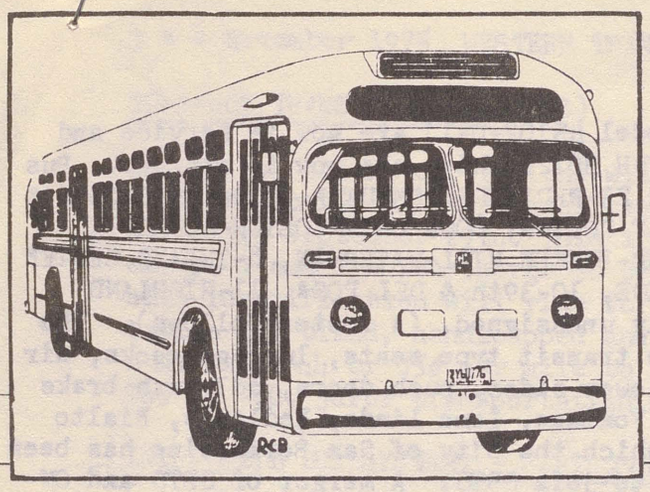


Western Transit

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ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: September 26th was the effective date of the Division Shake Ups and saw several changes - addition of a branch (35A) of Line 35-FULLERTON-HUNTINGTON BEACH VIA BROOKHURST serving Hughes Aircraft in West Fullerton. One AM northbound and one PM southbound trip run via the regular route to Commonwealth and Gilbert, thence via Gilbert, Hughes roadways, Malvern and Gilbert to Commonwealth. Line 37-HUNTINGTON BEACH-LA HABRA VIA EUCLID STREET was rerouted in Huntington Beach from Beach and Main via Beach and Coast Highway looping via Lake, Walnut, Main and Coast Highway to Lake. Line 70-HUNTINGTON HARBOUR-SANTA VIA EDINGER was rerouted in Huntington Harbour along Monterey Drive while Line 76-HUNTINGTON BEACH-TUSTIN VIA IRVINE was rerouted off Culver Drive in central Irvine via Moulton, Jeffery and Walnut and winter season service resumed on Line 82-WEST NEWPORT-IRVINE VIA COAST HIGHWAY. The Board of Directors has awarded a contract to The Flxible Company for purchase of 55 air conditioned, 44 passenger buses (model 53102-8-1), the lowest of three bids submitted. The buses will be delivered in Spring 1976.

NORTH COUNTY TRANSIT SYSTEM/OCEANSIDE TRANSPORTATION SYSTEM (NCTS) (OTS)

OCEANSIDE: September 8th saw inauguration of three new lines in Vista replacing the one line that was operating. All lines run 7AM/7PM Monday/Saturday each using one bus - 30-NORTH SANTA FE-CITRUS-BIRDLAND-VISTA HIGH, 31-FOOTHILL-PALOMAR-EAST VISTA WAY and 32-SOUTH SANTA FE-ALTA VISTA-MARYLAND DR. A 30 day free ride program accompanied the inauguration. The FALLBROOK-VISTA line commenced August 29 providing hourly service 6 days a week between the towns in its name. Previously Line 50-FALLBROOK LOCAL was totally removed from the rest of the system. An experimental Dial A Ride system may be running in Fallbrook next year. The county funded program may use the system in effect in El Cajon whereby a private cab firm owns and operates the equipment and collects a fare from the rider plus a fee from the district for running the system. With the arrival of the last of 22 Fleetwood buses the service in Carlsbad (2 lines sharing 1 bus) will be divided into 3 lines, two between South Carlsbad and Plaza Camino Real via two residential areas and the third, between La Costa and the center using El Camino Real. Senate Bill 802 (R Stull, R-Leucadia) creating the North County Transit District has been signed into law and becomes effective January 1st. NCTD will cover all areas north of Del Mar and the San Diego city limits and west of the Cleveland National Forest and will be governed by a five man board, will not have taxing powers and will rely for money on the region's share of state gasoline sales tax money and federal funds. Acting pursuant to a City Council directive to eliminate bus stops at or near the Armed Forces YMCA at 3rd and Tremont Streets because of recent police problems OTS changed routings so that buses serving mainside areas will operate on Mission and Hill. Main Gate buses will leave from Mission and Hill north via Hill and continue to the base. They will return, after circling thru Camp Pendleton, via Mission and terminate at Hill. The Rear Gate will follow that route in the opposite direction. Buses serving the outer camp area will enter and leave town via Hill looping via 1st, Tremont, Topeka and Hill. The OCEANSIDE-SOLANA BEACH CORRIDOR line continues to end at 3rd and Tremont.

SAN BERNARDINO TRANSIT SYSTEM (SBTS)

SAN BERNARDINO: All of SBTS' new 36 seat Flxibles (model 45102-8-1) are now in service and have replaced the TGH 3101, TDH 3207s, TDH 3610s and TDH 3612s which are now in storage. Bus assignments usually find 100s on 22-RIALTO SHOPPER and 23-REDLANDS COMMUTER, 300s on 6-28TH & VALENCIA, 7-VICTORIA STREET, 12-RIALTO AVE. and 13-WEST COLTON; 800s on 1-COLTON-MOUNTAIN VIEW, 2-SHANDIN HILLS-NORTON AFB, 4-MUSCOTT, 5-HIGHLAND-BUNKER HILL-WATERMAN, 8-INLAND CENTER and 9-BLOOMINGTON and 1000s on 1, 3-MUSCOY-STATE COLLEGE, 10-39th & DEL ROSA, 11-HIGHLAND-PATTON and 14-UPLAND-CALIMESA. The 5100s are presently unassigned. (A roster follows). The 1000s feature 36 forward facing dark brown leatherette transit type seats, luggage racks, air conditioning, gold crack marble sides and wood grain lower sides, push doors, dd3 push brake and VS2-8 transmissions. SBTS member cities (Colton, Fontana, Loma Linda, Redlands, Rialto and San Bernardino) do intend to purchase the system which the City of San Bernardino has been operating and this could clear the way for the county to join SBTS. A merger of SBTS and OMNITRANS or better coordination between the two will be necessary to be able to continue to receive federal transit funds. 18 of 45 fare boxes have arrived and talk of an Exact Fare system is beginning. The experimental 10 cent Saturday fare is no longer increasing patronage but is decreasing revenues and the period of reduced fares may soon be over. The former Fairview Ford truck and auto service facility at 5th and Muscott Streets is to be renovated into a new SBTS operating office and maintenance base.

---SBTS ROSTER---

Coach Nos	Builder	Model	Serials	Seats	Year	Notes
99	GMC/Carpenter	CV	83964	18	1973	Ex Yucaipa Bus
100-104	Mercedes	0309D	382-10025088, 382-10025093, 382-10025108, 382-10026069, 382-10025114	16	1975	
300-303	GMC	TGH 3102	1367-1370	31	1961	
800-814	Flxible	411-HD-D1-1	76001-76015	35	1967	
1000-1015	Flxible	45102-8-1	59773-59788	36	1975	
5101-5104	GMC	TDH 5105	3267-3270	51	1958	Ex SMMBL, 5101 retired

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: CCMBL has approved an agreement with the county calling for a $54,000 subsidy which will allow continuance of the 25 cent fare, 10 cent Senior Citizen fare, 15 cent student fare and retention of 10 cent interline transfers. With the opening of the new Fox Hills Mall (near Jefferson and Sepulveda) Lines 2-SUNKIST PARK, 3-CROSSTOWN and 4-FOX HILLS were extended into the Mall with a bus zone established at the west end of the May Company store.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: Line 1776-BELMONT SHORE-BELMONT HEIGHTS-NAPLES, a minibus shopping service, was begun on October 13th operating every half hour 1000AM/600PM Monday through Saturday charging a ten cent fare with a 15 cent additional charge for transfer to any LBPTCo line. Beginning at 2nd and Granada buses travel a one way loop via Granada, The Toledo, Argonne, Colorado, Santiago, 7th Streey, Coast Highway, Bellflower, Colorado, Nieto, Appian Way, The Toledo, Naples Plaza and 2nd to Granada. Two other areas under consideration for similar service are West Long Beach and North Long Beach. A fleet of small buses available only to those who are confined to wheelchairs or otherwise unable to utilize existing public transit will be run on regularly scheduled routes seven days a week between 7AM and 7PM. One way fare will be 50¢ and ticket books for 10 rides will cost $3.50. Escorts who may accompany handicapped riders will be charged the special rates.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: After negotiations with the County of Los Angeles for a new subsidy, $197,000, the Torrance City Council approved a new fare and rate schedule which became effective September 29th. This included continuation of the 25 cent fare for all lines except 1 and 2 which charge 50 cents all the way into Los Angeles, students under 21 with identification will ride for 15 cents with no charges for zones, free transportation for blind, handicapped and elderly over 60. Charter rates were increased from a minimum $44 or 85¢ per mile to $75 and $1 per mile, buses to sporting events from $65 to $80, juror transportation from $25 to $30 and Disneyland charters were cancelled.

INTRA CITY BUS SYSTEMS - PART XVII

The Monrovia City Council has decided to retain the Dial A Ride taxi service after a 3 month experimental period with no change in the 75 cent fare. An average of 32 riders daily use the service. The City of Simi Valley (SIMI VALLEY TRANSIT) recently was awarded a silver plaque from the merican Public Transit Association for the best overall public transit safety in a city with a population between 30,000 and 100,000. October 6th saw the beginning of a free two route bus system operated by California State University Los Angeles using two air conditioned 22 seat Minibuses purchased from the late BELL GARDENS MUNICIPAL BUS LINE. The operation will be supervised by the campus police and buses driven by police cadets. Route 1 will begin at Valley Blvd and Mariondale (connecting with RTD Line 53) and go thru various parking lots at the north end of the campus and the student union while Route 2 will circle the campus on Campus Dr and Circle Dr. Hours of operation will be 630AM/1030PM Monday/Thursday and until 230PM on Fridays. Dial A Ride will come to Los Angeles about December 1st with a 15 cent fare in four areas, Hollywood and Westlake to be served by EDUCATIONAL AND RECREATIONAL SERVICES, INC (Associated Charter Bus) and and Beverly/Fairfax and East Wil hire by YELLOW CAB. DAR vehicles, vans and sedans will be painted white with medium blue colored logos with the words "Dial-A-Ride".

RIVERSIDE COUNTY TRANSIT NEWS

The City of Corona has experienced another delay in its effort to gain federal money to set up its four bus Dial A Ride network. It was originally scheduled to begin in August. Hemet city councilmen voted to end Sunday service on its Dial A Ride system effective September 28th, but they agreed to study the possibility of running fixed route buses into county areas. A bus system for the Coachella Valley area may be delayed by a lack of buses until as late as Spring 1976 elected desert officials were told at a recent C-VAG meeting. UMTA has received a grant request from the LAKE ELSINORE TRANSIT SYSTEM for $82,400 for three 13 passenger buses equipped for the handicapped, benches, signs and construction of a transfer station. Riverside City Councilman Eric Haley was elected chairman of the WESTERN RIVERSIDE COUNTY TRANSIT AUTHORITY by the agency's Board of Directors. Riverside County and the cities of Riverside, Corona, Norco, Lake Elsinore, Perris, San Jacinto and Beaumont have joined the transit agency created to make participants eligible for broader state and federal transit funding. According to Haley WRCTA will also replace present RTD operations in the area in the next few years. The Riverside County Road Department is now operating a one bus Dial A Ride in the Rubidoux area using one 16 passenger radio equipped OMNI-TRANS Mercedes supplied under contract. The service area extends into the fringes of Glen von to the north, Indian Hills to the west, Santa Ana River on the south and 24th and Rubidoux Blvd on the east. Hours of service are Monday/Saturday 630AM/730PM charging a quarter fare which includes a free transfer to RTD. The program is on a 4 month trial basis with funds appropriated by the Board of Supervisors from the county gasoline tax revenues.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: NTS has awarded a contract to Transcoach to supply 18 diesel powered 27 passenger coaches which will have GM 453 engines. Present NTS fleet includes one PD 4104, 2 TGH 3501s, 4 TDH 3714s, 12 Flxettes, 3 Fleetwoods,and 2 Dodge vans equipped for handicapped riders.

SAN DIEGO ECONOMY LINE, INC. (SDEL)

SAN DIEGO: SDEL is seeking an alternate route on its regularly certificated route between El Cajon and San Ysidro, operated as the COLLEGE GROV -CHUL VISTA-S N YSIDRO line, to operate from San Ysidro via Interstate Highway 805 to California Highway 94 and then via present routing into College Grove and way points.

PEARSON'S CHEVRON (Loren E. Pearson dba)

UKIAH: The Public Utilities Commission has scheduled hearing on PC's application (assigned TCP 43-B) to operate from Ukiah under a Class "B" Charter Party Certificate. One 1963 Silver Eagle is the proposed equipment to be used. (Ed. Note-Pearson filed a similar request a few years ago listing a GMC PD 4103 as the equipment and at the hearing it was brought out that he had no previous experience in the field and since the area had sufficient charter party carriers that request was denied).

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: GLW is seeking to abandon certain routes in the Los Angeles area due to competition by RTD operating a frequent service at 25 cent fare making the GLW service non competitive. Routes to be abandoned include: Route 13.12 - along Van Nuys Boulevard from I5 to US 101; Route 13.14 - from Van Nuys Blvd via Victory Boulevard to Hollywood Freeway and Route 15.18 - between Calabasas Junction and Vineland Avenue Junction (Hollywood Freeway) via U. S. 101 thru Woodlands, Tarzana, Encino, Sherman Oaks and Studio City. These routings are generally used by local schedules between Los Angeles and Santa Barbara also serving points such as Calabasas, Thousand Oaks and Camarillo.

GRAY LINE TOURS COMPANY INC. (GLOLA)

LOS ANGELES: GLOLA is seeking a PSC to operate from Los Angeles (and Anaheim through combination with presently held certificates) and Magic Mountain near Valencia with a $11.30 per person fare.

TOURS/SAN FRANCISCO (TSF)

SAN FRANCISCO: TSF is seeking a sightseeing Passenger Stage Certificate between Downtown San Francisco airline terminal and four city sightseeing tours each visiting "Vista Point" (which is across the Golden Gate Bridge in Marin County and thus placing the matter before the State PUC). Equipment would include 10 limosines and 10 Maxi buses, all natural gas powered.

RASARA, INC. (RI)

CONCORD: RI was granted a PSC on September 16, 1974 to operate between Antioch and Concord with service to Bethel Island, Knightsen, Brentwood and other areas, was granted two extensions of time time to comply with the Order and since RI has yet to file evidence of insurance, time schedules, tariffs the PSC has been revoked by the PUC.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Coaches 2500, 2501, 2503, 2504, 2506 and 2508 (all TDH 3714s still in the Street Fleet paint scheme) plus 2502 (formerly the Midi Bus and now painted in the black window effect) have been stationed at Division 2 and assigned to Line 32-WASHINGTON-INDIANA-GAGE replacing 1300 (TGH 3101) and 1301 1306 (TGH 3102s) which are to be reconditioned before being placed into further revenue service.

Two lines were discontinued with the close of business September 30 including 502-CERRITOS-FINANCIAL CENTER SUBSCRIPTION SERVICE and 512-CHATSWORTH-RESEDA-WILSHIRE SUBSCRIPTION SERVICE. 724-BURBANK-LOS ANGELES PARK/RIDE was dropped August 29, a move forced by condemnation of the San-Val Drive In by the City of Burbanl for redevelopment purposes. Patronage on 724 was, however, very low.

On September 7 Line 93-LOS ANGELES-VAN NUYS-PANORAMA CITY was extended from the Sepulveda Veterans Hospital along Plummer, Zelzah, Nordhoff, Reseda and Plummer to Corbin (Northridge Fashion Square). Alternate trips terminate at the hospital with Corbin trips serving the VA with a street stop.

Line 158-DEVONSHIRE ST-WOODMAN AVE was extended in Chatsworth from Devonshire and Topanga Canyon via Devonshire, Valley Circle, Weinberg and Larwin to Devonshire while 166-NORDHOFF-OSBORNE ST was extended from Foothill and Terra Bella via Terra Bella, Kagel Canyon and Eldridge to Terra Bella (Pacoima Lutheran Hospital).

Line 38-LONG BEACH-WHITTIER-EL MONTE (three round trips daily using one Division 9 bus, usually a 4000) was discontinued October 12th. The County Board of Supervisors approved the termination as part of a comprehensive review of all RTD lines to eliminate the equivalent of "33 bus years" from its schedules by cutting out under utilized services. It cost $2.09 per passenger to operate the line which averaged 8.2 riders per hour. This compares with the 71¢ system cost per patron. RTD has established 20 riders per hour as the criteria for success of a line and below that they will recommend ending the serivce. $52,000 will be saved annually by this change.

October 26th saw several line combinations. Line 27 (Santa Monica & La Cienega to Vernon & Vermont) and 352 (Vernon & Leimert to Crenshaw & Santa Barbara) were combined into 27-VERNON-SANTA BARBARA-LA CIENEGA. Buses coming from La Cienega operate to Vernon & Vermont, then via Vernon, Compton, 41st, Central and Santa Barbara to Crenshaw. The line operates out of Division 4 using 3200s (T8H5307As). Lines 96 operating from Vernon & Vermont via Vernon and Normandie to Imperial and 351 running from 6th and Wilton via 6th and Normandie to Rosecrans were combined into a new 96-NORMANDIE AVENUE and this was extended to run from Hollywood Blvd to Rosecrans on Normandie. Former service on Vernon from Vermont to Normandie (old 96) and on 6th from Wilton to Normandie (old 351) was discontinued. 96 uses 5100s (TDH4801s) from Division 4. Lines 164 and 165 were operationally into a new 165-VANOWEN-VICTORY-BURBANK operating out of Division 15. Buses operating from Burbank to Canoga Park westward along Vanowen return eastbound via Victory. Buses westbound on Victory return eastbound on Vanowen. Former Line 166 and the Lassen Street leg of former 168 were operationally combined into a new U shaped line 166-NORDHOFF-OSBORNE/168-LASSEN from Divsion 15. 166 was extended north along Topanga Canyon from Nordhoff to Lassen where it meets an extended 168 from De Soto to Topanga Canyon. The Plummer Street leg of former 168 has been absorbed by an extension of Line 93 (WT 10/75). The saturation service on Line 89-FAIRFAX AVENUE (WT 2/75) was revised to expand the "saturated area" to include Washington/Adams to Hollywood/Vine (was Wilshire/Fairfax to Sunset/La Brea).

AMERICAN PACIFIC STAGE COMPANY (APSC)

LOS ANGELES: On October 26th APSC discontinued scheduled service (two round trips daily) on the UNION STATION-LAKEWOOD-LONG BEACH route. On call service will now be available for ten or more passengers. Service on the UNION STATION-ANAHEIM-SANTA ANA route will continue as before. Generally 901 and 902, P8M4905As, are used on the railroad connection services.

MONTEREY-PENINSULA TRANSIT (MPT)

MONTEREY: MPT Directors have awarded a contract for fifteen new 41 passenger transit coaches to The Flxible Company on a bid price of $59,540 per bus. AM General, the other bidder quoted a price of $62,550 per unit. The buses will have 8V-71 engines and Allison V-730 transmissions and will replace some older coaches (present fleet is composed entirely of TDH 4517s) and permit service expansion. MPT patronage reached 62,967 in July with ridership up 62 per cent for the first seven months of 1975 compared to a similar period in 1974.

CITY OF WALNUT CREEK (COWC)

WALNUT CREEK: Using three cream and brown Transcoaches the city is now operating the BART-Downtown Shuttle Bus over a one way loop type line running every 8 minutes 730AM to 630PM on weekdays only charging a quarter fare. The 25¢ fare entitles a rider to a ticket which will enable him to ride the system for the rest of that day free of charge.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART's operating hours will be extended until about midnight beginning on November 28 since the Metropolitan Transportation Commission has approved $1.6 million in federal and state funds to extend service. This money is expected to pay for the increased schedules until next June after which BART must find its own sources of funding. Night service will consist of two routes: Richmond-Fremont and Daly City-Concord. Existing feeder bus service provided under contract by AC TRANSIT from Antioch, Livermore-Pleasanton, Pinole and other areas will also continue until next June as the result of a favorable BART Board vote. The buses carry an average 3,000 daily riders to/from BART stations plus performing a measure of local service in the outlying suburban areas.

TAHOE AREA REGIONAL TRANSIT (TART)

LAKE TAHOE: Within a short span of six months this publicly operated line serving Lake Tahoe's North Shore has undergone yet a third change of rolling stock, this time to two 12 passenger Checker "stretchout" station wagons owned by Placer County. TART begin last December 9 over an ambitious network of routes serving both Nevada and Placer Counties using five PD4106s chartered from LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. Initially the system extended along Tahoe's shore from Brockway (Nevada state line) thru Tahoe City (the system's hub) to Tahoma with lines to Truckee via California Highway 89 from Tahoe City with branches to Alpine Meadows and Squaw Valley and via California Highway 267 from Kings Beach with branch to Northstar. Losses incurred during the first 60 days were such that all service was suspended February 11, 1975. After some reorganization Nevada County bowed out of the system (as a result the lines to Truckee were dropped) and service restored by Placer County on March 5 on the lake shore route with a branch from Tahoe City serving the Alpine Meadows and Squaw Valley ski resorts. This time, three leased conventional school buses and a van made up the fleet.

TART Continued

The end of winter brought suspension of the Alpine/Squaw service for the season and TART's "Mini-Bus Program" effective June 25, 1975 has the two Checkers (a third is being prepared for use as a stand by) filling out the daily schedule, each leaving the Brockway and Tahoma ends hourly from 800AM to 700PM and passing at Tahoe City. The Checkers are painted gold with "TART" in large black letters on each side, the front of the hood and the tail gate. In addition the words "County of Placer" appear in smaller letters below TART on the rear and the Placer County seal is displayed on the front doors. The cars carry no fleet numbers but feature a large forward facing roof sign (silver on blue) proclaiming "PUBLIC BUS". Summer fares are 35¢ for adults and 25¢ for children 12 and under. Ten ride ticket books are sold also.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: Wednesday August 13 saw the inauguration of three weekday only off peak lines in the Sunnyvale-Mountain View area which operate on half hourly headways 830 AM to 330PM. 97-MOUNTAIN VIEW LOCAL from El Camino Hospital on Grant Rd, El Camino Real, Sylvan, Moorpark, Dana, Whisman, Middlefield, San Antonio, El Camino, Rengstorff to Rengstorff Park using 3 buses. 98-SOUTH SUNNYVALE LOCAL from Sunnyvale SP Depot via Evelyn, Mathilda, Washington, Bernardo, Evelyn, Moorpark, Sylvan, El Camino, Bernardo, Heatherstone, Mary, Fremont, Wright, Homestead, Saratoga-Sunnyvale Rd, Remington to Sunnyvale Community Center using 3 buses. 99-NORTH SUNNYVALE LOCAL goes from Community Center via Fair Oaks, Old San Francisco Rd, Sunnyvale, Washington and Frances to SP Depot, thence Sunnyvale, Maude, Fair Oaks, Duane, Lawrence Expway with side loop thru Lakewood Village using 2 buses. Initial equipment was TC 31s, but more recently Plymouth Voyager vans have been used on 98 and a TDH 3612 on 99. SCCTD must intend to use the new FMC "Handy Buses" (534-537) as newspaper questionnaires have requested the handicapped to make known their transportation needs so that special lines can be established.

HARRAH'S AUTOMOBILE COLLECTION

RENO: A magnificently restored 1931 Yellow Coach enclosed top double decker, part of the fabulous Harrah Collection, is in regular service on Harrah's courtesy bus that operates half hourly from Harrah's Hotel-Casino at 2nd and Virginia Sts in downtown Reno out East 2nd and Glendale Avenue to Harrah's Automobile Museum in Sparks. A motorized ex California Street Cable Car is used during the warm summer months. Formerly FIFTH AVENUE COACH COMPANY 1263 the bus is painted in the dark green and cream o of FACCO, has an International replacement engine, air operated folding doors at front and rear and an inside stariwell back of the front door. It is Yellow Coach Model Z-PH-602, Serial No. 170 and seats 62.

AIRPORTRANSIT (APT)

LOS ANGELES: The Outer Terminal Tram line at Los Angeles International Airport, connecting the satellite buildings via the runways, was discontinued without replacement on July 1st. At the same time YELLOW CAB took over operation of the VSP Parking Lot service using former APT Minibuses 14 through 17 painted in APT colors lettered only VSP and assumed operation of the Intra Terminal Tram line (connecting the satellite buildings on World Way using former APT Minibuses 11, 12 and 13 still in APT colors but lettered ITT.

1976 RENEWALS FOR WTS MEMBERSHIPS AND SUBSCRIPTIONS ARE NOW BEING ACCEPTED

CORPUS CHRISTI TRANSIT SYSTEM (CCTS)

CORPUS CHRISTI: The Texas State Highway and Public Transportation Commission has voted to spend $154,826 in state funds to help CCTS purchase 15 new 45 passenger air conditioned diesel buses to upgrade its present fllet. Applications from the cities of Amarillo, Beaumont, Galveston, Lubbock and San Antonio for similar funding have yet to be acted upon by the Commission.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: City bus fares were lowered on October 20th - 40 cent base fare, 20 cent senior citizen, ten cent downtown business district fare and school hour restriction for students using the 20 cent reduced rate was lifted. Also eliminated was the 5¢ for each zone entered. The new system is a two zone system with a dime charge for travel within the second zone. A week of free rides introduced the start of downtown Houston minibus service on October 12th. Mini Bus A (CIRCULATOR ROUTE) is a business hours shoppers service Monday/Friday 9AM/4PM operating every 5 minutes while Mini Bus B (PARKING ROUTE) is a rush hour parking lot downtown business service on a 5 minute headway 7AM/9AM and 4PM/6PM using a fleet of fourteen 17 passenger and six 10 passenger (equipped to handle wheelchairs) Grummans. With the recent placement into service of 100 new T8H5307As a number of SDH4502s, SDH5302s, TDH4517s and TDH 5302s have been placed into storage and the City of Houston is presently requesting bids for the sale of these buses.

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND: September 1st saw a number of changes - Line 20-EAST BURNSIDE was extended eastward from 97th Avenue into Mall 205, 28-EASTMORELAND, serving Eastmoreland General Hospital runs until midnight every day of the week, 34-RIVER ROAD was extended to Oregon City on Saturday and makes 8 trips a day to downtown Portland and 59-CEDAR HILLS now serves Beaverton Depot in addition to Bernards Mall. A number of lines also received additional weekday service in the form of either reduced midday headways or additional rush hour trips. During October and November Line 62-ZOO-OMSI is operating on weekends only from 5th and Stark downtown to the zoo. Beginning November 30 Line 62 will depart hourly from downtown between 9AM and 6PM daily. Buses will go from the zoo complex to the Beaverton Park and Ride and return.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Line 65X-PERRY PARK EXPRESS, operated between Perry Park and downtown Denver via Castle Rock, has been discontinued as a result of the Douglas County Act which was signed by the Governor and removed portions of Douglas County from the RTD. Only the northeast portion of the county including Parker remains in the district and 66X-PARKER-PINERY-DENVER EXPRESS, two round trips daily, will continue. A new type of service, The Town Rider using medium size FMC buses, began September 8th and circulates in community areas as feeders to regular long haul lines. These will operate in five areas: Adams County, Arvada/Wheat Ridge, Lakewood/Golden/unincorporated Jefferson County, Aurora, and Englewood/Littleton/unincorporated Arapahoe County. Regular RTD fares will apply. Line 4 was extended on August 14th from Buckingham Square into the new Aurora Mall, a new regional shopping complex. Construction of a new bus storage and maintenance facility began September 1st and is expected to be one year in construction. One feature of the new garage, to be located at 31st and ringsby Court is a repair system for buses to have the same modification made to each without interrupting other repair operations being conducted at the same time.

CITY OF SOUTH LAKE TAHOE BUS SYSTEM (CSLTBS)

SOUTH LAKE TAHOE: Additional information on CSLTBS (WT 3/75) discloses service began April 4, 1974 replacing and augmenting routes formerly provided by a private operator associated with NORTHGATE TRANSIT and using 31 passenger GMs painted in NGT white and orange. Initially, six Mercedes Benz 0309Ds were bought for use on the following lines: M-MAIN LINE - From Stateline on the eastern city (and state) line to Lake Tahoe Blvd and D Street (City Hall) in the Tahoe Valley area at the west end of town. Roughly follows the shore of Lake Tahoe via U.S. 50 (Lake Tahoe Blvd) with side loops in the Pioneer Trail/Ski Run Blvd, South Tahoe Post Office, Al Tahoe, Sierra Blvd, Barton Hospital and Tahoe Valley areas. A-TAHOE VALLEY AREA - A counter clockwise loop from City Hall at D Street to Tahoe Keys and returning via the Tahoe Valley area lying west of State Highway 89. B-GLENWOOD AREA - A clockwise loop extending from South Lake Tahoe Post Office to Pioneer Trail and returning via Glenwood Way and Al Tahoe Blvd. A variant of this loop, SKI RUN AREA, which served the Heavenly Valley ski slopes, has been discontinued. In addition, two all night routes are operated hourly from 1030PM to 530AM to serve employees and patrons of the Nevada casinos that are open 24 hours a day: C-TAHOE VALLEY AREA (Night) - From Stateline west via U.S. 50 to Lake Tahoe Blvd and B St., traversing most of Line M's area but eliminating the Pioneer Trail-Ski Run Blvd. triangle (operates directly via U.S. 50), the Al Tahoe area loop and Barton Hospital and combines parts of both the A and M line loops in the Tahoe Keys/Tahoe Valley areas. D-GLENWOOD AREA (Night) - From Stateline west on U.S. 50 to Lakeview Ave., thence over Line M's Al Tahoe loop to U.S. 50 to Al Tahoe Blvd and following outer portion of B line loop (in reverse direction) to Pioneer Trail and Blackwood Ave, returning to Stateline via Pioneer and U.S. 50. The 2 buses used on these night runs make alternate trips on each line. The system's unique service demand, keyed to tourism and night life, results in the rather unusual need for all night service and dictates the same operating hours and headways be maintained 7 days a week. A service table follows:

Line	Running Time	Operating Hours	Headway	Required
M	41west/43east	600AM-1000PM	30	3
A	28 (RT)	700AM-700PM	30	1
B	24 (RT)	700AM-700PM	30	1
C	58 (RT)	1030PM-530AM	60)	
D	43 (RT)	1030PM-530AM	60)	2

As with other municipalities operating transit the bus fleet numbering scheme fits into an overall pattern for city owned vehicles. The Mercedes are assigned 3012-3017 though individual names based on local landmarks are carried on each bus and the fleet numbers are visible externally only on 3016 and 3017. Names are "Pony Express", "Mt. Tallac (3016), "Desolation Valley (3017),"Emerald Bay","Marla Bay" and "Pine Wild". The buses are non air conditioned, have automatic transmissions and are fitted with ski racks on the curb side and are painted cream over dark blue. To fill the large crowds on Line M five 1700/1800 series TDH4507s from AC TRANSIT were acquired, numbered 3018-3022 and painted in an attractive scheme of white upper body and silver sides with wide light blue bands at belt and below rub rail and light blue dash. Their noise and air polluting characteristics, however, evoked severe criticism from residents of this pristine area and these buses were withdrawn from service during June and now sit idle in the corporation yard (and transit operations base) behind City Hall. Unfortunately, their withdrawl has resulted in severe overloading conditions on the Main Line which was particularly acute during the Fourth of July holidays.

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
San Bernardino Transit Sys	100-104	Mercedes	0309D/-	
Omnitrans	(20700-20719	Mercedes	0309D/-	
	(20720-20723	Dodge	Tradesman 300	16 seat
Greyhound Lines-West	7600-7617	TMC	MC8/-	43, FR
Las Vegas Transit System	4555-4556	GMC	T6H4523A/505-6	
Holmes City Bus (Napa)	103	GMC	T6H4523A/1382	
Gray Line Tours Company	5701	GMC	P8M4905A/989	
Scenic Hyway Tours	6901-6902	Prevost	CD100/C100-2322, C100-2323	
City of Honolulu	201-285	AMGenl	10240/385-469	V8, 49 seat
Hilo Transit	unkn	AMGenl	9635/528-537	V8
USED				
Four Winds Transportation	505,506	B&C	01SE/-,6566	Western Stgs 704, CWL 14728
Nevada Transit Co	9,10	Flxible	Flxette/FX398,394	Avis-Pent-A-Car 9, 10
Napa Transit Company	(501	Flxible	FD6V401-UL-AC/35003	Red & Tan
	(unkn	GMC	SDM5301/289	SSL 415
	(550,551	GMC	PD4903/231-232	-
Franciscan Lines	(1776A	GMC	PD4903/147	Gulf Trnspt 1601
	(1776B	GMC	PD4903/153	Allen 712
Norwalk Transit System	unnumb	GMC	PD4104/1107	AVBI 1524
Smith's Charter Service	unkn	GMC	PD4104/3578-9	SDTC 1005-6
DISPOSALS				
Nevada Transit Co	(12	GMC	TGH3501/019	Sun Valley Stages (1971)
	(14	GMC	TGH3102/230	Sun Valley Stages (1971)
	(15	GMC	TGH3301/001	Crew Transit

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1976 Membership Dues ($5 Equipment Preservation and $6 Regular) and Subscription Rates ($5) are now being accepted

November WTS Meeting - November 9th
December WTS Meeting - December 14th
January WTS Meeting - January 11th
Meeting Locale: 936 S Genesee, Los Angeles