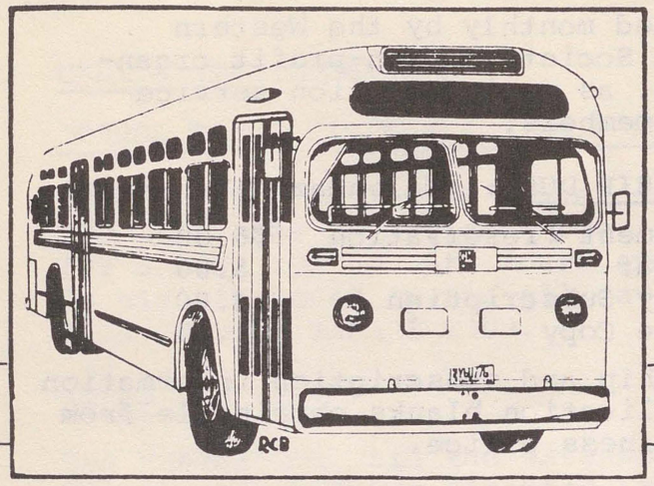


Western Transit

Monthly Publication of The Western Transit Society

Vol. 10 No. 5 May 1972

C A L I F O R N I A

FREEDOM BUS LINE (FBL)

BUENA PARK: FBL has abandoned its one local line within Buena Park (WT 10/71) due to what has been termed lack of support from the Buena Park business sector. City officials had charged FBL with "spotty" service ever since its parent company, PINK BUS LINE, received a contract to run for UC Irvine in January (WT 2/72).

PEERLESS STAGES, INC. (PSS)

OAKLAND: Last September 9 Saturday service on Line 7-SAN JOSE-AGNEW STATE HOSPITAL, 6M-SAN JOSE-EAST FOOTHILLS VIA McKEE and 6T-SAN JOSE EAST FOOTHILLS VIA STORY ROAD was discontinued. Two round trips on Line 7 and two hourly headway on Line 6 had been operated. Weekday Line 6 is operated as a large loop line on an hourly headway, one hour going out via 6M returning via 6T, the next hour out as a 6T and in via 6M. PSS transit coaches are being repainted in a new paint scheme although still using red, yellow, and white. The TD4505's and 4506's are bing painted white and yellow with a red belt rail and the TDM4512's have a white roof, red to the belt rail, yellow to the rub rail, and red below.

CONSOLIDATED STREET RAILWAYS (CSR)

PICO RIVERA: An experimental midday shoppers trip leaving Los Angeles at 8:15AM and Simi Valley at 10:00AM was added to the SIMI VALLEY-LOS ANGELES route on May 1st. The Monday only outbound trip leaving Los Angeles at 5:00AM has been discontinued.

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: Beginning May 24 CONTINENTAL WESTERN LINES' FIVE STAR on the LOS ANGELES - SAN FRANCISCO route will be rerouted along the newly opened Interstate 5 between Wheeler Ridge and Tracy reducing travel time by one hour. On the same day, AMERICAN BUS LINES, INC. will add an additional round trip between Los Angeles and Las Vegas.

MEETING DATE

Next Meeting - June 11, 1972
Location: West side of Los Angeles 1/4 block North of Olympic Blvd., 3 blocks East of Fairfax Avenue

936 S. Genessee Avenue
Los Angeles
7:30PM

Transportation SCRTD Lines 4 & 89

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FIVE YEARS AGO IN "THE BOOSTER"

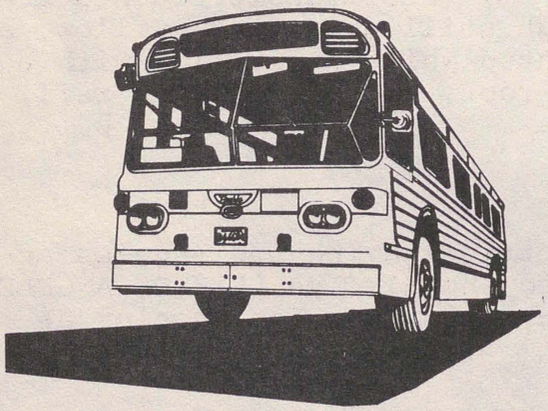
May 1967

SAN JOSE CITY LINES instituted new peak hour service between downtown San Jose and the North San Jose industrial area along North 13th Street.

GREYHOUND LINES established new "VIP Executive Special" service between Seattle and Portland using new PD4107's.

GRAY LINE SCENIC TOURS OF RENO, INC. was given approval by the ICC to begin operating between California points and Nevada casinos at Reno, Sparks, and Lake Tahoe.

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NEW MEMBER

#115 - Joe Drummond, Los Angeles

WESTERN TRANSIT

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Note: Persons supplying maps or other materials to be included with WESTERN TRANSIT mailings are requested to obtain 150 copies.

CALIFORNIA (Cont'd)

ORANGE COAST SIGHTSEEING COMPANY (OCSC)

ANAHEIM: For 1972 OCSC has added to its tour schedule a half day QUEEN MARY TOUR from the Disneyland area. Also new this year is a half day LION COUNTRY SAFARI TOUR. Both tours are to be operated daily. Lion Country Safari is also included in the all day SAN JUAN CAPISTRANO-LAGUNA POINT-LAGUNA BEACH-LION COUNTRY SAFARI TOUR.

AIRPORTER (APTR)

SAN FRANCISCO: With the extension of Interstate 280 to 6th Street in San Francisco, APTR has rerouted its SAN FRANCISCO INTERNATIONAL AIRPORT-SAN FRANCISCO route to travel the Bayshore Freeway to I-280 to 6th Street via Taylor to the terminal at Taylor and O'Farrell. On May 8th the SAN FRANCISCO INTERNATIONAL AIRPORT-SAN JOSE route was revised to operate by the San Jose Municipal Airport enroute to downtown San Jose. Previously the buses went downtown first. Four daily round trips are operated on this route.

SANTA ANA TRANSIT CORP. (SATC)

SANTA ANA: SATC, presently subsidized by the city at $12,000 monthly, is expected to remain in business until about next January 1st rather than this August. The Santa Ana City Council has advertised for bids on nine 45 seat air conditioned buses which will be paid for by matching funds from the city and the Department of Transportation. Estimated costs for each bus are $38,000.

BROCK BUS LINES (BBL)

GLENDALE: BBL recently purchased several used buses including five Crowns, originally owned by ASSOCIATED CHARTER BUS COMPANY, which BBL is presently refurbishing and will renumber them into their fleet. Along with the Crowns a PD4106, BBL's second GM Parlor, was acquired. The coach is presently #520 (PD4106/1502). The history of this particular coach is as follows: The bus was manufactured in 1962 and became SANTA FE TRANSPORTATION COMPANY 3115; in June 1966 it went to GRAY LINE OF LOS ANGELES as 421; December 1969 to ASSOCIATED as A5421D; In July 1970 to FRANCISCAN LINES as 155; then in early 1971 to GRAY LINE OF SALT LAKE CITY as 155; to ARGO CHARTER LINES as 421 in September 1971; then on to WESTERN TOURS 520 (Seattle) in late 1971; and finally to BROCK BUS LINES in April 1972.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Tax supported buses would be running in most of Orange County in the next fiscal year under a $31 million eight year plan presently under consideration by the OCTD Board. The 31 million is the district's share of an overall $94.8 million plan, the remainder to be financed by federal grants. OCTD's money could come from local property taxes and state gasoline tax money. Six projects would be undertaken in the first year. Present SANTA ANA TRANSIT CORP. and SOUTH COAST TRANSIT CORP. operations would be assumed by OCTD. New service would be provided in four areas - West Central County including Anaheim and Garden Grove, North Central County -

CALIFORNIA (OCTD)

Fullerton, La Habra, Placentia, Yorba Linda, the Huntington Beach-Westminster area, and the Saddleback Valley. Half hourly service is proposed, and 45 buses are scheduled to be operated the first year reaching to 187 after five years. The Huntington Beach and Saddleback Valley services would be operated byOCTD after delivery of its buses. The other four areas would be contracted out and upgraded over present schedules. It has also been suggested that LAGUNA BEACH MUNICIPAL TRANSIT LINES and TOWN TOUR FUN BUS COMPANY be merged into OCTD during its second year. An extensive marketing program is planned before bus service would begin.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Two new express routes, EXPRESS 5 - UNIVERSITY CITY-SAN DIEGO and EXPRESS 11 - SOUTHEAST SAN DIEGO-DOWNTOWN SAN DIEGO, were instituted on April 24th in SDTC's efforts to lure commuters from their cars. Both lines run Monday through Friday half hourly during the base hours and 15 minutely during the AM and PM peak hours.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Bus 4216 has been repainted in EASTERN CITIES colors (blue and white) as a replacement for 4221 which was seriously damaged in a tangle with a cement truck.

Backlighted carcard holders have been installed in 7098 and its regular interior lighting strip removed. This feature may appear in all or part of the 219 new buses RTD anticipates purchasing.

The twenty new headsign curtains paid for with earthquake funds (T 1/72) have been designated type 3-A and are installed in buses 6180-6199. These curtains have all the necessary readings for all lines operating out of Divisions 3 and 10 and former Division 18. The main headsigns include a total of 144 readings, including blanks, and the coaches receiving them have also been equipped with motor driven rollers.

Although under no obligation to do so, the District adjusted the prices of February and March monthly passes to compensate for loss due to the Mechanics strike. Those surrendering their February passes received a 10% refund. The prices of all March passes were reduced approximately one sixth.

Plans have been developed for extensions of Line 200 - MINI BUS LOOP to Chinatown and Olvera Street, with a tentative effective date in early June. The east end of the line would be extended from its present terminal at Temple and San Pedro Streets to serve Olvera Street, while the Hill-Broadway leg of the loop would be extended to Chinatown. These extensions would be accomplished by lengthening the line headway from 4 minutes to 5. Only alternate trips would serve Chinatown.

Additional stops and fare zones were placed on Line 125 between Rolling Hills and Marineland, effective April 3rd. The new stops would enable domestic workers to utilize the existing Marineland service for their travel to and from work.

CALIFORNIA (SCRTD)

Service to Pierpoint Landing, Long Beach, by Line 124 - LONG BEACH-ANAHEIM - FULLERTON was discontinued effective March 22nd. The service had consisted of tow scheduled trips during the summer season and on-call service for a minimum of 15 adult fares during the remainder of the year. No passengers were carried on a typical day last summer and the removal of the facilities formerly located at Pierpoint Landing eliminates any apparent need for the service.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The directors have approved calling for bids on 34 more new buses, estimated at $1.7 million, in addition to 20 already ordered, at a cost of $1 million, to supplement the fleet of 132 new buses and 20 temporarily leased Greyhound TDH5303's. Details on the new buses are not known, though it is thought that the twenty already on order will be small suburban coaches, 35 feet long and 96 inches wide.

More club buses have been urged by the transportation committee of the Bridge District. The District now subsidizes three such clubs whose members go round trip each day to jobs at or near the University of California Medical Center. A group of Marin County residents has asked the District to operate a club bus to Hunters Point in San Francisco. The club buses now operating are on an experimental basis. The members pay a monthly fee and the chartering of the buses is handled by the District.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: At the request of the Ecology Information Center at Sacramento State College, the STA ran their buses at a one cent fare on Friday, April 21st and Saturday, April 22nd. Sacramento's purpose was to get people's attention and to get them to sample the Authority's bus service. The special fare drew 36,000 riders on Friday, compared to ridership of 23,000 for a typical Friday and on Saturday 19,400 were attracted to ride the bus compared to the regular Saturday patronage of only 6,100.

UNIVERSITY TRANSPORT SYSTEM (UTS)

DAVIS: Our feature story for May stars a property often overlooked on the list of transit operations in the state of California. UTS began operations in 1968 through the efforts of a group of students at the University of California at Davis.

The city of Davis is built something like a boomerang around two sides of the campus. Development has taken place on the east and north sides of the campus, but not on the west or south. As a result of this peculiar development pattern, off campus students must cross established residential and commercial areas in order to reach their homes. Because of the limited on campus housing, great numbers of students must commute from one to two miles to get to their classes.

In 1966 the president of the Associated Students of the University of California at Davis (ASUCD) developed interest in converting the ASUCD from the historic role as an entertainment agency promoting athletics, bands, etc. to one of a student services agency involved with cut rate

CALIFORNIA (UTS)

bookstores, co-op housing, and transportation. His program called for the operation of a bus between the east side of the central campus to several student housing areas in the east part of Davis. The service was provided under contract by the University using student help. After a 10 week trail period, the service was considered a failure, and the cause was blamed on the circuitous nature of the route, the poor campus terminal, and the lack of publicity.

Richard Klecker, a talented student activist, watched this experiment fail. Upon reaching the office of vice-president in the spring of 1967, he concluded that the students rejected the bus service because of the type of vehicle used, which was a GI transit. After promoting the idea for several months, Klecker was authorized to purchase two used double decker buses from LONDON TRANSPORT. The buses were Park Royal bodied Leylands of the PTL class. That fall, a member of the campus railroad club, Tom Matoff, was made the manager of the bus operations. He established two routes, the "A" route to East Davis and the "B" route to West Davis, and relocated the campus bus terminals, one near the bookstore and the other near the library. The "C" line was established to the north and routes on the existing lines were changed slightly so as to offer speedier service to the campus. It was at this time that full scale operations began.

In the fall of 1968 the managership passed to Glenn Lee. Because of a warm and pleasant Indian Summer, patronage failed to meet the projected goals of 1200 daily until the first major storm of the season. Then ridership quickly rose beyond 1200 and even reached 1600 daily. Mechanical problems were starting to plague one of the two buses and it was soon realized that additional equipment was necessary in order to adequately serve the student riders. An order then went out for two more London double deckers and two used TDH4507's from EASTSHORE LINES. These buses then arrived to join the existing double deckers and a TD3609 from the SACRAMENTO TRANSIT AUTHORITY.

In the 1969-70 school year revenues from ridership and advertising came close to doubling that of the previous year. It was felt that the older students never really accepted the buses but that the newer more vibrant "youth generation" had taken the red double deckers straight to their hearts.

Additional bus hours were scheduled to the 1970-71 school year. Also, the system received community support when the city council, joined by the University administration, urged that the student bus system be used as a basis for an expanded transit system for the entire community of Davis. The budget grew from an initial $7,000 per year to $18,000. New services included a line out to Westwood (line "W") initially with three morning and three afternoon runs. Later three more midday runs were added.

This past school year has found changes on line "W", which is now called line "D" and in addition to serving Westwood the bus serves Tonegate. Additional equipment was picked up when SCRTD 2960 was added to the fleet.

CALIFORNIA (UTS)

R O S T E R

Fleet #	Model-Serial	Purchased	Year	Seats	Ex
RTL1014	RTL/DRF104915	July 1967	1958	56	LONDON TRSPT 1014
RTL1194	RTL/DRF104916	July 1967	1951	56	" " 1194
5631	TDH3609/152	March 1969	1946	36	STA 5631
427	TDH4507/1084	July 1969	1947	45	LATL 6965, ESTSHRE
428	TDH4507/1093	July 1969	1947	45	LATL ? , ESTSHRE
RT1235	RT/14208	May 1970	1950	56	LONDON TRSPT 1235
RT3123	RT/15719	May 1970	1952	56	LONDON TRSPT 3123
2960	TDH4801/061	July 1971	1953	48	SCRTD 2960

SERVICE TABLE SUMMARY

October 1971 - June 1972

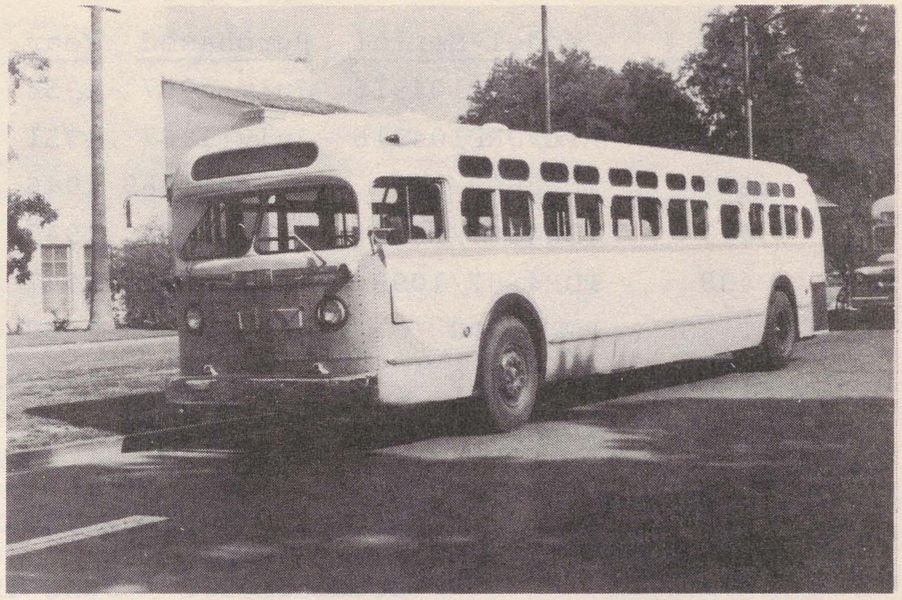
October 1971 - December 1971
"A" line - hourly service from 7:00AM to 6:00PM
"B" line - 30 minute service from 7:30AM to 6:00PM
"C" line - 30 minute service from 7:30AM to 6:00PM
"D" line - 30 minute service from 7:30AM to 6:00PM
"E" line - 30 minute service from 7:30AM to 6:00PM
Service operated with 2 London buses and 2 GM transits.

January 1972 - March 1972
"A" line - same as above
"B" line - same as above
"C" line - same as above
"D" line - 30 minute service from 7:30AM to 9:00AM
60 minute service from 11:00AM to 1:00PM
60 minute service from 3:30PM to 6:30PM
"E" line - same as above

April 1972 - June 1972
"A" line - hourly service from 7:00AM to 6:00PM
"B" line - 30 minute service from 7:30AM to 1:00PM
hourly service from 1:00PM to 3:00PM
30 minute service from 3:00PM TO 6:00PM
"C" line - hourly service from 7:00AM to 6:00PM
"D" line - 30 minute service from 7:30AM to 9:30AM
hourly from 11:30AM to 1:00PM
30 minute service from 3:30PM to 6:30PM
"E" line - 30 minute service 7:30AM to 1:00PM
hourly service from 1:00PM to 3:00PM
30 minute service 3:00PM to 6:00PM
Base level of service operated with two London buses and one GM transit.

CALIFORNIA (UTS)

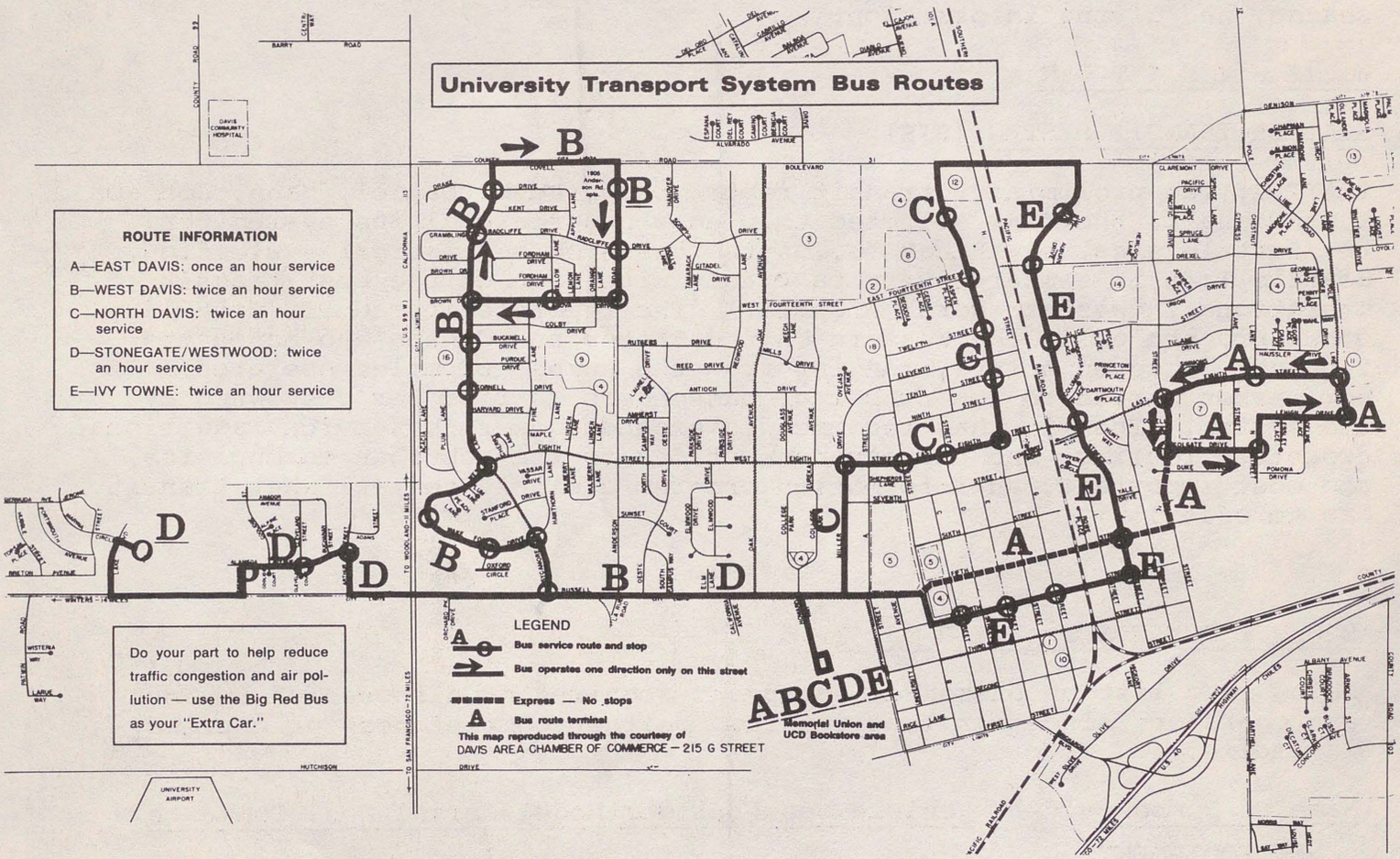
As another school year draws to a close, the UNIVERSITY TRANSPORT SYSTEM will shut down for the summer months and only run occasional charters using 2960 pictured at right. It is during the summer months when the equipment is not needed that extensive maintenance can be performed on the buses.



Photos: Pictured at the right are one of the London buses and 2960, the latter of which is regularly used on the "D" line. Note the Pasadena Short Line headsign on this coach. Buses have necessary readings for Davis local routes in addition to old time headsign readings for various California street car lines.



CALIFORNIA (UTS)



University Transport System Fares:

Single Fare, 15¢

10 Ride Tickets, $1.05

Five Week (half quarter) Pass, $3.85

N E V A D A

LAS VEGAS TRANSIT SYSTEM, INC. (LVTS)

LAS VEGAS: The parking garage area of the Union Plaza Hotel is the new home for LVTS buses, which is located next to the new Greyhound terminal. All buses are now under cover affording protection to bus riders during the hot and windy weather. A dispatcher's office is located in the new terminal and a speaker is connected to the casino area of the hotel. Dispatchers are on duty 16 hours every day giving out bus schedules, selling change, and giving information.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: The preliminary transit report prepared by Daniel, Mann, Johnson & Mendenhall, the firm selected to plan a new regional bus system for the Seattle area, says that "...on the basis of statistical evaluation, Seattle Transit compares very favorably with some of the best transit operations in Western North America." The report compared STS with 13 other properties in the Western United States and Canada and based its findings on seven points, ranging from the number of miles operated per person served to the number of passengers carried per bus owned by the system. The firm has recommended expanded express service, additional crosstown routings and express connections to the suburban communities, and most important, an information program designed to tell what transit has to offer.

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 EQUIPMENT				
Ventura Transit Lines	140-146	Twin	TC25/25143-25149	31 seat
USED EQUIPMENT				
Golden Gate Transit	312	GMC	PD4104/865	ex ESL 312
Antelope Valley Bus	1824	GMC	PD4104/858	ex GST C5618D
Peerless Stages Inc.	293	GMC	PD4104/2716	ex SSL 2107
San Mateo Court. Trns	1725	GMC	TDH4507/1493	ex AC 1725
Pacific Scenic Lines	2109	GMC	TDH5103/320	ex CCBS 2109
DISPOSITIONS				
Greyhound Lines West	9394	GMC	PD4103/989	to Serra Bowl
" " "	9507	GMC	TDM4801/058	for parts
" " "	9663	GMC	PD4501/732	sold