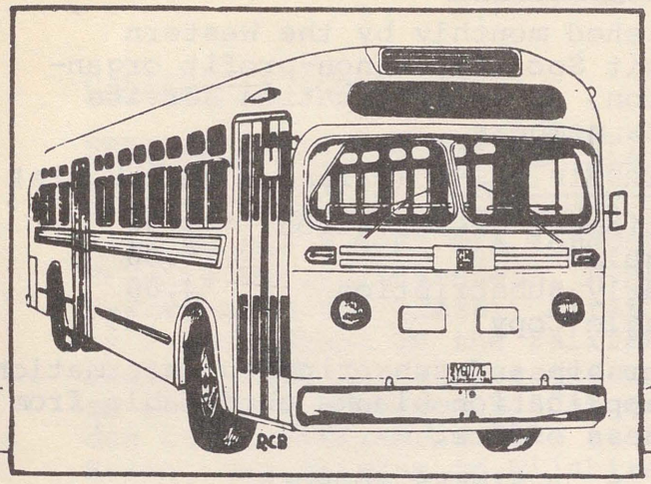


Western Transit

Monthly Publication of The Western Transit Society

Vol. 10 No. 1 January 1972

C A L I F O R N I A

SPECIAL CHRISTMAS BUS OPERATIONS

Last year, as in past years, several California transit properties operated specially decorated and painted buses to add to the holiday festivities. LONG BEACH PUBLIC TRANSPORTATION COMPANY 4534 (a TDH 4519), SANTA MONICA MUNICIPAL BUS LINES 5363 (a TDH 5303), SAN DIEGO TRANSIT CORPORATION 237 and 238 (TDH5301's), and SACRAMENTO TRANSIT AUTHORITY 141 (a TDH 4517) all ran as red and white striped candy cane buses. AC TRANSIT had a similar bus.

On Thanksgiving Eve SCRTD Minibus 1102 decorated with appropriate Christmas trimmings and sporting a "20 SPECIAL" headsign led off the Hollywood Chamber of Commerce's Santa Claus Lane Parade down Hollywood Blvd. Inside the bus were personalities of radio station KFI. The City of Huntington Park again sponsored a free SHOPPERS SPECIAL service along Pacific Blvd. between Florence Ave. and Randolph St. six days a week from 11:00AM to 7:00PM on a 20 minute headway. This year AIRPORTRANSIT 11, Minibus (MBF-2D/435) was leased for the purpose. In Beverly Hills, State Mutual Savings and Loan sponsored a free shuttle service running Monday-Saturday from 10:30AM to 4:00PM using one bus on a half hourly schedule. Two different blue and white striped open sided Minibuses were used. Both were unnumbered but one bus seated 22 and the other seated 13. The route began at Wilshire and Beverly Drive traveling via Beverly Dr., Park, Rodeo, Wilshire, Trenton, Elevado, Whittier into Robinson's Parking Lot and out on Wilshire, Santa Monica Blvd., Canon, and Wilshire to Beverly. The Topanga Plaza Businessmen's Association provided complimentary bus service to the Plaza on Wednesday and Fridays between 9:30AM and 2:30PM starting December 1st to Conejo Valley organizations on a reservation basis. An AMERICAN CHARTER LINES bus was chartered for the runs. Out in San Bernadino County the Montclair Chamber of Commerce leased COMMUNITY CHARTER BUS SYSTEM 5306 (a TDH5301) and operated two routes beginning November 26th and ending on Christmas Eve. Line 1 - MILLS operated hourly between 11:00AM and 8:00PM departing Montclair Plaza via Moreno, R-Central, R-Holt, to Pomona Valley Shopping Center, out via Mills, R-Kingsley, L-Ramona, L-San Bernadino St.,

Meeting Date

Next Meeting - Feb. 13, 1972

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

936 S. Genessee Ave.
Los Angeles
7:30PM

Transportation SCRTD Lines 4 & 89

* *

FIVE YEARS AGO IN "THE BOOSTER"

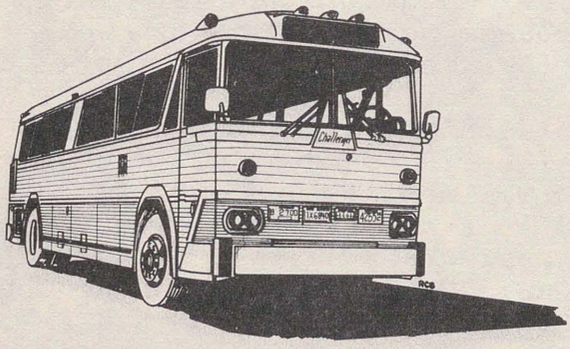
January 1967

ANAHEIM JITNEY SYSTEM began operating three routes in the Anaheim -Buena Park area.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM puts into service four new 35 seat Flxible coaches, the first "new looks" for the firm.

SCRTD Line 31 service between Hollywood/Vermont and the Griffith Park Zoo separated from the rest of the line - becomes Line 23.

* *



WESTERN TRANSIT

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Photographs supplied by Gerald Squier

CORRECTIONS

Last month our article on GRAY LINE SCENIC TOURS-RENO incorrectly reported the VIRGINIA AND TRUCKEE RAILROAD as being narrow guage. We thank Addison Laflin of the Bay Area Electric Railroad Association for bringthis to our attention.

CALIFORNIA (Continued)

SPECIAL CHRISTMAS BUS OPERATIONS

R-Mills, and R-Moreno to Montclair Plaza. Line 2 - BENSON ran between 11:30AM and 7:30PM via Moreno, R-Benson, R-Benito, L-Vernon, R-Holt, R-Monte Vista, L-Bandera, R-Helena, R-Kingsley, L-Monte Vista, and R-Moreno to the Plaza. After Christmas a similar service was established by State Mutual in the Fairfax district, this time on a three month trial basis. This route operates on a 20 minute headway from 10:00AM to 3:00PM on weekdays and from 9:00AM to 2:00PM Saturdays. The route is from Golden Crest Retirement Home at Sunset and Sweetzer via Sunset, Hayworth, Selma, and Fairfax to Wilshire returning via Fairfax, Colgate, Ogden, Third, Fairfax, and Sunset.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: Last April 5th SBMTD enlarged the loop on the Earl Warren Park branch of Line 3 - WEST BEACH-EARL WARREN PARK to serve the La Cumbre Plaza. At the same time, Line 8 - CALLE REAL was reduced from an hourly headway to two hourly headway Monday thru Friday. Two new lines; WINCHESTER CANYON, a loop line beginning in Goleta and running through El Encanto Heights and Santa Barbara Shore and HIDDEN VALLEY-VALLE VERDE, a second loop line north of town, were both instituted using the bus from Line 8 between trips on that line. The WINCHESTER CANYON route leaves Goleta at 9:00AM, 11:00AM, 1:00PM, and 3:00PM while the HIDDEN VALLEY bus leaves La Cumbre Plaza at 10:00AM, 12:01PM, 2:00PM, and 4:00PM. Those two routes also operate Monday thru Friday except holidays.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: The exact fare plan was instituted by GMBL on November 29th A bi-lingual sign (English and Spanish) using green lettering on white background has been placed on all buses announcing the changeover. City of Gardena officials have awarded General Motors a $307,000 contract for eight thirty five foot buses.

AIRPORTRANSIT (APT)

LOS ANGELES: On August 2nd schedule and route changes were made on the LAX-BEVERLY HILLS, LAX-SANTA MONICA, and LAX-WESTWOOD-SAN FERNANDO VALLEY-VENTURA routes. Previously all BEVERLY HILLS schedules stopped in Westwood, but now the buses run directly to the Century Plaza Hotel and all SAN FERNANDO VALLEY-VENTURA schedules stop in Westwood. On the SANTA MONICA route the number of daily round trips was reduced from twelve to six.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: William Farell, LBPTCo General Manager, has requested the California Toll Bridge Authority to reduce tolls for LBPTCo buses on Line 14 - LONG BEACH - SAN PEDRO from 40¢ each way to 25¢ for a round trip. This lowering of tolls would reduce the defecit for the line from $11,000 annually to about $3,000. Without lower toll charges LBPTCo will consider either raising fares or reducing schedules.

CALIFORNIA (Continued)

SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: SCTC officials have requested a $33,600 annual subsidy from the ORANGE COUNTY TRANSIT DISTRICT to keep the SANTA ANA-BALBOA and SANTA ANA-LAGUNA BEACH routes running until OCTD's bus needs study of the county, estimated to take 18 weeks to complete, is finished and a decision made as to how the two routes will fit into OCTD plans. OCTD Directors refused the subsidy request but are negotiating with SCTC on costs of maintaining service until the new transit plans are finalized Both SCRTD and PINK BUS LINE have informed OCTD they would be willing to provide interim service if SCTC bows out.

GREYHOUND LINES-WEST (GL-W)

SAN FRANCISCO: Passenger fare and express rate increases, authorized by the California Public Utilities Commission to be effective August 21st but delayed because of the Presidential Wage-Price Freeze, became effective on November 23rd. Intercity fares were increased 6 1/2 percent, the minimum fare is now 45¢ and special fares to and from Travis Air Force Base were also increased. Commute fares were also increased 6 1/2 percent with minimum fares of 45¢. On December 3rd LET'S TRAVEL TOURS, operated by WT Subscriber Ed Von Nordeck, became the GL-W agency in Perris. The new depot is located at 5th and "D" Streets and is served by GL-W's RIVERSIDE-SAN DIEGO line.

SAN BERNADINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNADINO: Remaining Sunday service on Lines 1, 2, and 4 was dropped on July 1st. SBMTS instituted a new route then, Line 12 - RIALTO AVE.-MILL STREET-TRAILER PARKS operating from 4th and "E" Streets via 4th, "H" St. into "G" Street, Rialto Ave., Eucalyptus, Mill, Rancho, Rialto, "G" St., "H" St., and 4th to "E" St Four round trips, Monday thru Friday leave 4th and "E" at 8:40AM, 10:40AM, 12:50PM, and 2:50PM.

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: LBMTL began its expanded operation (5 lines with 3 buses vs. 2 lines with 1 bus) on November 29th and offered free rides to all patrons during the first week. Four new Flxettes, painted metallic blue with white and blue striped roofs, seating 23, are now used. Inside, the driver's compartment is painted saddle tan while the passenger area consists of white melamine side panels and blue American brand seats. The two Coachettes and one Minibus of the former LAGUNA BEACH TRANSIT have been renumbered, but are still red and white. A new fare structure has been adopted: 25¢ within Laguna Beach with 15¢ for children. Fares on the Laguna Hills route are 50¢ and 25¢ respectively. A 75¢ "Daily Ride Card" is available and is good for all routes within Laguna Beach on the date of sale. 20 Ride passes are also available costing $4.50 for adults and $2.50 for children. Three new lines were also added and service was improved on the two existing routes Monday thru Friday. Lines 1 - NORTH LAGUNA

CALIFORNIA (LBMTL)

and 2 - SOUTH LAGUNA operate every 45 minutes between 7:00AM and 10:30PM and half hourly between 10:30AM and 6:00PM using two buses. Line 3A- TOP OF THE WORLD has five round trips, Line 3B- HILLCREST-CLIFF DRIVE has three round trips and Line 4 - LAGUNA HILLS LEISURE WORLD runs three times, these three routes using the same bus. On Saturday Line 1 has four trips, Line 2 has five trips, Line 3A has two round trips, and Line 4 two round trips all using the same bus. Sunday service was started for the first time. Line 1 has nine trips, Line 2 has eight, and Line 3A has three trips. All Sunday service operates between 7:15AM and 4:00PM using one bus.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Creation of a local transportation fund as the first step toward acquisition of an estimated $9 million under the new gas sales tax law has been urged of the Board of Supervisors by OCTD. Only the board has **the** authority to establish the fund. OCTD directors have recommended the money be used to purchase buses to be operated by OCTD or private firms who would lease them from the district, for advertising and evaluation of existing services, demonstration programs and long range transit planning. U.C. Irving officials received from OCTD a subsidty of $6,000 to finance half the cost of a six month trial bus operation linking the campus with Newport Beach, Corona Del Mar, Costa Mesa, Santa Ana Heights, and Irvine where 60% of UCI faculty and students live. PINK BUS LINE will provide a bus to run the 15 mile circle route Monday thru Friday from 7:00AM to 6:00PM. UCI would pay the other $6,000 and no fares will be charged with patronage limited to UCI students, faculty, other employees, and campus visitors. Dr. Gordon J. Fleming, presently UCI Associate Professor of Social Science and Urban Administration has been selected the first OCTD General Manager at an annual salary of $25,000. A native of New Zealand, Fleming is the author of several works dealing with transportation planning and has been a consultant for Santa Clara County and the City of Compton.

FREEDOM BUS LINE (FBL)

BUENA PARK: FBL's one loop line within the City of Buena Park (WT 11/71) had its fare doubled from 25¢ to 50¢ during December.

LOS ANGELES AND PICO RIVERA CONSOLIDATED STREET RAILWAY (LAPRCSR)

PICO RIVERA: On December 6th two routes, designed as commuter routes to serve Litton Industries in Culver City, were started, Route 1 - ORANGE-CULVER CITY and Route 2 - COSTA MESA-CULVER CITY. The one way fare from all points is $1.00 with ten trip tickets available at $9.50. PD 4104's are used on this Monday thru Friday service. Schedules for both routes are as follows:

CALIFORNIA (LAPRCSR)

Line 1	Line 2			Line 1	Line 2
-	6:20AM	LV COSTA MESA Bristol & SD Fwy	AR	-	6:40PM
-	6:30AM	LV HNTNG BEACH Edinger & Beach	AR	-	6:30PM
6:30AM	-	LV ORANGE City Pkwy & Lewis	AR	6:30PM	-
6:41AM	-	LV ANAHEIM Euclid & Crescent	AR	6:15PM	-
7:50AM	7:45AM	AR CULVER CITY Litton Industries	LV	5:15PM	5:15PM
(read down)				(read up)	

In other news, LAPRCSR has filed for a certificate between Los Angeles and Simi Valley which would be the first regular service to this area. Beginning at 7th and Los Angeles Streets downtown coaches would operate via Los Angeles Street, 3rd (inbound), 4th (outbound), Harbor Fwy., Hollywood Fwy., Golden State Fwy., Van Nuys Blvd., Arleta, Devonshire, Santa Susana Ave., Simi Valley Fwy., Kuehner St., Los Angeles Ave., Sycamore, Elizona, Haven, Royal, Sinola, and Aristotle to Madera Road. No local service would be performed between downtown and Santa Susana and Chatsworth Avenues. One round trip would be operated leaving Simi Valley in the morning and returning about 5:15PM. The local fare within Simi Valley would be 30¢ (40 rides for $10.00), Simi Valley to Devonshire and Santa Susana - 75¢ and Simi Valley to Los Angeles - $1.25 with 10 rides for $11.00.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The last disposal of Johnson Type D fareboxes has been completed. Akron Stores bid $8.50 each for the 950 RTD boxes in this last lot, but 277 went to 28 assorted bidders at prices ranging from $20.00 down to $8.52 each, leaving only 473 boxes for Akron. The majority of the Pasadena boxes went to William Farell for $8.11 each.

Line 7 - EAGLE ROCK-SOUTH BROADWAY has been extended southward along Broadway to El Segundo Blvd. thus providing a connection with Line 123 - EL SEGUNDO BLVD. The original plan included a similar extension of Line 6 - SOUTH VERMONT - HIGHLAND PARK along Vermont Ave., but objection was voiced by the City of Gardena who feared diversion of some patronage from their municipal bus operation. At any rate, the extension of Line 7 was effective November 28th, but the actual first operation was a day later since no Sunday service is offered. For the first four weeks, the extension was operated as a one bus route, designated Line 7A - SOUTH BROADWAY SHUTTLE (Division 2). Weekday service operated from 5:00AM to 7:00PM generally on a 30 minute headway. Much of the Saturday schedule called for alternate 15 and 25 minute headways, however, to provide the most convenient connections with Line 123. The shuttle looped at the north end via 116th St., Athens Way, 115th St., and Broadway and at the south end via Broadway, El Segundo Blvd., Athens Way, and 124th Street.

Through service to El Segundo Blvd. was established with the revision of Line 7 schedules on December 26th. The weekday headway is still

CALIFORNIA (SCRTD)

generally 30 minutes but with a slight increase in rush hour service. On Saturday, every second or third trip runs through to El Segundo Blvd. headways generally being 30 minutes in the morning and 36 minutes in the afternoon. No service is operated south of 116th St. after about 7:00PM or on Sunday.

The District has awarded a contract to Bower Banner Company for new mylar headsign curtains for twenty Pasadena buses. The cost, $3,538.50 incuding sales tax, will be reimbursed by the State's Office of Emergency Preparedness because the closing of Division 18 following the 1971 earthquake made the new signs necessary.

The recent passage of SB325, which extends the sales tax to gasoline and provides support to public transit, was followed by a reevaluation of the possible efforts toward rapid transit. A program similar to that which was defeated at the polls in 1968 was found to be inadvisable, at this time, due to the poor prospect for the necessary bond election and the fact that federal matching funds are not yet available to support a project of that magnitude on a two-to-one basis. On the other hand, it was found that pooling funds available under SB325 to the city, county, and RTD, with two-to-one federal aid, could permit actual construction of a first stage, if confined to a single line, on a pay as you build basis. Such an approach would produce a pilot line with which to demonstrate the benefits of rapid transit and enhance the prospects for a successful bond election at a later time.

Under the current plan, the RTD would pledge a total of $70,000,000 from its share of SB325 receipts over a seven year period. The city and the county would pledge their receipts estimated to be at least $4,400,000 for the city and $1,600,000 for the county, over a ten year or twelve year period to produce another $70,000,000. This $140,000,000, matched by a federal grant of $280,000,000, would produce a total of $420,000,000 toward the cost of the initial line.

The Wilshire Corridor has traditionally been considered the most appropriate for intial rapid transit construction. However, the logical first stage along this corridor would cost some 25% more than would be available under the present plan. Another route has been chosen, therefore, as a matter of expediency. The proposed route begins at the connection with the El Monte Busway east of Union Station and proceeds in a subway serving the Civic Center and Convention Center to the U.S.C. Coliseum Sports Arena area, from which it would continue above ground to Watts and Willowbrook. Direct connections would be available at the north end with the Busway and at the south end with transit facilities to be provided in the proposed Century Freeway. The initial line could be in operation by 1978.

The partial diversion of SB325 funds from bus system aid to rapid transit would necessitate modest fare increases in 1973 and probably, 1974, as well as some curtailment of losing operations. The bus system improvement program would also be curtailed, one aspect being postponement of some of the previously planned equipment replacements (WT 10/71).

CALIFORNIA (SCRTD)

The Sunday midday headway on Line 92 - WATTS-SIERRA VISTA was shortened from 40 to 30 minutes, effective November 28th. This was accomplished with the addition of only one more bus by a reduction of layover time. At the same time, the Sunday midday headway on Line 26 - WEST PICO-EAST FIRST was shortened from 10 to 8 minutes.

Observed painted in the District's livery of Champagne Gold, RTD Yellow, and White are: 2107, 2113, 2116, 2118, 2135, 2139, 5184, 5190, 5191, and 5193.

AC TRANSIT (ACT)

OAKLAND: After a successful visit to Washington, D.C., the steam bus (#666) has returned. Drivers have been trained in the operation of the coach which saw revenue service January 24th through January 26th.

In other news, bicycle buses 1823 and 1851 have had their seats re-installed and are in regular service once again.

Concurrent with the opening of BART headquarters in Oakland, an employees "special" bus has been instituted leaving the Rt "O" loading zone at 7:50AM in San Francisco and arriving at BART headquarters in Oakland at 8:08AM. The coach operates express making no stops en route; regular fares are charged. In the PM a local Rt. "O" bus has been extended to stop at BART for employees at 5:07PM and operating to San Francisco arriving there at 5:25PM.

AC Transit has received a grant of $7,670,028 from the federal government. The grant is for the purchase of 215 new buses and 42 service be vehicles, remodeling of 61 buses and construction of a new bus garage.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Line 84 SHOPPER SHUTTLE (SPECIAL) has been extended to serve the State and Federal Loop. The line which operates from 11:30AM to 1:15PM starts at Polk and Golden Gate and runs via Golden Gate, Taylor, Ellis, Mason, Market, First, Howard, and Howard to the terminal point at Hawthorne and Folsom. The reverse trip is via Harrison, Third, Market, Ellis, and Polk...to Polk and Golden Gate.

To the displeasure of many operators, the popular five cent fare for senior citizens was extended one hour longer so that persons over 65 years of age can ride for reduced fares between 9:00AM and 4:00PM.

Gold nylon windbreakers and "Muni Green" berets have been furnished for cable car gripmen. The Railway is picking up the tabs for the new jackets and berets: $14 for the jacket and $2.50 for the beret.

A pile driver slipped from its guides and fell on coach 689 at Market and Fremont on Monday, December 27th. Fortunately the Line 7 HAIGHT coach was headed inbound nearing the end of the line and consequently few passengers were aboard, thus there were only minor injuries.

CALIFORNIA (SFMRy)

Damage to the coach was confined to the roof and right side behind the rear door.

The year 1973 will be the 100th anniversary of the cable car system. Mayor Alioto has announced that he will appoint a citizens' committee to arrange for the observance of the centenial which will run from January 1 to August 1, 1973.

Contrary to what may have appeared in another publication, the Muni Railway is not currently testing any new trolley coaches. However, as reported here earlier, the Public Utilities Commission has authorized the purchase of two new trolley coaches, one from Western Flyer and one from the Flxible Company.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: In recent weeks, a majority of the Sacramento City Council has urged either full fare free transit service or the experimentation with the concept to coincide with the formation of the newly created transit district. Most of the councilmen have cited the availability of gasoline sales tax money for transit and some contend that the danger to the environment and other high cost factors created by the automobile make mass transportation a vitally needed city service - just as police and fire protection.

Bus service to Sacramento State College has been doubled starting January 3rd. All Line 3 "J" STREET buses and all Line 1 FOLSOM-McKINLEY buses either terminate or pass through the college campus in addition to the 30 minute service offered by Line 9 CrossXtown. The above weekday changes will enable the great numbers of students living on these lines to reach the campus more easily, not to mention reducing congestion and traffic on the campus.

GREYHOUND LINES-WEST (GL-W)
GOLDEN GATE TRANSIT (GGT)

SAN FRANCISCO: Friday, December 31, 1971 was the last day for GL-W's San Francisco Bay Area Commute Region (SFBACR) Marin Division. Greyhound has provided local service and suburban service to residents of the Marin Penninsula for about 35 years, replacing service previously provided by the NORTHWESTERN PACIFIC RAILWAY. Below is a description of the latter-day Marin service.

San Francisco to Marin County was operated from two separate terminals in the City, one located on 7th Street and the other at the Ferry Bldg. Service to all Marin County points was offered 20 hours a day from the 7th Street Depot but the Ferry Bldg. terminal was active only during the morning and evening commute hours. Of interest is the fact that the single weekday round trip to and from Bolinas operated from 7th Street, while the single weekday Inverness round trip ran to the Ferry Building.

CALIFORNIA (GL-W & GGT)

As will be seen by the route map and line list, there were 20 different routes from San Francisco to points in Marin. The system may appear complicated, but it isn't. There were four basic terminals in Marin: 1) Tiberon; 2) Mill Valley; 3) Manor/San Rafael; and 4)Novato. Each of these had direct service from both San Francisco terminals (except for Tiburon which did not have a through service to San Francisco 7th Street) and each with a separate set of letters for routes. Secondly each terminal had one or more routes via Sausalito and one via the Waldo Cut Off. The Mill Valley service had most service operating via Miller Ave. but one Ferry Bldg. route operated via Camino Alto and Blythdale Ave. The Manor/San Rafael service had some routes via Larkspur and some via Greenbrae. Both of the 7th Street Novato routes operated via San Rafael depot and Lincoln Ave., however one Ferry Bldg. route by-passed San Rafael while the other terminated there (except for one trip that terminated at Hamilton A.F.B.),



GL-W 9400 in Novato



GGT 754 at the start of Line 28 in S.F.

The basic service thus consisted of the A and B routes to Novato, the C and D routes to Manor/San Rafael, and the E and L routes to Mill Valley. In addition there was a Manor-San Anselmo-San Rafael shuttle (Route G) and a Marin City-Tiburon shuttle (Route E).

The last day of Marin commute service was atypical both in terms of operation and patronage. This aspect was much more noticable at the Ferry Building terminal than at 7th Street. Although regular weekday schedules were operated the morning of the 31st, it was New Years Eve and many businesses were off or closed and patronage was 1/2 to 2/3 less than normal. The last Marin County bus out of 7th Street

was bus no. 9613 (a TDM5303) on the 2:15AM Route C schedule (January 1 1972). Seven passengers boarded at the Depot and others joined en route so that only 15 passengers made the last trip across the Golden Gate Bridge. Regular Marin Greyhound service ended when 9613 pulled in to the San Rafael depot at 3:20AM on Saturday, January 1, 1972. Driver for the trip was Jim Gianos.

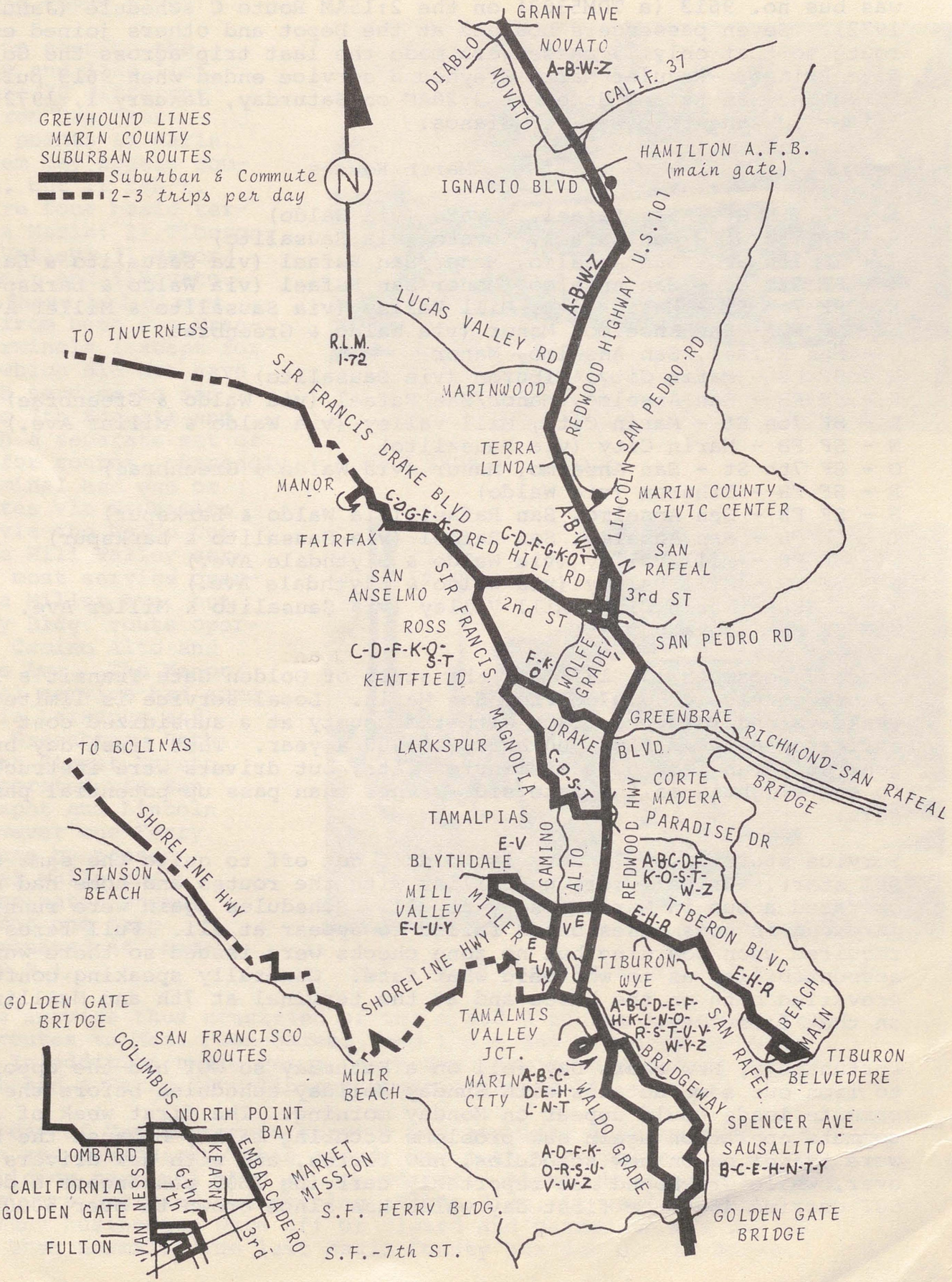
Marin Routes

A - SF 7th St - San Rafael, Novato (via Waldo)
B - SF 7th St - San Rafael, Novato (via Sausalito)
C - SF 7th St - San Anselmo, Manor/San Rafael (via Sasualito & Larkspur)
D - SF 7th St - San Anselmo, Manor/San Rafael (via Waldo & Larkspur)
E - SF 7th St - Marin City, Mill Valley (via Sausalito & Miller Ave.)
F - SF FB - San Anselmo, Manor (via Waldo & Greenbrae)
G - San Rafael, San Anselmo, Manor
H - SF FB - Marin City, Tiburon (via Sausalito)
K - SF FB - San Anselmo, Manor/San Rafael (via Waldo & Greenbrae)
L - SF 7th St - Marin City, Mill Valley (via Waldo & Miller Ave.)
N - SF FB - Marin City (via Sausalito)
O - SF 7th St - San Anselmo, Manor (via Waldo & Greenbrae)
R - SF FB - Tiburon (via Waldo)
S - SF FB - San Anselmo, San Rafael (via Waldo & Larkspur)
T - SF FB - San Anselmo, San Rafael (via Sausalito & Larkspur)
U - SF FB - Mill Valley (via Waldo & Blythdale Ave.)
W - SF FB - Mill Valley (via Waldo & Blythdale Ave.)
Y - SF FB - Marin City, Mill Valley (via Sausalito & Miller Ave.
Z - SF FB - Novato

Monday, December 13, 1971 saw the start of Golden Gate Transit's intra-county service at 6:37AM from San Marin. Local service is limited to weekdays under the contract with the county at a subsidized cost estimated between $300,000 and $700,000 a year. That first day buses generally ran from 5 to 15 minutes late, but drivers were instructed to err slightly on the late side rather than pass up potential passengers.

Service starting on January 1st didn't get off to quite the same successful start. Drivers were unfamiliar with the routes and some had never operated a bus in Marin county at all. Schedules again were running late and in some cases buses failed to appear at all. Full fares were required upon boarding but no zone checks were issued so there was no accountability as to who paid what fare. Generally speaking confusion prevailed both on the buses and at the terminal at 7th and McAllister on that first day.

Fortunately, New Years Day fell on a Saturday so GGT had the opportunity to iron out some details with Sunday/Holiday schedules before the commute loads would appear on Monday morning. The first week of full commute operation again saw problems occuring mainly because the buses were traveling on new schedules, new routes, and with new drivers. However, while Greyhound was reportedly carrying 3800 passengers a day, GGT carried 4600 the first day which has since grown to over 5000 a day.


GREYHOUND LINES
MARIN COUNTY
SUBURBAN ROUTES
Suburban & Commute
2-3 trips per day
N
GRANT AVE
NOVATO
A-B-W-Z
DIABLO
NOVATO
CALIF. 37
HAMILTON A.F.B.
(main gate)
IGNACIO BLVD
A-B-W-Z
REDWOOD HIGHWAY U.S. 101
LUCAS VALLEY RD
TO INVERNESS
R.L.M.
1-72
SIR FRANCIS DRAKE BLVD
MARINWOOD
SAN PEDRO RD
LINCOLN
TERRA
LINDA
MANOR
C-D-G-F-K-O
A-B-W-Z
MARIN COUNTY
CIVIC CENTER
FAIRFAX
C-D-F-G-K-O
RED HILL RD
SAN
RAFEAL
SAN
ANSELMO
SIR FRANCIS
2nd ST
3rd ST
ROSS
C-D-F-K-O-
S-T
KENTFIELD
F-K-O
WOLFE
GRADE
SAN PEDRO RD
GREENBRAE
TO BOLINAS
LARKSPUR
MAGNOLIA
DRAKE
BLVD.
C-D-S-T
RICHMOND-SAN RAFEAL
BRIDGE
CORTE
MADERA
HWY
PARADISE DR
TAMALPIAS
E-V
SHORELINE HWY
STINSON
BEACH
BLYTHDALE
CAMINO
ALTO
REDWOOD
A-B-C-D-F-
K-O-S-T-
W-Z
MILL
VALLEY
E-L-U-Y
MILLER
E-L-U-Y
E-H-R
TIBERON BLVD
SHORELINE HWY
TIBURON
WYE
E-H-R
GOLDEN GATE
BRIDGE
SAN FRANCISCO
ROUTES
TAMALMIS
VALLEY
JCT.
A-B-C-D-E-F-
H-K-L-N-O-
R-S-T-U-V-
W-Y-Z
SAN
RAFEL
MAIN
BEACH
TIBURON
BELVEDERE
COLUMBUS
MUIR
BEACH
MARIN
CITY
A-B-C-
D-E-H-
L-N-T
BRIDGEWAY
NORTH POINT
BAY
WALDO GRADE
SPENCER AVE
LOMBARD
KEARNY
EMBARCADERO
MARKET
MISSION
A-D-F-K-
O-R-S-U-
V-W-Z
SAUSALITO
B-C-E-H-N-T-Y
CALIFORNIA
GOLDEN GATE
VAN NESS
6th
7th
3rd
S.F. FERRY BLDG.
GOLDEN GATE
BRIDGE
FULTON
S.F.-7th ST.

T E X A S

AIRPORT GROUND TRANSPORTATION, INC. (AGT)

HOUSTON: A new era in airport service began November 13th when AGT began operating from four different terminals to the Houston Intercontinental Airport instead of stopping at 68 different hotels and motels. Taxis, telephones, restrooms and coffee machines are available at all locations. At the same time, MC5's numbered 7101-7107 have been placed into service supplementing the eight Flxible Starliners which are now painted white and red. Airport fares have been raised one dollar. The new rate will be $3.50 from downtown and $4.00 from the other three locales.

RAPID TRANSIT LINES, INC (RTL)

HOUSTON: In accordance with City Council action of last year, RTL increased student fares from 10¢ to 15¢ and increased EAST-WEST SHOPPER SPECIAL fares from 15¢ to 20¢ and NORTH-SOUTH SHOPPER SPECIAL rates from 10¢ to 15¢ on December 18th. The City's action was designed to enable the RTL to partially meet increasing labor costs of its present two year labor agreement.

C O L O R A D O

DENVER METRO TRANSIT (DMT)

DENVER: The City and County of Denver has approved the purchase of 37 new buses, all will be air conditioned and and all but the propane ones will have environmental improvement packages. 26 coaches seating 47 passengers will be purchased from the Flxible company, 5 express type coaches will be purchased from General Motors, and 6 propane powered 25 passenger buses will be obtained from Twin Coach. The total cost is $1,469,031 for Denver Metro Transit.

DMT has added 2,000 miles daily to the system, which is about 10% of the total bus mileage daily. Extensions have been made to the following routes: 4-CHERRY CREEK, 5-SOUTH GAYLORD STREET, 13-WHEAT RIDGE, 19-MONACO STREET, 28-BERKELEY, and 55 NORTH FEDERAL BLVD. In addition, new terminals have been created for many other DMT routes.

PUBLIC SERVICE CO. OF COLORADO (PSC)

BOULDER: Representatives of the bus system have said the operation will lose $218,000 in 1971, and that loses are gorwing by 8% a year. Some sources have indicated that the 15¢ fare is not the problem, but that the routes need to be laid out more efficiently. In some cases it is now faster to walk.

FINANCIAL STATEMENT - 1971

Western Transit Society
Income Statement
For year ended Dec. 31, 1971

Operating Revenue:		
Dues:		
Regular	$359.00	
Equip Prvn.	30.00	$391.00
Excursions		65.00
Publication		165.00
Auctions		21.00
Miscellaneous		6.00
Total Revenue		$648.00
Less Operating Expenses		
Office	$24.10	
Excursions	98.70	
Publication	381.75	
Total Expenses		$504.55
NET INCOME		$143.45

Balance Sheet
December 31, 1971

Assets

Cash:		
On Hand	$35.07	
In Bank	464.74	
Equipment Preservation Fund	257.00	$756.81
Accts Receivable		4.17
Sundry Accounts:		
Library Acquisitions		$169.00
Fixed Assets:		
Preserved Transit Equipment (GCL 8608)		$436.15
Office Equipment		53.33
Total Assets		$1,419.46

Liabilities & Net Worth

Retained Earnings	$993.19	
Paid-in Surplus	426.27	
Total		$1,419.46

WANT ADS

Wanted: Bus depot. Must be able to support at least three people. Will consider combination business. Have capitol to invest. Not interested in bus line. Bill Steckdaub, 7437 Summit, Kansas City, Mo. 64114

Transportation Phots For Sale: Streetcars, interurbans, bus, trackless trolley, railroad. List (including recently issued Third Supplement), 50¢. Harry E. Bennett, Jr., 1804 N. Mount Street, Baltimore, Md. 21217

For Sale: GM Coach Operating Manuals - X-6740 (for second generation coaches) $1.00 each. Western Transit Society, 1167 North Serrano Ave., Los Angeles, Calif. 90029

Rates

Illustrated: $5.00 per half page for layouts requiring photographic reproduction process, $2.50 per half page for layouts not requiring photographic reproduction.

Classified: $.01 per word - 25 word minimum. First 25 words free to paid up WTS members for non-commercial purposes.

Payment for all ads must accompany submission of all copy. Copy should be sent to Editorial Address and payments sent to Business Office.

15 * * January 1972 WESTERN TRANSIT

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				
Tri Met Transit Dist.	300-434	Flx	111-DC-O-D6-1/ 55387 -55521	V-8's and carpets
Tri Met Transit Dist.	700	Flx	111-CC-C1-1/ 52957	Natural Gas V-903 demo
Torrance Transit Sys.	350-353	GMC	T6H4521/366-369	
Leisure Sightseeing	7100-7101	MCI	MC7/unit 10918-19, srl 8685-86	47 RR
Greyhound Lines West	1887-1918	MCI	MC7/---	47 RR
Golden State Chtr Bus	424	Crown	ZA-743-11/35955	64/96 seat
Laguna Beach Transit	141-144	Flx	571-KE/---	
Synanon	No numb.	Flx	111-DD-O-D5/ 55694	
USED BUSES				
Douglas Bus Lines	56,62	GMC	PD4104/348,053	ex Knick 217 ex Embree 513
Cal Coast Charter	T502	GMC	TDH4801/058	ex RTD 2951
Watts Labor Community Action Committee	26, 39, 40 43, 60, 76	GMC	TDH4801/231,030, 034, 039, 016, 196	ex RTD 6565, 2929,2933,2938 2915, 6530
American Charter Line	--	GMC	PD4104/111	ex Embree 514
Melni Bus Service	306	GMC	PD4104/1085	ex VVBI
Blue & White Bus Line	6115-6116	GMC	PD4104/4879-4880	ex GL-E 6115-6116
Southshore Lines	2116	GMC	PD4104/3862	ex ESL 317
" "	2117	GMC	PD4106/1217	ex PSS 270
Falcon Charter Ser.	26, 27	GMC	PD4104/3855,3860	ex ATSF152,157
" " "	42, 43	GMC	PD4106/432,2593	ex PSS 262 ex Peter Pan 95
Imperial Bus Lines	I1	GMC	PD4104/2829	ex Yucaipa 31
" " "	I2, I3	GMC	PD4501/115, 544	ex GL-W 1150 & GL-E 4391
Grt Wstrn Stage Lines	1049	GMC	PD4106/1049	ex GL-W 7819
Mark IV Charter Lines	401, 403 404	GMC	PD4106/1470,1949 1948	exNMT 210, 212 & 211
Roesch Lines	415 II	GMC	PD4106/1714	ex LVTR 122
Community Chtr Bus	3963	Ford	Ford 600/Sup	ex Harvey Buses
" " "	5306	GMC	TDH5301/183	ex Marin Transit
Brock Bus Lines	42	Crown	A779-11/---	ex Assoc.A4022G
Laguna Beach Transit	128, 129	Coachette		ex LBT 209, 211
" " "	130	Minibus	MB-1D/240	ex LBT 218
DISPOSITIONS				
Eastshore Lines	354	GMC	PDA4101/184	to church
Falcon Charter Ser.	32	GMC	PD4104/845	to church
" " "	77	GMC	TDM4515/027	to Spencer,Hawaii
Associated Chtr Bus	A4003G	Crown	A779-11/3271	to GSCBL for parts

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BASIC INTERSTATION FARE SCHEDULE

CONCORD	PLEASANT HILL	WALNUT CREEK	LAFAYETTE	ORINDA	ROCKRIDGE	RICHMOND	EL CERRITO DEL NORTE	EL CERRITO PLAZA	NORTH BERKELEY	BERKELEY	ASHBY	FREMONT	UNION CITY	SOUTH HAYWARD	HAYWARD	BAYFAIR	SAN LEANDRO	COLISEUM	FRUITVALE	LAKE MERRITT	MACARTHUR	19th ST. OAKLAND	12th ST. OAKLAND	OAKLAND WEST	DALY CITY	BALBOA PARK	GLEN PARK	24th ST. MISSION	16th ST. MISSION	CIVIC CENTER	POWELL	MONTGOMERY
.30																																
.30	.30																															
.50	.30	.30																														
.60	.45	.40	.30																													
.80	.65	.60	.50	.30																												
1.00	.90	.85	.75	.60	.45																											
.95	.85	.80	.70	.55	.35	.30																										
.95	.80	.75	.65	.50	.30	.30	.30																									
.90	.75	.70	.55	.45	.30	.35	.30	.30																								
.85	.70	.65	.55	.40	.30	.40	.30	.30	.30																							
.85	.70	.65	.50	.40	.30	.40	.35	.30	.30	.30																						
1.25	1.20	1.15	1.10	1.05	.95	1.10	1.05	1.05	1.00	1.00	1.00																					
1.20	1.15	1.10	1.05	1.00	.90	1.00	1.00	1.00	.95	.95	.95	.30																				
1.10	1.05	1.00	.95	.90	.70	.95	.90	.90	.80	.80	.80	.45	.30																			
1.05	1.00	1.00	.95	.80	.60	.90	.85	.80	.70	.70	.65	.55	.45	.30																		
1.00	.95	.95	.85	.70	.50	.80	.75	.70	.60	.60	.60	.65	.55	.30	.30																	
1.00	.95	.90	.75	.65	.45	.75	.65	.60	.55	.55	.50	.75	.60	.45	.30	.30																
.95	.85	.80	.65	.55	.35	.65	.55	.50	.45	.40	.40	.85	.70	.55	.45	.30	.30															
.90	.75	.70	.60	.45	.30	.55	.50	.45	.40	.35	.35	.90	.80	.60	.50	.40	.30	.30														
.90	.70	.65	.55	.45	.30	.50	.40	.35	.30	.30	.30	1.00	.85	.70	.60	.50	.40	.30	.30													
.85	.70	.65	.55	.30	.30	.45	.40	.30	.30	.30	.30	1.00	.90	.75	.65	.55	.45	.35	.30	.30												
.90	.70	.65	.55	.45	.30	.50	.40	.35	.30	.30	.30	1.00	.85	.70	.60	.50	.40	.30	.30	.30	.30											
.90	.70	.65	.55	.45	.30	.50	.40	.35	.30	.30	.30	1.00	.85	.70	.60	.50	.40	.30	.30	.30	.30	.30										
.90	.75	.70	.60	.45	.30	.50	.45	.40	.30	.30	.30	1.00	.90	.75	.65	.55	.45	.35	.30	.30	.30	.30	.30									
1.20	1.15	1.15	1.10	1.00	.80	1.00	.95	.90	.85	.85	.80	1.25	1.20	1.15	1.10	1.05	1.00	.90	.80	.75	.75	.75	.75	.70								
1.20	1.15	1.15	1.10	.95	.75	1.00	.95	.85	.80	.80	.75	1.25	1.20	1.15	1.10	1.05	.95	.85	.80	.70	.70	.70	.70	.65	.30							
1.20	1.15	1.15	1.05	.95	.75	.95	.90	.85	.80	.75	.75	1.25	1.20	1.15	1.10	1.00	.90	.80	.75	.65	.70	.65	.65	.65	.30	.30						
1.20	1.15	1.10	1.00	.90	.70	.95	.85	.80	.75	.70	.70	1.25	1.20	1.10	1.05	.95	.85	.75	.70	.60	.65	.60	.60	.60	.30	.30	.30					
1.20	1.15	1.10	1.00	.85	.65	.90	.85	.80	.70	.70	.65	1.25	1.20	1.10	1.05	.95	.85	.75	.70	.60	.65	.60	.60	.55	.30	.30	.30	.30				
1.20	1.15	1.10	.95	.85	.65	.85	.80	.75	.70	.65	.65	1.25	1.20	1.10	1.00	.90	.85	.70	.65	.55	.60	.55	.55	.55	.35	.30	.30	.30	.30			
1.20	1.15	1.10	.95	.85	.65	.85	.80	.75	.70	.65	.65	1.25	1.20	1.10	1.00	.90	.85	.70	.65	.55	.60	.55	.55	.55	.35	.30	.30	.30	.30	.30		
1.20	1.15	1.10	.95	.85	.65	.85	.80	.75	.70	.65	.65	1.25	1.20	1.10	1.00	.90	.85	.70	.65	.55	.60	.55	.55	.55	.35	.30	.30	.30	.30	.30	.30	

Fare Structure Formula:

Mileage Component

Minimum fare for trips up to 6 miles	30¢
Trips from 6 to 25 miles long	35¢ + 3¢/mi.
Trips over 25 miles	92¢ + 1¢/mi.
Transbay surcharge	15¢

Scheduled Speed Component

Trips faster than system average scheduled speed: premium per minute saved	+2¢
Trips slower than system average scheduled speed: bonus per extra minute	- 2¢

Note: 1) All fares are rounded to nearest 5¢.
2) All fares to central business district stations in Oakland and San Francisco are rounded to a common fare.
3) The fare for all trips originating and ending at the same station--the excursion fare-- is .60.