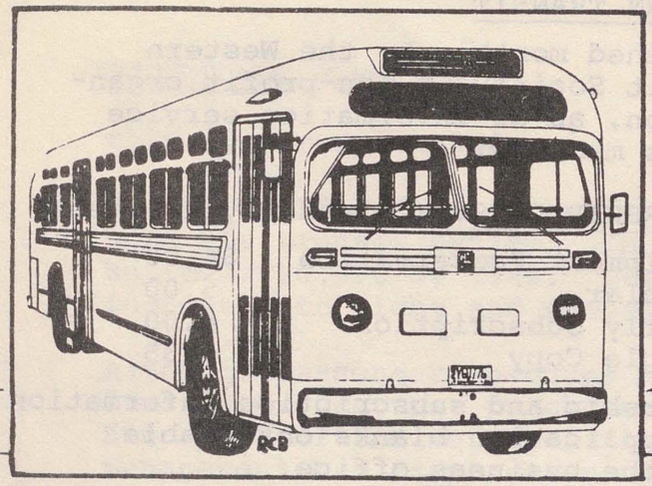


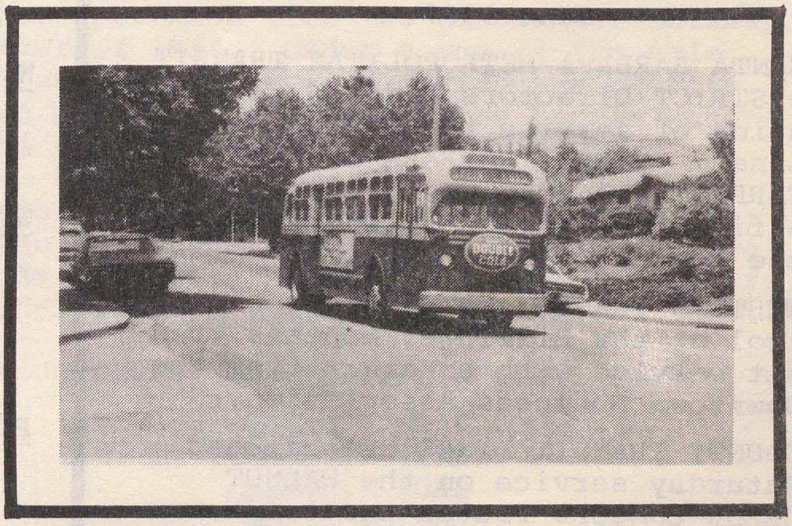
Western Transit

Monthly Publication of The Western Transit Society

Vol. 10 No. 6 June 1972

C A L I F O R N I A

VALLEJO TRANSIT LINES - History



With a population of some 60,000 people, the City of Vallejo is located at the north end of the San Francisco Bay (actually called the San Pablo Bay) just north of where the Sacramento River joins the Bay through the Carquinez Strait. The primary reason for the existence of Vallejo has been its location just across the Napa River from the Naval Shipyard on Mare Island.

Although public transit was provided on a more or less intermitant basis since the early 1870's, modern day history began in 1935 when the Vallejo Bus Company acquired the existing operation. VBCo was controlled by Victor Raahauge, whose family also controlled the Mare Island Ferry Company - and still do. The Vallejo Bus Company gradually expanded service during the late 30's, thanks to the easing of the economy from the Great Depression and to the build up of activity at Mare Island prior to World War II. VBCo. had four routes in Vallejo: BAY TERRACE, EMERALD TERRACE, VALLEJO ANNEX, and SOUTH VALLEJO. In addition there was a heavily patronized route onto Mare Island, however, in about 1937-38 an unscheduled, unregulated, and fairly casual jitney operation commenced operation between downtown Vallejo and Mare Island. The result of this competition was to force the regulated and scheduled carrier, VBCo. out of service.

Amid claims of the bus service not being profitable, it was felt by certain representatives of the Public Utilities Commission that the two major regulated carriers servicing Mare Island should not be under the same ownership. Thus the ownership of VBCo. was transferred to a partnership consisting of, among others, the erstwhile State Senator, Luther E. Gibson;

MEETING DATE

Next Meeting - Sunday, July 9

Future Meetings - Sunday, August 20

Monday, Sept. 11

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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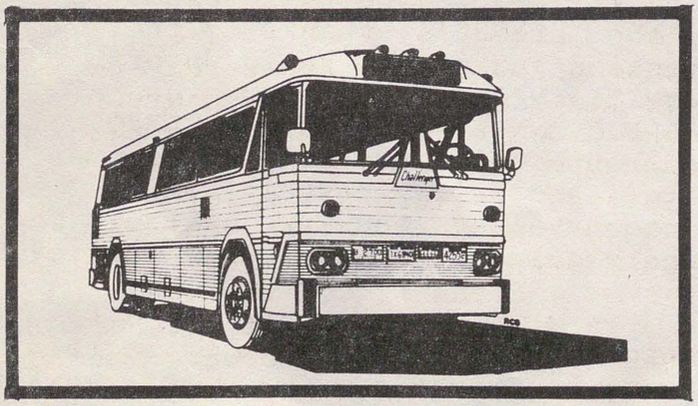
FIVE YEARS AGO IN "THE BOOSTER"

June 1967

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT Directors ordered termination of service to Carpenteria on Line 7 - SANTA BARBARA-SUMMERLAND-CARPENTERIA as Carpenteria city officials declined to subsidize the route.

WESTERN TRANSIT COMPANY assumed control of the Billings, Montana transit service with an assit from the Downtown Business Association.

COUNTY TRANSIT LINES established Saturday service on the WALNUT CREEK-CONCORD routes and two new lines, WALNUT CREEK-ALAMO-DANVILLE and WALNUT CREEK-MARTINEZ, were inaugurated.



WESTERN TRANSIT

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New Member

116 - Charles Sullivan - Boston, Mass.

CALIFORNIA (Cont'd)

this occurred in 1940.

World War II had quite an impact upon the population of Vallejo--and thus upon its transit system. In 1940 Vallejo had just over 20,000 inhabitants, but over 90,000 by 1945. During this period, the number of routes was increased to eight and annual passenger traffic approached 8,000,000.

Although passenger revenues were high at the peak of the war, income tax laws were such that purchase of new equipment was not a deductable item. Since 85% of the net operating revenues were being paid in income taxes, management had to purchase new equipment from their relatively small share. On the other hand it was felt that these peculiar problems of financing, depreciation and taxes could be better accomodated through municipal operation. And since the city was interested in providing service to its residents and desirable of obtaining an additional source of revenue, the transfer of the bus operation from the Gibson partnership to the city was effected in December of 1944. Under terms of the sale, the city was to pay $1.00 for the assets, and evenly divide the profits of the first three years operation between the city and the former owners. The full and final transfer to the city occurred in 1948.

In 1940, the city replaced the majority of its fleet with new 33 passenger model 96HT gasoline powered Reo buses, however, these coaches proved to be quite costly to maintain. As a result, in 1952 and 1953 the entire fleet was replaced by 16 model TDH-3612 GM diesels, nos. 50-66.

In the early 1950's, the city was operating the following eight routes:

BAY TERRACE	SPRINGS ROAD
CHABOT TERRACE	GEORGIA STREET
VISTA DE VALLEJO	BENICIA ROAD
GREENFIELD AVENUE	SOUTH VALLEJO

As losses began to mount-up, the BAY TERRACE route was dropped, as it was also served by a private jitney service which had started in the area in competition with the city. The BENICIA ROAD route was also abandoned, since it was also served by the BENICIA-VALLEJO STAGE LINE.

In 1956 the City of Vallejo reached a financial crisis. It was determined that the transit system was a major drain on the city treasury. Proposals were thus requested from persons interested in operating the city bus system. It was at this time that VALLEJO TRANSIT LINES was formed. In order to attract operating personnel, two business organizations were formed: VALLEJO CITIZENS TRANSIT COMPANY, which would provide capital to acquire buses and necessary operating funds, and VALLEJO TRANSIT LINES, which would do the actual running of the buses. VCTCo was a California corporation and contracted with the City of Vallejo to operate a transit system. The incorporators of VCTCo were Vallejo business men; included among them were Luther Gibson and Victor Raugauge.

The second organization (VTL) was a copartnership, and was the operating company, contracting with VCTCo; it was made-up primarily of employees of the City of Vallejo Bus System. Operation of the transit system was

CALIFORNIA (Cont'd)

set up such that no profits would be returned to the stockholders, the primary purpose of the company being to provide a public service.

Buses were purchased from the city by BCTCo and leased to VTL at a cost covering the interest on the money borrowed to purchase them. Properties and other items, including a bus garage and major shop items were leased by the city to VCTCo for $1.00 per year, and in turn subleased to VTL for the same cost. VCTCo/VTL took over operation from the city on April 1, 1956.

Immediately, a number of economy measures were taken to reduce operating expenses. Employees were reduced from 22 to 13, the GREENFIELD and VISTA routes were combined into one route (called VISTA) by forming a loop, and a number of other routes were changed or shortened.

In November, 1962, VTL moved to its present garage location at 1046 Virginia Street. The city had found itself desirable of disposing of certain of its property, including the site of the bus garage. Fortunately, however, at the same time the city's new corporation yard was completed, and the old location and building were suitable for use by the bus company.

Early in the history of VTL it became apparent that operating profits would be very meager--in fact not suffiecient to allow for provision of a depreciation fund for replacement of equipment.

In the 1960's, various route changes were made, including service to Larwin Plaza shopping center and from the Beverly Hills district via Magazine Street to the Palisades Apartments. Extension of service to the California Meadows, vallejo Square and Country Club Crest sub-divisions was also initiated at this time, but abandoned after two months operation because of heavy losses.

The dates and amounts of VTL's fare increases are as indicated below:

Date	Adult Fare	Child Fare
8-10-57	15¢ to 20¢	- - - - -
1-1-64	20¢ to 25¢	10¢ to 15¢

Besides its regular routes, VTL was also operating special service to the Solano County Fairgrounds during the annual fair and for other events held there. Combination bus/ferry commute tickets were sold to Mare Island workers, however the effectiveness of this plan was negated when urban redevelopment affected street patterns and access to the ferry terminal.

A number of school charter trips were operated for the school district until 1958, when it began operating the service itself. As a result of the loss of this charter business, it became apparent that an excess number of buses was on hand. Therefore, in April, 1958 four buses (nos. 51, 52, 56 and 59) were sold for export to Havana Cuba.

In June, 1958 the partnership (VTL) was disolved and the former partners

CALIFORNIA (Continued)

made stockholders in the corporation (VCTCo); the system continued to do business as VALLEJO TRANSIT LINES, however.

As mentioned earlier, the operation was not sufficiently profitable to allow for an equipment replacement fund. In order to provide funds to replace bus equipment after seven years of use, a charter ammendment allowing the city to subsidize the transit system was placed before the electors in 1959 and again in 1961. The measure failed on both occasions, however, the problem of equipment replacement was solved with the passage of the Mass Transportation Act of 1964, allowing for Federal participation in the purchase of new buses. With one of the first capital grants approved in California, the city purchased seven new GM TDH-3501 coaches (nos. 30-36) in 1965. To provide a part of the city's share, VCTCo gave ownership of the six TDH-3612's and one TDH-3610 that it had on hand at that time to the city; the city was then to sell the seven old buses to provide funds for its share. When the new buses finally did arrive, ownership of them was retained by the city; the buses were leased to VTL for $1.00 per year each.

In May, 1961, by order of the State Public Utilities Commission, VTL was exempted from PUC regulation since it was determined that less than 2% of its route miles was outside the limits of the City of Vallejo. Since that time, all control over VTL operation has been by the city.

By the early 1960's the jitney service that had been operated to the Bay Terrace district (northwest section of town) developed into a bus system known as VALLEJO INTERURBAN TRANSIT COMPANY. In 1965, VITCo requested and received PUC permission to extend service to Larwin Plaza and to a trailer park near the intersection of State Highways 29 and 37. VTL also extended service to Larwin Plaza, the largest shopping center in the city, by rerouting its CHABOT route through there in 1965.

VITCo was forced out of business in the fall of 1966 when VTL, at the request of the City of Vallejo started operating a route from downtown through the Bay Terrace district to Larwin Plaza. In addition, this route was extended to serve the California Meadows, Vallejo Square and Country Club Crest housing tracts that had had service on a temporary basis previously. The operation of this route (the NORTH VALLEJO Line) was covered under a special contract calling for the city to subsidize all losses incurred. One bus was to be operated on the route; since the round trip takes 80 minutes, that is the headway operated. For equipment to operate the NORTH VALLEJO route, the city leased two of the still unsold TDH-3612's to VTL. Subsequently, a third (and the last) unsold 3612 was returned to VTL for improving the flexibility of the maintenance program. These three buses were renumbered 37-39 to be in sequence with the 3501's.

At some unknown time, presumable in the late 1960's, the name of the corporation was changed from VALLEJO CITIZENS TRANSIT COMPANY to VALLEJO TRANSIT LINES. (INC.)

The city has in recent years become more involved in the finances of VTL. In 1971, revenues were only 70% of costs; the city provided the remaining 30%. The present-day services are considered by many to be a minimum level of service. Prospects for improvement are good, thanks

CALIFORNIA (Continued)

to the approval of the gasoline sales-tax bill by the state legislature. A transit study comissioned by the City of Vallejo and the Bay Area Metropolitan Transportation Commission is now being done by De Leuw, Cather & Company, transportation planners and engineers.

(FOOTNOTE: The above history was adoped in part from Vallejo Modern Transit History by Dugald Gillies, February, 1966.)

EQUIPMENT ROSTER

Below is a roster of bus equipment that was operated in Vallejo since the early 1950's.

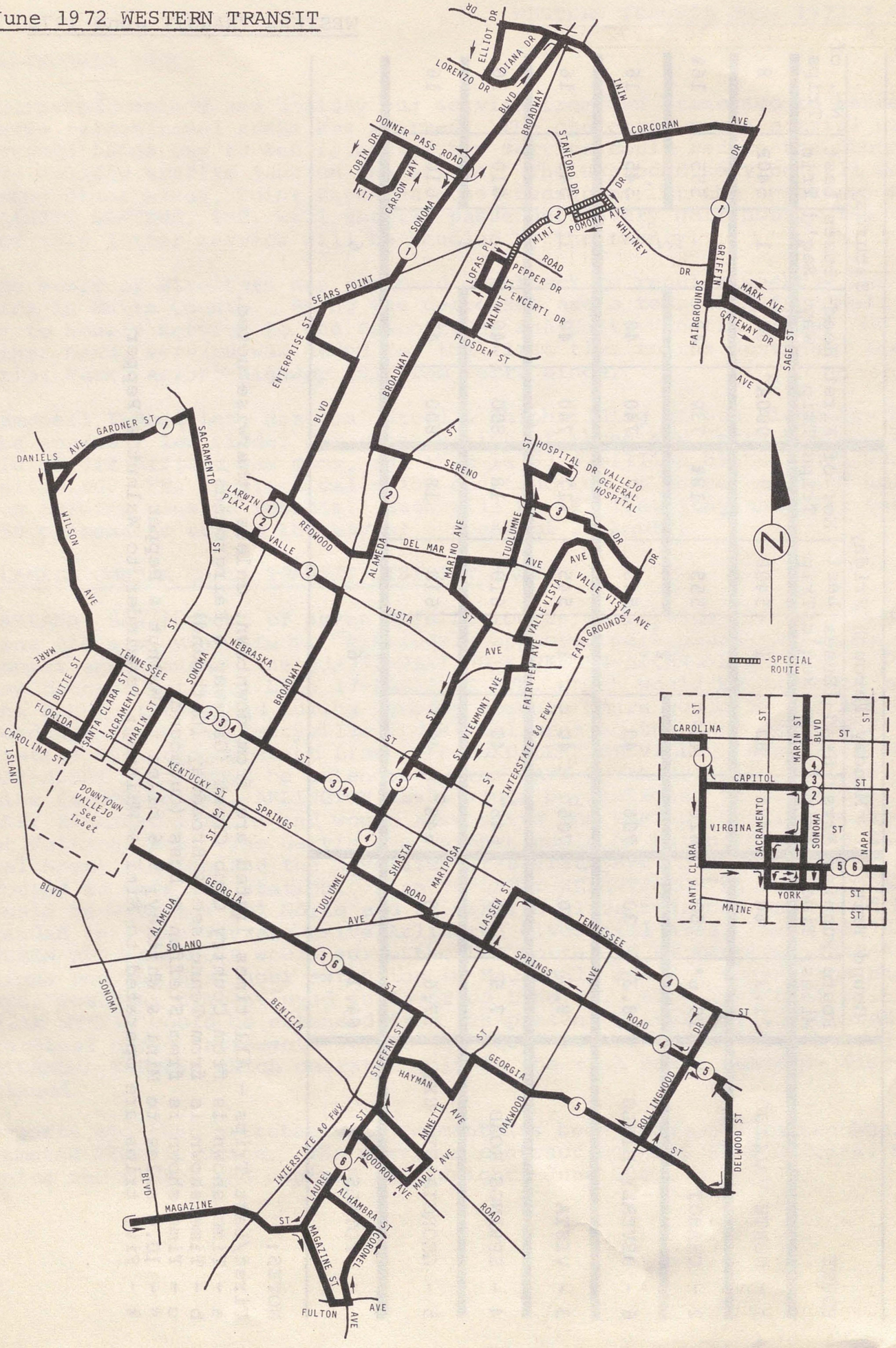
Coach Numbers	Builder	Model/Serial Numbers	Year Built	No. of Seats	Notes
30-36	GM Coach	TDH-3501/445-451	1965	35	Purchased new with Federal grant
37	GM Coach	TDH-3612/1683	1952	36	Ex-VTL 53
38	GM Coach	TDH-3612/1685	1952	36	Ex-VTL 55
39	GM Coach	TDH-3612/1680	1952	36	Ex-VTL 50
50-59	GM Coach	TDH-3612/1680-1689	1952	36	51, 52, 56 and 59 to Havana, Cuba in 1958
II-51	GM Coach	TDH-3612/1687	1952	36	Ex-VTL 57
II-52	GM Coach	TDH-3612/1688	1952	36	Ex-VTL 58
II-56	GM Coach	TDH-3610/1541	1948	36	Ex-???
60-66	GM Coach	TDH-3612/1919-1925	1953	36	To La Cross (Wisc.) Transportation Co. Nos. 209-216(?)

* *

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: After nearly four months of operating, GGT revised its routes and schedules on April 23rd for a second time and instituted two new lines - 10-SAN FRANCISCO-MARIN CITY-MILL VALLEY-TIBURON (weekends only) and Marin route 25-CANAL-SAN RAFAEL which, like Marin route 23, now operates seven days a week. GGT now has one parlor coach, former EASTSHORE LINES 312 (WT 5/72), which has been assigned to Line 62-SAN FRANCISCO-STINSON BEACH-BOLINAS. With the exception of an additional trip Southbound on line 72 from Santa Rosa to San Francisco on Saturday morning, GGT Saturday and Sunday service is identical. With regard to GGT route numbering, the even numbered routes go into San Francisco while the odd numbered routes operate only in Marin. The first digit indicates the general area of termination for the San Francisco routes or of operation of the local lines on the following basis: 1-9Tiburon, Mill Valley, Marin City; 20-29 Corte Madera, San Anselmo, Manor, San Rafael; 30-39 Terra Linda; 50-59 Novato; 60-69 Coast Side (Inverness and Bolinas; 70-79 Petaluma and Santa Rosa.

June 1972 WESTERN TRANSIT



VALLEJO TRANSIT LINES -- SERVICE TABLE, EFFECTIVE APRIL 5, 1971

ROUTE	Round Trip		Monday Through Friday					Saturday				
	Route Miles	Running Time	First Trip	Head-way	Buses Req'd	Last Trip	No. of Trips	First Trip	Head-way	Buses Req'd	Last Trip	No. of Trips
1 - NORTH VALLEJO	21.3	80	740A[a]	80	1	540P	9	900A[a]	80	1	540P	8
2 - CHABOT	10.6*	50	620	40	2	555	18%	730	40	2	555	16%
6 - BEVERLY HILLS	8.3	30	700	40		545	17	740	40		545	16
3 - VISTA	8.7	40	705[b]	40	1	545	17	740	40	1	545	16
4 - SPRINGS ROAD	7.6	40	645[b]	40	2	610	18	800	40	2	610	16
5 - GEORGIA ST. EXT.	7.6	40	648[c]	40		610	18	800	40		610	16
TOTALS	64.1				6					6		

NOTES:

First/Last Trips - All times listed are from downtown, unless otherwise noted.
a - Time shown is from Country Club Crest (Gateway & Fairgrounds)
b - Time shown is from Tennessee & Broadway (outbound)
c - Time shown is from Steffan & Buss (outbound)
* - 10.6 miles to Mini & Whitney; 9.6 miles to Walnut & Pepper
% - Five trips are operated to Mini & Whitney; remainder to Walnut & Pepper

1972

CALIFORNIA (GGT)

Increased weekend and holiday bus service from San Francisco to western Marin recreational areas has started. The operation is on a trial basis through Labor Day to see if better bus service could reduce the Sunday and holiday traffic jams on the bridge. The expanded service will serve, among other areas, Point Reyes National Seashore. At the seashore, MARIN TRANSIT SYSTEMS, INC. will shuttle passengers every half hour. The costs for this latter service will be handled by the county.

The board of directors has approved a cutback in regular weekday bus service in Marin County. Among the decreases are a reduction from half hourly to hourly service to the Peacock Gap and Santa Venetia areas. On the other hand, service was added for the first time to the Northgate Industrial Park, across highway 101 from Terra Linda.

Campbell Industries, National Steel & Shipbuilding of San Diego has been the apparent low bidder for construction of three new ferry boats - a bid of $12 million was made, and that is $3.4 million higher than was estimated. The contract calls for construction of three aluminum hull, gas turbine powered vessels. Each will be 165 feet long and will carry 750 passengers across the bay at a speed of 25 knots.

ALAMEDA CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Realignment of seven more AC routes to service the BART Richmond line are now under study. Previously approved were plans to revise 18 routes and abandon Line 33/37R-OAKLAND-BERKELEY-RICHMOND EXPRESS. The new changes include: Line 17-ALCATRAZ AVE. which would be extended to the Ashby station and during weekday commute hours would be further extended through the Emeryville industrial area to the BART MacArthur station replacing present Line 14-BROOKDALE-EMERYVILLE. Line 65-DWIGHT WAY-ASHBY AVE. would be extended to the BART North Berkeley station. Line 68-GARVIN AVE.-ARLINGTON BLVD. would be realigned to serve the BART Richmond station and would also serve the BART El Cerrito station at Fairmont Ave. The Garvin Ave. branch would be extended to the BART Del Norte station and the Navellier St-Barrett Ave. branch would be rerouted to pass the station. Line 70-LEROY HEIGHTS-CONTRA COSTA COLLEGE would service the Del Norte and El Cerrito plaza stations and would be extended into the Terrace Drive/Arlington Blvd. hill area. Line 78-78A-RHEEM AVE.-RICHMOND would serve the Del Norte and El Cerrito plaza stations and the peak hour extension to MacDonald and San Pablo from Rheem Ave. would be discontinued in favor of Line 70. Line 88-MARKET ST.-12th STREET would be extended from its present University and Sacramento terminal along Sacramento St. to the North Berkeley station. Line 31-RICHMOND EXPRESS which operates only in the rush hours would be discontinued.

Reports are that a tentative agreement has been reached with the Amalgamated Transit Union. The previous contract covered 1475 drivers, mechanics and clerks and expired at midnight, June 30th.

CALIFORNIA (Cont'd)

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: On June 9 AMERICAN BUS LINES, INC. instituted a new SAN DIEGO -SAN BERNADINO round trip via Santa Ana and Riverside connecting in both directions with Las Vegas and Phoenix schedules. A second round trip was added to the LOS ANGELES-COVE FORT-DENVER service via Interstate 70. A summer only round trip was added to CONTINENTAL WESTERN LINES' LOS ANGELES -SAN FRANCISCO route on June 15th. This is an overnight schedule in both directions using the new Interstate 5 routing.

AIRPORT COMMUTER (AC)

PASADENA: AC, a division of John Thompson Enterprises, Inc. is California's newest airport operator. Beginning June 5th, AC provides eleven daily trips, two daily except Sunday and two Friday/Sunday only trips between Hollywood-Burbank Airport and three terminals in Pasadena - Huntington-Sheraton Hotel, Hilton Hotel, and the Vagabond Hotel. Nine seat 1972 Volkswagen buses are used. Vehicles are painted white and dark red divided at the belt rail. The fare is $2.00 for adults and $1.00 for children. Stops in Glendale and Arcadia are also being considered.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD Directors have approved an 8 year, $43 million transit plan which includes eventual merging of SOUTH COAST TRANSIT CORP. and SANTA ANA TRANSIT CORP. into the system. In the first year OCTD will purchase 25 new 45 seat buses and lease an additional 20 buses. 16 of the 25 new coaches are due to arrive next February. Five of the leased buses will be used on a Dial-A-Bus service in north Orange County with the other buses upgrading the present SCTC routes and also instituting new routes in western Orange County. 63 more buses will be bought in 1973-74 with 99 more buses over the following six years. OCTD"s capital program ($18.7 million for buses, maintenance and administrative expenses and $25.4 million for operating costs, both through 1980) will be sent to SCAG for necessary approval prior to receiving federal funds. Two thirds federal funding is expected for capital expenditures with additional money to be derived from the gas sales tax monies and property tax revenues. Six staff members have been hired by OCTD. Named as Bus Operations Manager was Frank King, formerly of the SAN BERNADINO MUNICIPAL TRANSIT SYSTEM. Mr. King has made an impressive showing in his 11 years at SBMTS accidents have gone down 72%, maintenance costs were lowered, Ride & Shop program went up 164% and SBMTS won several maintenance efficiency awards.

* *

C O L O R A D O

DENVER METRO TRANSIT (DMT)

DENVER: Several service improvements have taken place effective Sunday, June 11. The first is the use of an exclusive bus lane on the 16th Street viaduct. By using the exclusive lane on the viaduct, lines 6, 8, 13, and 28 will avoid the 15th Street viaduct, a main downtown artery that often is clogged with traffic during rush hours. Other improvements include new express services from Centennial Acres, Happy Canyon, Buckingham Square, and the University Park area; a second express service from the North Park Shopping Center at 64th Ave. and Wadsworth Blvd.; and a new express route from Lakewood to Green Mountain via W. 6th Ave. and extension of route 75 EXPRESS to St. Judes Church which provides a park-and-ride location. "Downtown Area Runabout" (DART) service started Monday, June 12th linking the central business district with Larimer Square and the Capitol Building using six air conditioned Twin Coaches built by Highway Products.

W A S H I N G T O N

SPOKANE CITY LINES (SCL)

SPOKANE: The City Transit Commission has approved a capital improvement timetable which calls for the city to take delivery of 30 new buses by March of next year. The program will be financed with a grant of $2.6 million from DOT and $1.3 million from the city's share of the state automobile excise tax and the local 73¢ a month household tax.

The timetable calls for 30 new air conditioned, nonpolluting buses by March of 1973 and 10 more by the first part of 1974. The assets of SPOKANE CITY LINES will be purchased by July 1 for about $927,000, which include land, buildings and rolling stock of 66 buses. Two satellite express terminals will be constructed in the first three year period. Finally, the program calls for construction within three years of a series of bus shelters, modernization of office and garage facilities and improvements of bus signing.

In other news, the Transit Commission has indicated that if the operating deficit continues to rise that an increase in bus fares and/or the transit tax may be necessary. The Commission also indicated that it is ready to purchase the operating rights of the EMPIRE LINES in Spokane Valley for a sum of $22,500.

O R E G O N

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (Tri Met)

PORTLAND: A DOT grant of $2.4 million has been awarded to Tri Met for the needed 2/3 of a capital improvement program totaling $3.6 million. This will buy 40 new buses, renovate 75 others, install EIP kits on 33 existing buses, install new headsigns in some buses, and purchase bus shelters.

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				
Orange Belt Stages	150	GMC	P8M4905A/173	47, RR
Aztec Bus Lines	749-750	GMC	P8M4905A/040,---	47, RR
Greyhound Lines West	2011-2029	MCI	MC7/---	47, RR
USED EQUIPMENT				
7-K Transit (Houston)	096	GMC	TDH3610/487	ex BiState 4636
	671	GMC	TDH4507/1276	ex BiState 3456
Town Tour Fun Bus Co.	701, II 705	GMC	TDH4517/384,388	ex LBPTCo 4501 4505
California Bus Lines	16	GMC	TDM4515/270	renumb frm 22
Crew Transit Inc.	C108	GMC	TDH4801/002	ex SCRTD 2901
Douglas Bus Lines	78	GMC	PD4104/349	ex Knckbkr 218
Assoc. Charter Bus	5174D	GMC	PD4106/1887	ex LVTR 128
	5175D	GMC	PD4106/1888	ex LVTR 129
Leisure Sghtsng	221	GMC	PD4106/097	all ex Golden
	222	GMC	" 112	State Charter
	223	GMC	" 2761	Lines
	224	GMC	" 2762	
	225	GMC	" 480	
Las Vegas Travel	4306	GMC	PD4501/041	ex GLW 8166
Mark IV Charter Lns	405	B&C	01SE/6373	ex CBS 11721
Orange Coast Sghtsng	6601-2	Flx	223-DD1-D2/10716,17	ex ASI
	6701-2	Flx	223-DD1-D2/10737,59	ex ASI
DISPOSITIONS				
Las Vegas Transit Sys	148	GMC	TD3609/210	to pvt party
	201	GMC	TD4507/154	Henderson used car
AC Transit	1873	GMC	TDH4507/2746	to pvt party
Greyhound Lines West	1203, 1242	GMC	PD4501/372,---	to pvt parties
	9342, 9587	GMC	PD4103/532,529	Velvet Knights Drum & Bugle Corps
American Bus Lines	25901	Kassb	GE/27774	to pvt party in Houston