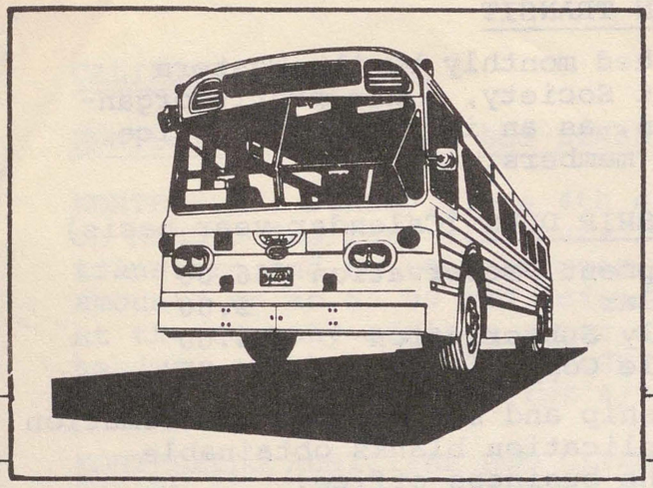


Western Transit

Monthly Publication of The Western Transit Society

Vol. 10 No. 7 July 1972

C A L I F O R N I A

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Trolley coaches will replace Muni's controversial diesel buses in September, though the wires are up and ready to go for the conversions back to electric propulsion equipment on lines 1 - CALIFORNIA, 3 - JACKSON, and 4 - SUTTER. Muni's next driver sign-up will take effect at that time (when school resumes) so Muni management is currently working on a new set of schedules for these lines.

A two year study of the City's new (?) diesel buses has concluded that electric power is the only answer to noise and pollution problems. The $97,686 study, financed largely by DOT, was aimed at determining the necessity of equipping the entire fleet of GMC coaches with EIP kits, at a cost of about $2257 per bus. Project manager Bill Dorias reported that the only part of the kit which has any appreciable effect on pollution is the Low Sac Needle (LSN) injector, and all of the buses have come equipped with them.

When Muni received it's 8th fleet of coaches (3190-3389) it actually received an extra bus - namely 3112 (II). The original 3112 was sold back to GM Engineering for noise and pollution studies. The original 3112, T8H5305/183, is now back and sporting an EIP kit and other internal improvements. It has been renumbered 3390.

A new federal grant of $9 million to aid the Muni Railway has been reported by Congressman William S. Mailliard. This raises the two thirds needed for the program of new shops, storage facilities, tracks, and refurbishing and expanding the cable car service. The $9 million grant will include $5.4 million for rail and car storage and service facilities at Ocean and San Jose Avenues, and $3.3 million for new motor coach servicing facilities at 22nd and Indiana Streets. Two thirds federal financing had been assured earlier for the proposed $51.5 million purchase of new subway-surface rail cars.

The 17th Street streetcar detour is currently slated for a premier sometime this Fall. However, with the cement truck drivers now on strike, the start of this detour for 3 lines may be delayed.

MEETING DATE

Next Meeting - Sunday, August 20

Future Meeting - 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, Calif.
7:30PM

TRANSPORTATION: SCRTD lines 4 & 89

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FIVE YEARS AGO IN "THE BOOSTER"

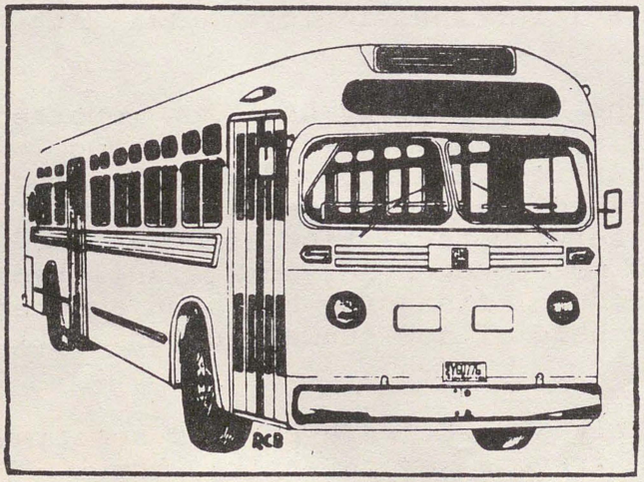
July 1967

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT adopts fare hike from 25¢ to 30¢ except for line 100 CENTURY BLVD. which was protected by a demonstration project.

SAN DIEGO TRANSIT CORP. took over SAN DIEGO TRANSIT SYSTEM July 1. Improved service, reduced fares and 100 new buses were promised.

CALIFORNIA LEGISLATURE. The Assembly passed a bill to exempt urban bus systems in the state from paying state diesel fuel taxes.

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WESTERN TRANSIT

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CALIFORNIA (C
MONTEBELLO

Western
profit organ-
service

CALIFORNIA (Cont'd)

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: Sunday, June 4th saw the beginning of the Exact Fare system on MMBL. The fare structure is very easy - 25¢ system wide with free transfers and no zone charges. Refund coupons will be issued for amounts up to $5.00 and refunds will be made either by mail or in person at the company offices after a five day waiting period. The Saturday headway on the new NORTHRIDGE line is 45 minutely rather than hourly as previously reported (WT 4/72).

MONTEBELLO MUNICIPAL BUS LINES is operated as a department of the City of Montebello. Municipal operation was originally established in October, 1922 and after six years, because of continuing deficits, the line was sold to MOTOR TRANSIT LINES, a joint GREYHOUND-PACIFIC ELECTRIC operation, which agreed to maintain prescribed levels of service along Whittier Blvd. A few years later (July, 1931) when MTL reduced service below the prescribed level, the city again stepped in. The WHITTIER BLVD. line originally ran to the end of LOS ANGELES RAILWAY Line "R" at Whittier and Brannick, but was extended westward to Indiana Street sometime after 1950 when LOS ANGELES TRANSIT LINES established a fare zone limit at Indiana. The other MMBL lines were added to the system as follows: GREENWOOD began in the fall of 1943, BRADSHAWE in June 1948, BEVERLY started in April 1961, PARAMOUNT in September 1970, GARFIELD in June 1971, and NORTHRIDGE on September 12, 1971.

As indicated above, the system wide fare is 25¢ with free transfers. MMBL is on the Exact Fare system.

Schedules are designed, as much as is practical, to provide for "line ups" at major interchange points, notably, Montebello Mart, Beverly and Bradshawe, and Whittier and Keenan.

All new look coaches are painted light blue except for those areas of aluminum, and the 3501's are painted light blue over dark blue divided at the belt rail.

ROSTER OF EQUIPMENT

23-26	GMC	TDH3501/113-116	1964	35 seats	
41-45	GMC	TDH4517/378-382	1960	45 seats	
46	GMC	TDH4517/1074	1961	45 seats	
47	GMC	TDH5303/479	1963	53 seats	
48-49	GMC	TDH4519/1827-1828	1967	45 seats	AC, FM Radio
50-57	GMC	T6H4521A/452-459	1969	45 seats	AC, FM Radio
58-59	GMC	T6H4521A/460-461	1969	45 seats	AC, FM Radio Super V Trans

Note: Reportedly two T6H5307A's are on order from General Motors.

SERVICE TABLE

	Equipment	Monday - Friday Base	Req	Peak	Req	Saturday Base	Req	Sunday Base	Req
WHITTIER BOULEVARD	4517,19,21	13	5	11	6	16	4	20	3
BEVERLY/GREENWOOD	4519,21	30	4	30	4	30	4	60	2
BRADSHAWE/GARFIELD	4517,21	15/30	4	15/30	4	30/60	2	60(B)	2
SUNRAY/NORWALK BLVD	3501	30/60	1	30/60	1	30/60	1	60	(A)
PARAMOUNT	3501	60	1	60	1	60	1	--	-
NORTHRIDGE	4517	45	1	45	1	45	1	--	-
			16		17		13		7

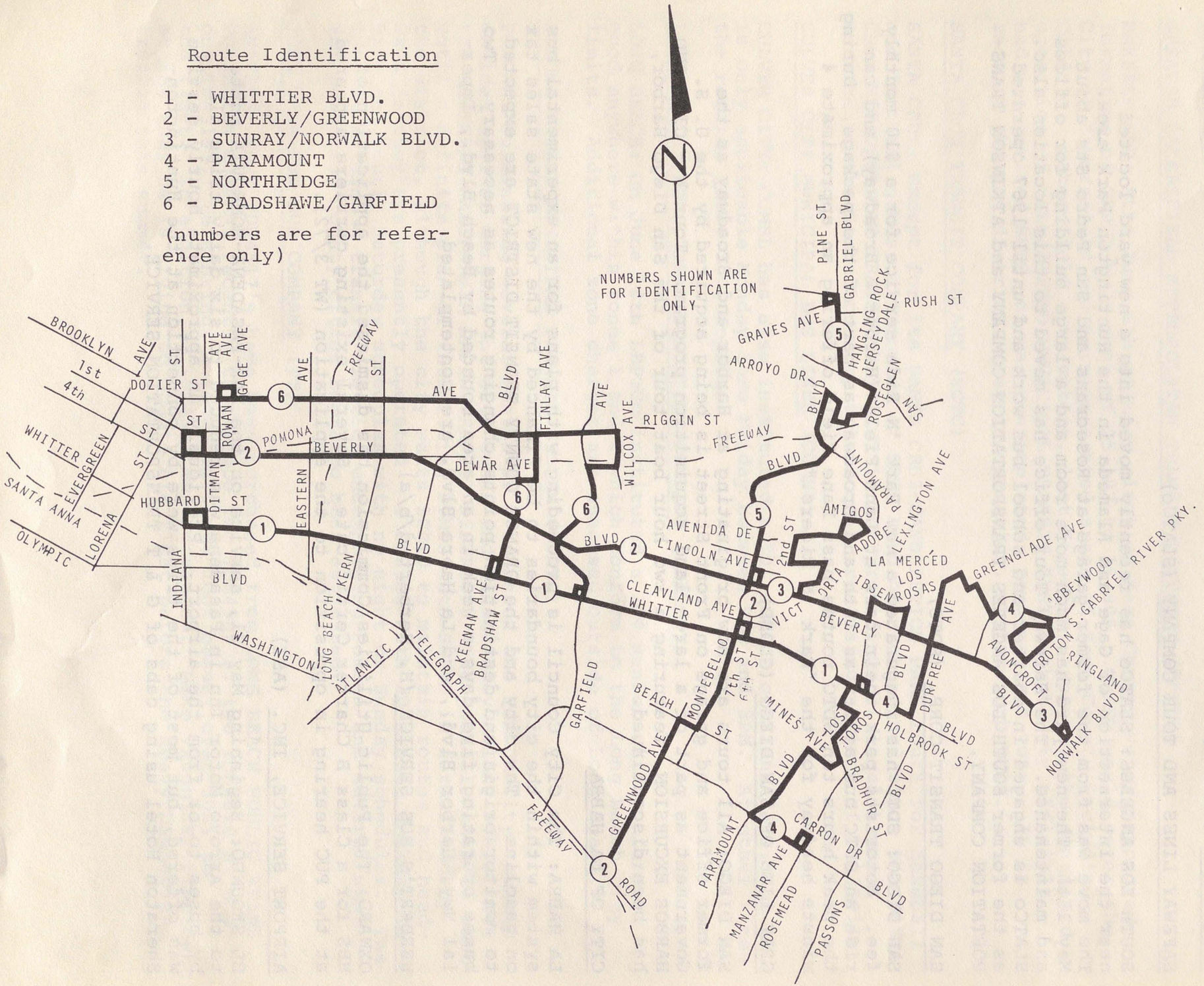
A - Partial service on Norwalk Blvd. branch as far as Rosemead provided by BEVERLY/GREENWOOD route

B - Bus on Garfield branch connects with Bradshawe branch at Brooklyn and Atlantic

Route Identification

1 - WHITTIER BLVD.
2 - BEVERLY/GREENWOOD
3 - SUNRAY/NORWALK BLVD.
4 - PARAMOUNT
5 - NORTHRIDGE
6 - BRADSHAWE/GARFIELD

(numbers are for reference only)



CALIFORNIA (Cont'd)

SAFEWAY LINES AND TOUR COMPANY (SLATCo)

SOUTH LOS ANGELES: SLATCo has recently moved into a new yard located near the intersection of Gage and Alameda in the Huntington Park area. The move was from the former garage at Rosecrans and San Pedro Sts about May 15th The new yard has much more room and a large building for offices and maintenance. The Safeway Tour office has moved to this location also. SLATCo is engaged in charter and school bus work and until 1967 operated as the former SOUTH LOS ANGELES TRANSPORTATION COMPANY and ATKINSON TRANSPORTATION COMPANY.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: SDTC has inagurated a new Park 'N Ride service for a $10 monthly fee. Motorists park their cars at Lane Field (Harbor & Broadway) and can ride an SDTC bus as far as 16th and Broadway as part of the package. During the peak hours ten SDTC routes pass Lane Field offering an approximate 4 minute headway for the "Park 'N Riders."

GRAY LINE OF SAN DIEGO (GLOSD)

SAN DIEGO: All tours are now originating at Harbor and Broadway as the former office and garage on Front Street is being acquired by the U. S. Government as part of a large land acquisition program. Tour H - CITY AND HARBOR EXCURSION, featuring a two hour boat tour of the San Diego Harbor, has been discontinued.

CITY OF LA HABRA

LA HABRA: The City Council is proceeding with plans for an experimental bus system within the city boundaries to be financed by the new state sales tax on gasoline. The city and the ORANGE COUNTY TRANSIT DISTRICT are expected to monitor origin and destination points changing routes as necessary. Two buses operating five days a week in an area bounded by Beach Blvd., Imperial Hwy, Harbor Blvd., and La Habra Blvd. are contemplated.

HERBERT'S BUS SERVICE (H. Herbert d/b/a)

OXNARD: The Public Utilities Commission has dismissed the application of HBS for a Class B Charter Certificate. Several existing carriers appeared at the PUC hearing in opposition to the application (WT 3/72).

AIRPORT SERVICE, INC. (ASI)

EL SEGUNDO: Beginning May 21, service on the LAX-PASADENA-MONROVIA route to the Arroyo Motor Inn in Pasadena was reduced to six daily trips all by buses to or from the airport. Previously an approximate hourly service was offered, but most of the trips were by connection at the Huntington-Sheraton Hotel using cabs of G & T TRANSPORTATION SERVICE.

CALIFORNIA (Cont'd)

GREATER BAKERSFIELD METROPOLITAN TRANSIT DISTRICT (GBMTD)

BAKERSFIELD: Athe June 6th primary election Kern County voters approved formation of GBMTD by a vote of 35,103 to 15,805. GBMTD would cover the City of Bakersfield and unincorporated areas of Kern County including Oildale. Bakersfield city voters, last November, approved the continued operation of BAKERSFIELD MUNICIPAL TRANSIT SYSTEM, but City officials had not revised BMTS, as was contemplated, pending this vote. It is assumed the new district, when in operation, will absorb BMTS.

SANTA CRUZ TRANSIT COMPANY (SCTC)

SANTA CRUZ: Except for its SANTA CRUZ-CANDLESTICK PARK route for baseball and football games, all routes of SCTC have been abandoned since the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT is now providing all local transit service in the Santa Cruz-Capitola-Soquel area using a fleet of TDH3301's.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: CCMBL has also instituted a 10¢ senior citizens fare, but it is only applicable Monday thru Friday between 9AM and 3PM. At other times the regular fare, 30¢, applies.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: On June 18th LBPTCo instituted a 10¢ senior citizen fare good anywhere within zones 1 and 2 which conform to the Long Beach city limits. Additional zone charges are assessed outside of Long Beach.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM (PVMTS)

POMONA: Culminating several months of discussion the Pomona City Council decided against merging the city owned and financially ailing PVMTS into the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. The council wants to wait until a definite plan of integrating PVMTS into SCRTD is formulated by the district, although the city wants SCRTD to maintain routes and headways as they are presently operated - 4 routes with 30 minute weekday service and hourly Saturday schedules with no night or Sunday schedules. The idea of forming a transit district encompassing Pomona and several west San Bernadino County cities has also been suggested.

TOWN TOUR FUN BUS COMPANY (TT)

ANAHEIM: Four TDH4517's have been purchased from LONG BEACH PUBLIC TRANSPORTATION COMPANY recently to replace two TDH4509's, two TDH3610's, and one TDH5103. This brings a total of 5 new look buses, over 50%, to the fleet. In addition, a TDM4507 was purchased. Mike Valen, TT President, states that he is trying to update his fleet before the heavy Disneyland traffic this summer.

CALIFORNIA (TOWN TOUR)

A new route was recently inaugurated, DISNEYLAND HOTEL-ANAHEIM-CITY CENTRE, which operates Monday, Tuesday, Thursday, and Friday leaving the Disneyland Hotel at 10:00AM and every 45 minutes through 4:00PM. Fare is 35¢ with 25¢ for children. The exact route is as follows: from the Disneyland Hotel via West Street, Katella Ave., Harbor Blvd., Wilken Way, Haster St., Orangewood Ave., Manchester Ave., Chapman Ave and City Centre roadway to the terminal returning via Chapman, Manchester, Orangewood, Haster, Wilken Way, Harbor, Freedman Way serving the Grand Hotel, Harbor Blvd., Manchester serving Howard Johnson's, Harbor Blvd., Ball Road and West Street to the Disneyland Hotel.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The off-peak senior citizens base fare was reduced from 20¢ to 10¢ and its use extended to all day Saturday. The $9 senior citizens monthly pass has been retained.

212 new buses will be purchased under a program previously announced. Included are 100 wide forty foot 47 seat buses for use on the Busway, 77-51 passenger transit buses, and 35-45 seat narrow transit buses. An additional seven 45 seat buses will be purchased to replace the 4200's transferred to Eastern Cities lines. The latter group is separated from the rest because they will come under a different grant. These new buses, as well as the ones currently being repainted, will have large fleet numbers painted on the roof to permit idenfification from the air.

The six month temporary sales tax imposed in 1970 was accompanied by demands for service to the Newhall-Saugus-Valencia area. Service has been established on a six month experimental basis starting July 10th. The new lines are 182-VALENCIA-NEWHALL-SAUGUS-FRIENDLY VALLEY, which is the 46¢ 80 minutely Monday-Saturday service. Line 183-VALENCIA is the loop line operating Monday-Friday only.

American International Bus Exchange purchased all of the 44 buses recently offered for sale including 25-6500's, 13 6900's, and the 6 ex LA RAMBLA BUS LINES buses.

The labor agreement between RTD and the United Transportation Union representing the operators, expired on May 31. A fact finding commission has been appointed by the Govenor. UTU is demanding a new hourly wage of $5.50, the present wage being $4.41.

Equipment repainted since our last report includes: 2101, 2114, 2128, 2137, 2153, 2155, 2176, 2177, and 5192.

C O L O R A D O

DENVER METRO TRANSIT (DMT)

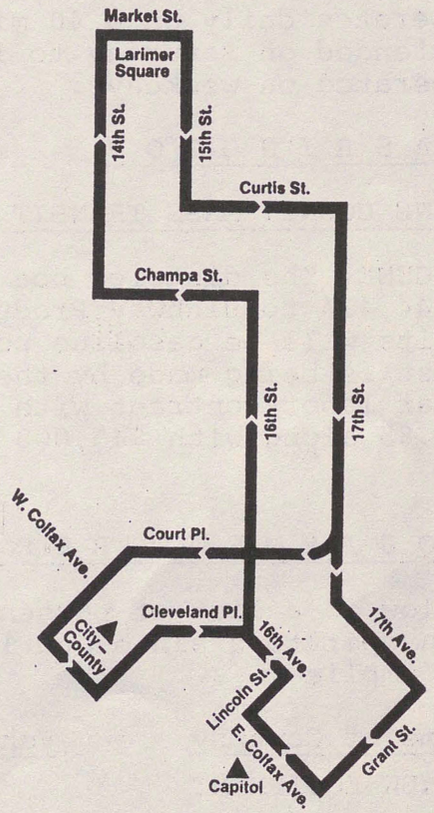
DENVER: Thirty seven new buses have been added to the DENVER METRO fleet. Coaches 201-226 are 47 passenger Flxibles model 111-CC-D06-1. Five are 47 passenger express coaches from General Motors and are reported to be model T8H5308A. Apparently "H" now stands for Hand Shift. Fleet numbers

COLORADO (DENVER METRO)

Fleet numbers are 1-5. Also included are six 25 passenger TC25 Twin Coaches for the downtown area runabout transit (DART) service. These are numbered .01-.06, and are propane powered while the larger units sport V-8 diesel engines with EIP kits.

At the right is a map showing the route of DENVER METRO's new 10¢ DART line. Coaches depart from Larimer Square and Zeckendorf Plaza every six minutes and from City Hall and the State Capitol building every twelve minutes. Service operates from 9:00AM to 4:30PM.

Denver Metro Transit



N E V A D A

GRAY LINE SCENIC TOURS, INC. (GLSTR)

RENO: Because of runway repairs at the Reno International Airport, GLSTR reallocated its equipment in order to provide for transportation requirements. Two MC7's and one MC5, normally based at San Francisco, have been reassigned to Reno to supplement the Reno fleet. Air travelers to and from the Stead Air Force Base will be transported from a temporary downtown terminal located on Mill Street adjacent to the Holiday Hotel. Hourly on the half hour service during daylight hours will be provided at a $2.00 fare during the time period that the flights to and from the Stead-Reno Airport are diverted to the Air Force Base.

O R E G O N

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (Tri Met)

PORTLAND: There has been an enthusiastic response by the riders and the drivers to the $1.00 Sunday-Holiday passes which are good anywhere on the system. The peak has been 215 passes on June 4th.

Tri Met has instituted several shcedule adjustments. 82nd AVENUE weekday headway was reduced to 30 minutely from 20 minutely, Sunday hourly service remaining. HOLGATE-33rd AVENUE and POWELL BLVD. had the weekday headway improved to 20 minutely and has had evening service added. ZOO-OMSI now operates daily on a 40 minute headway. The CAPITOL HILL route will be extended on Saturday to include the Arnold Street loop, the same route as operated on weekdays.

W A S H I N G T O N

LANE COUNTY MASS TRANSIT DISTRICT (LCMTD)

EUGENE: The district board of directors has approved a contract of $544,434 to Highway Products Twin Coach for twenty two model TC31. These units will be gasoline powered and non air conditioned. Two Thirds of the cost is being made by the government. The board has also approved a one year labor contract with ATU for wages. Hourly pay will go from $3.65 to $3.85 along with $45,000 worth of fringe benefits.

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 Comapny	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW EQUIPMENT				
Denver Metro Transit	201-226	Flx	111-CC-D061/ 56145-56170	47 seats
" " "	1-5	GMC	T8H5308A/041-045	Stick Shift!!!
" " "	.01-.06	Twin	TC-25/212-217	Propane
Allen Transp. Co.	703	GMC	P8M4905A/099	
Eastshore Lines	332	GMC	P8M4905A/206	
USED EQUIPMENT				
Town Tour Fun Bus Co.	II4503	GMC	TDH4517/1362	ex LBPTCo 4512
	4504	GMC	TDH4517/----	ex LBPTCo ----
Cal Coast Charter	T501	GMC	TDH4801/055	ex SCRTD 2954
Pacific Scenic Lines	5305,5308	GMC	TDH5301/182,185	ex CCBS
S. F. Muni Railway	3390	GMC	T8H5305/183	ex GMC Engineering
Fiestacoach	4704-4706	GMC	PD4501/---	ex GL-W
Brock Bus Lines	42	Crown	A-779-11/32734	ex Assoc A4022G