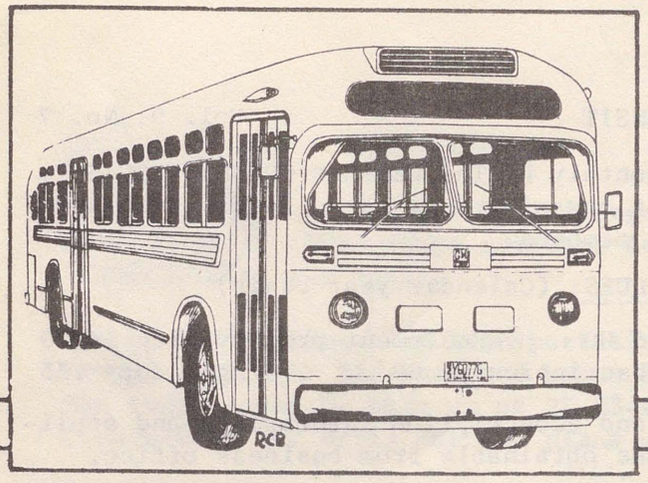


Western Transit

Monthly Publication of The Western Transit Society

Vol. 9, No. 7 July, 1971

C A L I F O R N I A

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: On Sunday July 4 SDTC instituted several route changes and schedule reductions in the east county and South Bay areas as the result of agreements between SDTC and the cities involved -- La Mesa, El Cajon, Chula Vista, Imperial Beach and National City. The five cities agreed to service reductions so they could afford to subsidize SDTC deficits in their areas.

Tom Prior, general manager of SDTC, said the cities will pay the difference between operating costs and revenues from service provided in the following amounts: La Mesa $16,692; El Cajon $13,334; Chula Vista $3,903; Imperial Beach $1,445 and National City $13,629. These subsidies have been included in SDTC's budget for the next fiscal year and will be added to the subsidy now provided by San Diego taxpayers who pay 10¢ per $100 assessed valuation to help support SDTC.

Route changes include:

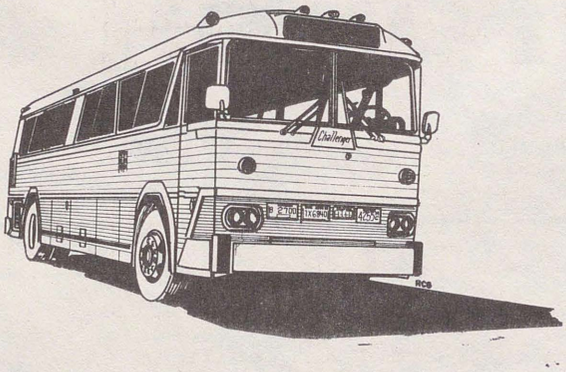
Route B--ALLIED GARDENS-FAIRMOUNT PARK has been cut back from National City to 43rd & Delta (San Diego city limits) but was extended from Eldridge and Waring eastward to College & Navajo to connect with the revised Line E.

Route E--CITY OF EL CAJON now operates over two branches. El Cajon service operates as before into La Mesa, thence along Jackson Drive, through Grossmont Shopping Center, then via Interstate Highway 8 and Main St. into El Cajon. The second branch turns off El Cajon Blvd. at College Ave. and traverses College, Navajo Rd., Jackson Drive, Lake Murray Blvd. and Fletcher Parkway into the Fletcher Hills area. (Previously the Fletcher Hills service operated through Grossmont and there was no College Ave. service). Half-hourly service (hourly on the branches) operates Monday-Saturday with 30-minute service as far as 73rd & El Cajon on Sunday, and hourly to El Cajon. Last trip of the day now leaves El Cajon at about 7:30PM (formerly 12:37AM).

Route F--LEMON GROVE-SPRING VALLEY has been discontinued within the city of La Mesa and trips now terminate at Sweetwater Rd. & Broadway in Lemon Grove. Service on the Spring Valley loop (two trips each rush hour) will continue and one round trip was added in the PM peak on the main line.

Route L--POINT LOMA-ROSECRANS-CHULA VISTA was revised within Chula Vista. Previously, daily service was operated along the J Street branch as far as Arthur Ave. and peak hour service was operated along East L St., Cuyamaca Ave. and Hilltop Dr. New routings call for J Street service to Hilltop Dr. and elimination of L St.-Cuyamaca Ave. service.

Route O--OCEAN BEACH-SAN YSIDRO is a combination of former lines G--SAN DIEGO-SAN YSIDRO and O--OCEAN BEACH-IMPERIAL BEACH. The route between Ocean Beach and Division & Main in San Diego is as before. South of this point service can be operated



MEETING NOTICE

August Regular Meeting:

Date: August 8, 1971
Time: 7:30PM Sunday
Place: 936 South Genesee Avenue
Los Angeles

Location: West side of Los Angeles
$\frac{1}{4}$ block north of Olympic
Blvd., 3 blocks east
of Fairfax Avenue

Transportation: SCRTD lines 4 & 89

September Regular Meeting:

Date: Sept. 12, 1971

(Time and place
as above).

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CALIFORNIA--SDTC (CONTINUED)

along Broadway through National City and Chula Vista, or run along Interstate Highway 5 to either E Street (Chula Vista) or Palomar Ave. (San Diego County), then service operates to either San Ysidro or Imperial Beach. Basic hourly service runs to San Ysidro and five daily trips operate to Imperial Beach. Alternate trips Monday through Saturday turn back in Chula Vista at I St. & Broadway. Operationally, most Imperial Beach trips begin or end downtown and use I-5 to Palomar Ave., while weekday schedules use I-5 to and from E St. during rush hours, plus a few middday schedules. Night service after 7:00PM utilizes I-5 to and from E St.

Route 5--CLAIREMONT-MARKET ST. has been rerouted in the East San Diego area to operate in San Diego rather than La Mesa enroute to the Alvarado Medical Center. Previously, buses ran along Massachusetts Ave., University, 70th St. and Alvarado Rd. The new route is via Mass. Ave., Boulevard Dr., 69th, University, Rolando Blvd., El Cajon Blvd., 70th and Alvarado.

Route 12--BAYVIEW HILLS-PARADISE HILLS-LINCOLN ACRES lost its first inbound (to National City) trip and last evening outbound trip.

In other SDTC news, a new route, V--BALBOA PARK, was inaugurated on May 1. The route operates from First & Laurel along Laurel St., El Prado, The Mall, Pan American Rd. West, Pan

CALIFORNIA--SDTC (CONTINUED)

American Road East, The Mall, Village Place, Park Blvd. and Zoo Drive to the San Diego Zoo entrance. This route operates daily between 9:00AM and 4:00PM on a 20-minute headway using two buses.

The U. S. Department of Transportation has agreed to pay two-thirds of the cost of 40 new 53-passenger EIP-equipped buses for SDTC. It had been announced previously that the order would be made up of 25 53-seaters and 15 45-seat coaches of suburban configuration (WT 6/71) but the plans were changed prior to federal approval.

Several of the 500-series GMC TDH-4801 coaches have been repainted two-tone blue and white: white roof, light blue around the windows, dark blue belt rail, white to the rub rail and dark blue below. So far, 534, 536 and 540-550 are so painted.

EASTERN CITIES TRANSIT INC. (ECT)

EAST LOS ANGELES: ECT has been granted PUC approval to increase its fares from 15¢ (12½¢ token) to 20¢ (16 2/3¢ token) as previously reported (WT 6/71). The increase was placed into effect July 12.

BONANZA STAGE LINES INC. (BSL)

PALMDALE: BSL has filed an application with the PUC to operate two city transit routes and two intercity routes in the Antelope Valley/Victor Valley areas. The two transit routes would be PALMDALE-LANCASTER (using primarily Palmdale Blvd. and 20th St. West) and PALMDALE-QUARTZ HILL-LANCASTER. Restrictions placed on both lines would prevent competition with ANTELOPE VALLEY BUS, INC. Route 1--SEARS.

The two intercity routes include BAKERSFIELD-PALMDALE-SAN BERNARDINO-NORTON AIR FORCE BASE, traveling along highways 99 and 138, and LANCASTER-PALMDALE-VICTORVILLE operating via highway 138. Restrictions would prevent competition with CONTINENTAL TRAILWAYS and GREYHOUND LINES WEST routes.

BSL proposes to operate GMC PD-4104s on the intercity routes and GMC TDH-4801s for the transit services. Except for AVBI's transit routes in Lancaster and GLW's LOS ANGELES-BISHOP-RENO route there is no other public transit service in the Antelope Valley and no service at all in Littlerock, Pearblossom, Llano and other high desert communities -- an area expected to mushroom in growth during the next decade.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Within the last three months Muni has placed into effect the most far-reaching service and routing changes in its recent history. Highlights are as follows:

Route 1/3--CALIFORNIA-JACKSON: These lines were temporarily converted from trolley to motor coach in November, 1970. Weekday base service, previously 6 minutely on both (3-minutely on the combined portion) was reduced to 7½ minutely (3 3/4 minutely combined). Saturday headways were changed from 11½ to 14½ minutely each, saving two buses, while Sunday headways went from 15 to 18 minutely on the combined "1 via 3," reducing coach requirements by one.

Route 2--CLEMENT: Same reduction in weekend service as on lines 1/3 took place on March 28.

Route 5--McALLISTER: On June 21 motor coach peak-hour limited stop service was dis-

CALIFORNIA--SFMRy (CONTINUED)

continued as part of an overall plan to trim a projected $21 million deficit. The eight buses involved were replaced by three trolley coaches added during peak periods, effecting an overall reduction in peak service to match corresponding reductions in riding. Although well patronized, the 5 Limited was a costly service to provide, in that the eight operators required put in only three hours a day each behind the wheel while being guaranteed at least a full day's pay plus a penalty payment for an excess amount of elapsed time (commonly called "spread penalty") between the first sign-on in the morning and last sign-off at night.

Route 7--HAIGHT: Saturday motor coach service was rerouted back onto Haight between Broderick and Stanyan westbound. Buses previously had avoided traffic delay by using Page St. (one block north) between the above points.

Route 14--MISSION LTD. Weekday base service reduced from 8- to 10-minutely.

Route 15--THIRD: On June 20 this line was extended from Geneva & Mission via Geneva Ave. to the Ocean & Phelan (City College) loop during all hours, excepting owl trips, which terminate at Geneva & San Jose. The extension provides line 15 passengers with better west end connections as well as a one-bus ride to City College. More important, the line will be arranged to serve BART's Balboa Park Station when train service commences in 1973. To accommodate the extension without adding additional equipment, base headways were lengthened slightly as follows:

	Former headway	Present headway
Weekday base	10	11½
Saturday base	12	12
Sunday	15	16
Night (daily)	15	16

Peak schedules were altered only slightly.

Route 19--POLK: Weekday base service decreased from 7½ to 8½ minutely.

Route 20--CANDLESTICK COVE: A new route starting June 20 serving the Visitacion Valley/Bayshore area, it replaces the former east end of line 29 and establishes a new service to the Geneva Towers highrise apartment complex as well as a more remote portion of the Visitacion public housing area. Layover is taken and positive connections with line 29 coaches in each direction are accomplished at Visitacion & Rutland (see map). Service is provided between 7:10AM and 9:30PM weekdays with one bus operating every 40 minutes. Saturday and Sunday service is between 8:10AM and 7:30PM, and 10:10AM and 6:10PM respectively every 40 minutes. The schedules are arranged so that westbound from Blanken & Gilette the 20 bus meets the 29 bus southward from Mansell & Hamilton. After a 4- to 5-minute layover both buses depart for their west terminals over routes that, in one place, dupliaate each other. Returning, the eastbound 20 connects with the northbound 29.

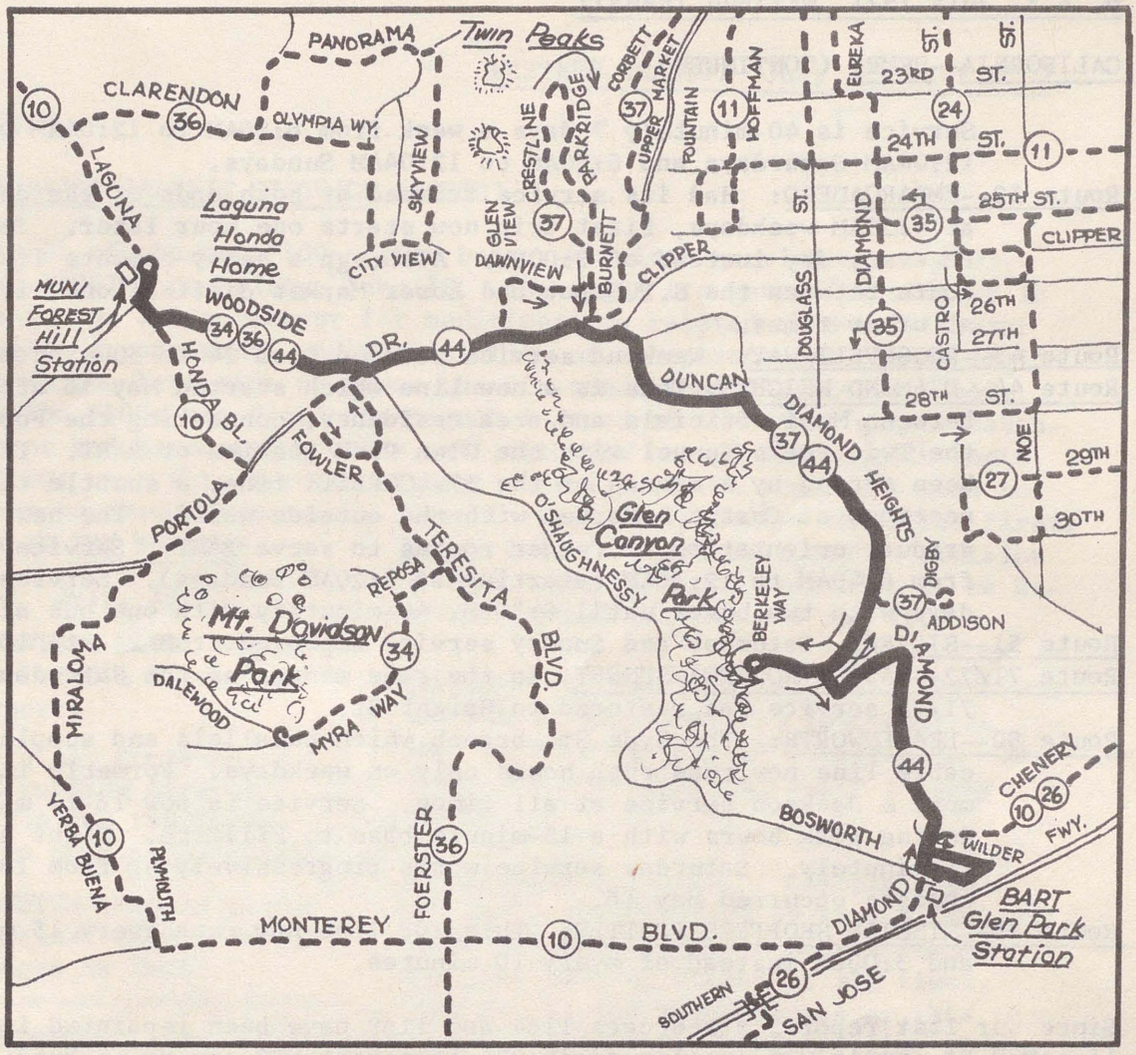
Route 25--BRYANT: The three-block deviation south of Geneva Ave. to serve the Navy housing complex has been eliminated. The narrow streets in that area had reportedly contributed 90 per cent of the line's total accident expenses, and the area is located outside the City and County. Concurrently, service cuts were instituted which lengthened the line's headways from 10 to 13 minutely weekdays, 11½ to 12 3/4 Saturdays, and 20 to 24 minutely on Sundays. Late night service went from 20 to 24 minutely. Changes were made June 20.

Route 28--NINETEENTH AVE. Several months ago weekday service declined from 10 to 12 minutely. Now Sunday service has been reduced to 24 minutely from the former 20. However, Sunday service through Stonestown is offered for the first time --roughly between 9:30AM and 6:30PM.

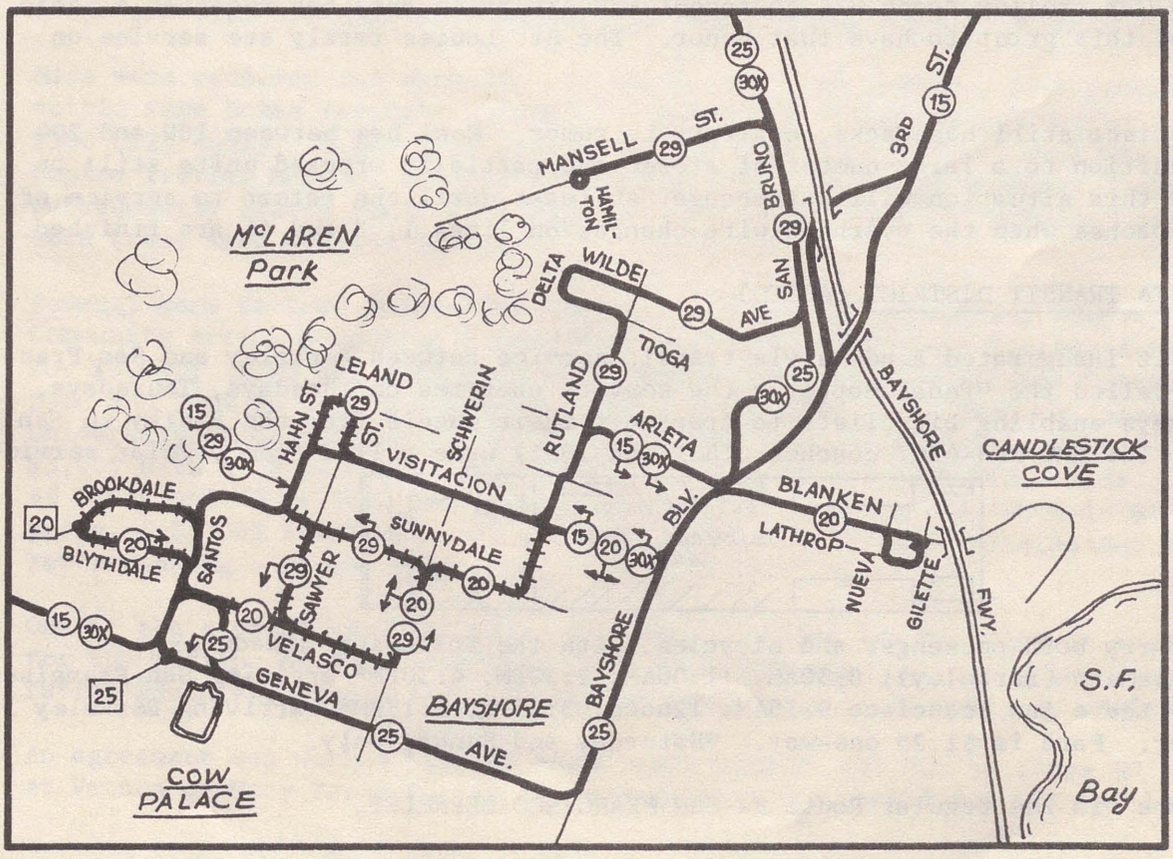
Route 29--VISITACION VALLEY: This line lost its eastern portion to the new line 20 (see above) and gained a circuitous loop through the Visitacion housing area.

TWIN PEAKS- DIAMOND HEIGHTS AREA

NEW ROUTE 44 "DIAMOND HEIGHTS" (EXISTING ROUTES SHOWN WITH DASHED LINES)



JEP 7/71



VISITATION VALLEY ROUTE CHANGES AND ADDITIONS.

NEW LINE 20 "CANDLESTICK COVE", REROUTED AND EXTENDED LINE 29 "VISITACION VALLEY" (NEW ROUTINGS SHOWN THUS:

▭ INDICATES TERMINALS

CALIFORNIA--SFMRy (CONTINUED)

Service is 40-minutely 7 days a week from 6:30AM to 12:04AM weekdays, 7:50AM to 12:04AM Saturdays and 8:30AM to 12:04AM Sundays.

Route 32--EMBARCADERO: Had its service trimmed at both ends of the day. Formerly beginning at 4:50AM weekdays, first trip now starts one hour later. Service now ends at 6:50 PM every day instead of 8:00PM. Although a heavy commute line, owing to its direct route between the S.P.Depot and Lower Market distinations, it is poorly patronized at other times.

Route 43--ROOSEVELT WAY: Weekend service reduced from 24 to 30-minutely.

Route 44--DIAMOND HEIGHTS: This is a new line which started May 16 after months of meetings between Muni officials and area residents, connecting the Forest Hill Station of the Twin Peaks Tunnel with the Glen Park Station of BART. The area heretofore has been served by a branch of the 37--CORBETT line, a shuttle that only provides connections at Castro & Market with the outside world. The new line is part of a gradual orientation of feeder routes to serve BART. Service operates 7 days a week from 6:40AM to 12:16AM (starting at 8:20AM Sundays). Service is 20-minutely weekdays with two buses until 8:30PM, 40-minutely with one bus at all other times.

Route 51--SILVER: Saturday and Sunday service improved from 24- to 16-minutely, adding 1 bus.

Route 71/72--HAIGHT-NORIEGA/SUNSET: In the same manner as the Saturday 7-HAIGHT bus, all 71/72 service was restored to Haight St.

Route 80--LEAVENWORTH: The Hyde St. branch which parallels and supplements the Hyde St. cable line now runs rush hours only on weekdays. Formerly it alternated with Fillmore & Jackson service at all times. Service is now 16-17 minutely on each branch during peak hours with a 15-minute base to Fillmore. Night and Sunday service is 18-minutely. Saturday service works progressively up from 18 to 12-minutely. The changes occurred May 16.

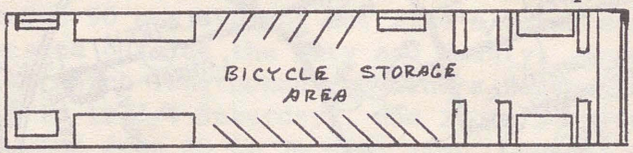
Route 86--MISSION SHOPPERS SHUTTLE: This 10¢ line now runs every 15 minutes between 10:00AM and 3:00PM instead of every 10 minutes.

Since our last report, streetcars 1164 and 1169 have been repainted in the old green & cream livery. St. Louis Car trolley coach 874 (a recent WTS excursion bus) has received a radio and is the first of this group to have that honor. The St. Louies rarely see service on weekends.

And, yes, San Francisco still has Macks, contrary to rumor. Muni has between 180 and 200 active Macks in addition to a large number of stored and partially wrecked units still on the property. And this situation will not change, at least until the return to service of about 50 trolley coaches when the overhead wire changes on lines 1, 3 and 41 are finished.

ALAMEDA CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: AC Transit inaugurated a new style transit service between Berkeley and San Francisco on July 8. Called the "Pedal Hopper," the service operates on Tuesdays, Thursdays, Saturdays and Sundays enabling bicyclists to transport their wheels from the Eastby to San Francisco by bus. Two GMC TDH-4507 coaches (1823 and 1851) were pulled from regular service



and converted to carry both passenger and bicycles, with the following schedule:
Lv. Solano & The Alameda (Berkeley): 8:30AM, 11:00AM, 2:30PM, 4:30PM* arriving San Francisco 38 minutes later. Leave San Francisco 9:15AM, 12noon, 3:15PM, 5:15PM* arriving Berkeley 38 to 40 minutes later. Fare is $1.25 one-way. *Saturday and Sunday only.

Routing and stops are via the regular Route F--SAN FRANCISCO-BERKELEY.

CALIFORNIA (CONTINUED)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The first of the new 7100-series buses went into service on Line 93--LOS ANGELES-VAN NUYS-PACOIMA on Friday, June 18. The 7100s are generally similar in exterior appearance to the 7000s, except for modifications related to the different engine and transmission arrangement, and installation of a separate underfloor engine about half-way back on the left side to power the air-conditioning system. Inside, painted surfaces of the 7100s are "gold champagne" instead of the usual green, matching the exterior color and harmonizing quite well with the orange and pumpkin seats. Many of the first 7100s went into service without radios, but the remainder were to have their two-way radios installed first. Buses 7100-7135 are assigned to Division 8 (Van Nuys) with the remainder to be divided between Divisions 9 and 11.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of July, 1966)

+SCRTD Line 100--CENTURY BLVD. begins operation between 103rd & Gorman and International Airport.

+SFMRy inaugurates a new Route 89--LAGUNA HONDA HOME running between Forest Hills Station and the Laguna Honda Home using an open-sided Minibus.

+SEATTLE TRANSIT SYSTEM unveils plans for a new "Blue Streak" express bus system (finally begun in 1970).

Experimental water-bumper buses 7085-7094 are now at Division 4/5, following an initial tour of duty at Division 7. The 7000s are now receiving their two-way radios.

The terminal problem at Olympic & Main (WT 6/71) was resolved by having Line 39--LA-GLENDALE-BURBANK and 56--LA-SUNLAND lay over on Main Street at all times. Line 24--LA-SAN FERNANDO shares this terminal evenings and weekends. During daytime hours on weekdays, however, line 24 now loops via 9th, Los Angeles, Olympic and Main, laying over on Olympic east of Main.

Bids were received and accepted for all of the 1,015 motor-driven Johnson Type D electric fare boxes recently offered for sale. Here are the successful bids: 8 for $200 ($25 each); 8 for $120 ($15 each); 10 for $101 ($10.10 each) to the Orange Empire Trolley Museum, and 983 for $6,399.33 ($6.51 each) to Akron Stores. Akron subsequently placed their fare boxes on retail sale at the "bargain" price of $16.99 each (they were selling briskly).

Several more retired buses have been sold, as follows: 6530 and 6565 to Watts Labor Community Action Committee @ $3,129 each; 2909 to American International Bus Exchange for $3,005; 2900 and 2913 to Hawthorne Christian Schools (Fiesta Coach) @ $3,005 each; 2958 and 2964 to Koga Bus Service, Hawaii, @ $3,005 each; 2960 to Associated Students University of California at Davis for $3,005; 2903 to Monterrey Carmel Gray Line for $3,005 with a 10 per cent finder's fee to AIBE on the last four sales. The remaining 56 2900s and 6500s from the last group have been authorized for sale at a minimum price of $3,003 each with a 10 per cent finder's fee to be paid to any bona fide broker arranging a direct sale.

One of the several anti-pollution projects in which the District is involved calls for the testing of a catalytic muffler on an RTD bus. At the Urban Mass Transportation Administration's request, this project will be expanded to include five buses.

An agreement was worked out for ASSOCIATED CHARTER BUS CO. to store 50 school buses at Vernon or Macy Yards during the summer vacation period for $15 per bus per month.

A R I Z O N A

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: As additional information on the PTC fleet, coach 812, a GMC TDH-3612, is presently on lease to the DREAMLAND VILLA TRANSIT CO. operating for a retirement tower and condomininum at Chandler, Ariz. Coach 840, also a 3612, was wrecked in 1965; work was started to repair and repaint it as 855, but the project was abandoned.

N E V A D A

LAS VEGAS TRANSIT SYSTEM (LVTS)

LAS VEGAS: A sharp reduction in fares for senior citizens has taken effect. Instead of paying the regular 50¢ fare (recently raised from 40¢), senior citizens can ride for 20¢ after purchasing a $1.00 Senior Citizens Eligibility Card.

C O L O R A D O

DENVER METRO TRANSIT (DMT)

DENVER: DMT's new fleet colors, Metro Blue, Aspen Green and Glacier White, were introduced in late June on two test buses. Two designs were developed using the same basic colors; bus 502 (a GMC TDH-5301) is all white except for a narrow arrow painted along its belt rail; bus 806 (a GMC T6H-5305) features a large version of the DMT logo along the side in blue, with two green stripes around the bottom.

DMT apparently is renumbering many of the buses inherited from DENVER TRAMWAYS. Bus 806 is known to be ex-8106. It is thought that the remaining 8100s will become 800s as they are repainted; similarly it is suspected that the 3100 and 4100-series Flxible F26V-401-1s will be renumbered into the 300 and 400 classes, respectively.

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 nor currency is implied.

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW BUSES				
SCRTD	7100-7199	Flxible	111CC-C3-1/54892-54991	
Airport Service Inc	4104-4109	MCI	MC7/-	53 seat, NR
Orange Coast Sghtsng	1101	GM Coach	S8M5303A/287	49 reclining seats
USED BUSES				
Pink Bus Line	1-2	Yellow	TD4502/039,046	Ex-GMBL 62,63
Town Tour Fun Bus Co	713-714	GM Coach	TDH4509/458,457	Ex-LBPTCo 4598,4597
Aztec Bus Lines	803-804	GM Coach	TDH4801/023,029	Ex-SCRTD 2922,2928
Blue & White Bus Lines	II 101-102	GM Coach	TDH4801/038,020	Ex-SCRTD 2937,2919
	II 126-127	GM Coach	TDH4801/025,-	Ex-SCRTD 2924,-
Univ of Cal Davis	--	GM Coach	TDH4801/061	Ex-SCRTD 2960
Douglas Bus Lines	60	GM Coach	PD4104/965	Ex-GLOSF 243
DISPOSITIONS				
Montebello Muny BL	40	GM Coach	TGH3102/585	To private party
SCRTD	6680	GM Coach	TDH3610/283	To pvt party,camper
Fresno Transit	5305	GM Coach	TDH3612/1916	To private party