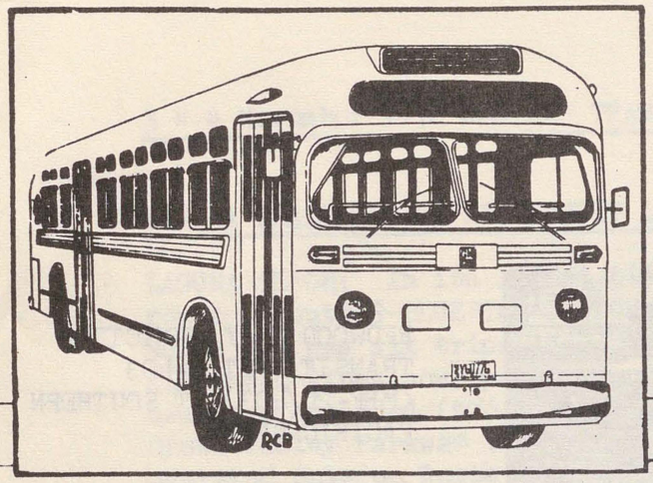


Western Transit

Monthly Publication of The Western Transit Society

Vol. 10 No. 11 November 1972

C A L I F O R N I A

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: On September 11th, a new route, Route G-RANCHO BERNARDO was started as a six-day-a-week, fourteen-hours-a-day service using nine buses in the peak, six in the base and five on Saturday. Route G begins at Kettner and Broadway and operates along Broadway, 11th Avenue (10th Avenue inbound), California Highway 163, off at Friars Road to serve Fashion Valley, back onto Highway 163 which joins U. S. Interstate Highway 15, off at Altair Avenue to serve Miramar Naval Air Station, return to the Highway, off at Mira Mesa Boulevard to Black Mountain Road to the Mira Mesa terminal where connections with Mira Mesa Shuttle Routes G1-SOUTH LOOP, G2-WEST LOOP and G3-NORTH LOOP are made, return to Interstate 15, Penasquitos Boulevard, Carmel Mountain Road (through Penasquitos Village), Interstate 15, Bernardo Center Drive, Rancho Bernardo Road, West Bernardo Drive to Westwood Recreation Center, West Bernardo Drive, Rancho Bernardo Road and Pomerado Road to Oaks North Drive. Weekdays half hourly peak and hourly base service is operated on the main line with all day half hourly Mira Mesa service. Hourly Saturday service is operated on the main line between 5:30 AM and 5:30 PM and on Mira Mesa Shuttles G1-SOUTH & WEST LOOP and G2-WEST & NORTH LOOP which routes are combined for Saturday service. In other SDTC plans are two new express routes into the South Bay and a Central Business District shuttle bus scheduled to begin about January 1st. In March two more express routes, one from La Jolla and the second from Casa De Oro-Spring Valley-Lemon Grove areas are planned and about next June a shuttle service around and through Balboa Park and yet two more express routes, from Santee via El Cajon and Lakeside-El Cajon-La Mesa are scheduled to begin operating.

ANTELOPE VALLEY BUS, INC. (AVBI) and BONANZA STAGE LINES (BSL)

LANCASTER: The application of BSL to provide city transit and intercity bus service in the Lancaster/Palmdale/Victorville area (WT 7/71) has been dismissed by the Public Utilities Commission and AVBI's petition to extend service in the area has been granted (details of this extended service are presently unknown).



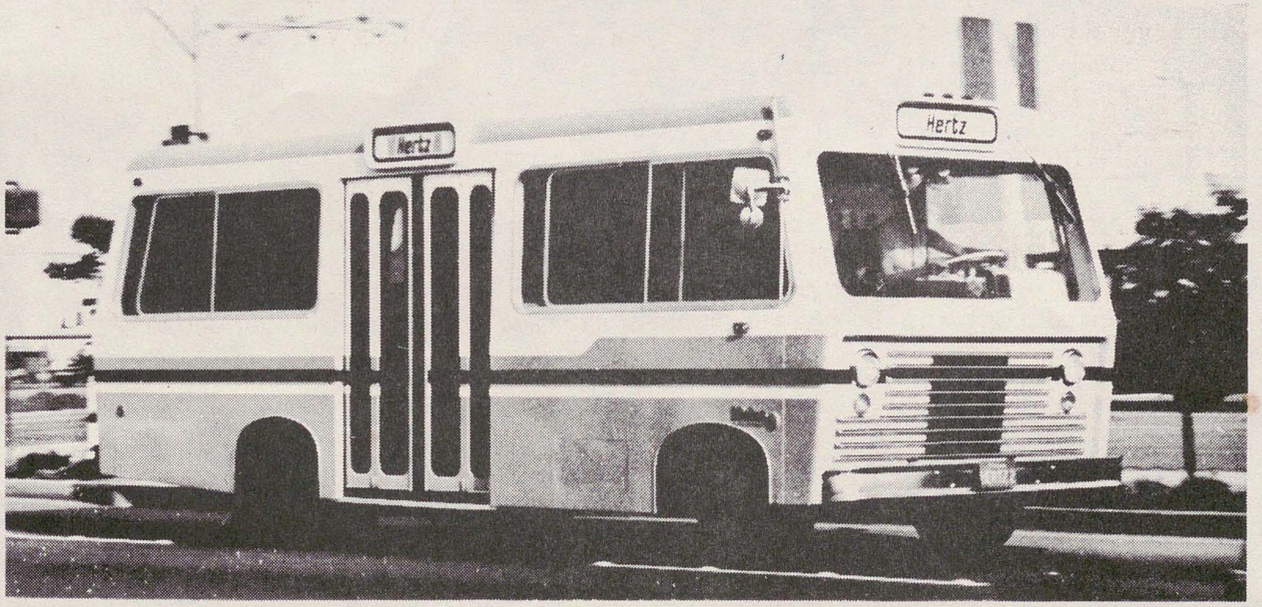
REDWOOD CITY MUNICIPAL TRANSIT SYSTEM 403 (MBF-2D/403) AT SOUTHERN PACIFIC DEPOT.

(SQUIER)



LOS ANGELES AT NIGHT - 5808 AT FIFTH AND BROADWAY SOUTHBOUND

(McDONALD)



NEW DESIGN MINIBUS-ONE OF TWO USED BY HERTZ AT LOS ANGELES INTERNATIONAL AIRPORT

(LICHTANSKI)

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: In its latest timetable dated June 18, 1972 LBMTL established a new route - Route 5-BLUEBIRD CANYON operating three round trips. Route 3-TOP OF THE WORLD now has six trips and Route 4-VIEW OF THE CANYON-LAGUNA HILLS has two trips. All three lines now operate Monday thru Friday only. Route 2-COASTAL VIEW-SOUTH has been extended (two trips weekdays only) from Monarch Bay Plaza northward along Crown Valley Parkway to Laguna Niguel Civic Center. Saturday service is now operated only on Route 1-COASTAL VIEW-NORTH and Route 2 on a rough hourly headway between 8:00 AM and 5:00 PM. No Sunday schedules are being operated. Fares have been reduced on all lines to 25 cents. Fares to and from Laguna Hills and Laguna Niguel previously were 50 cents.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: On September 11th MMBL's routes were realigned to form different thru-routings. The BEVERLY BOULEVARD line lost the GREENWOOD leg but gained the SUN RAY ESTATES and BEVERLY/NORWALK route. Weekdays a fifteen minute headway is operated between First & Ditman and Montebello Mart with hourly service to both Sun Ray and Norwalk Blvd. Saturday 20/60 service prevails. On Sunday hourly service between Ditman and Rosemead & Beverly Blvds. is operated. The new GREENWOOD/NORTHRIDGE line operates 20 minutely weekdays, half hourly Saturday, both more frequent than before, and hourly on Sunday from Montebello Mart to Telegraph Road. The GARFIELD branch of the BRADSHAWE/GARFIELD route was extended southward from Whittier Blvd. to Ferguson Drive. Weekdays the WHITTIER BOULEVARD line was increased from a 16 to a 12/13 minute headway. The PARAMOUNT line remains as before.

SIGHTSEEING SAN DIEGO, INC. (SSD)

SAN DIEGO: SSD's NIGHT CLUB TOUR and HARBOR, LAND AND WATER TOUR have been discontinued and a SAN DIEGO HISTORICAL AND SHOPPING TOUR featuring an extended visit to Old Town (where San Diego had its first settlement) has been added this year. Special night club tours are available on advance reservation for groups of six or more. SSD operates a fleet of white and blue striped Minibuses and is affiliated with THE TOWN TOUR FUN BUS COMPANY of Anaheim.

PEERLESS STAGES SYSTEM (PSS)

OAKLAND: On September 25th PSS revised schedules on its OAKLAND-SAN JOSE-SANTA CRUZ route to provide thirteen weekday, eight Saturday and eight Sunday round trips, a reduction of two trips each day. About half of these trips operate on the express route (California Highway 17-Nimitz Freeway) stopping only at Hayward between San Jose and Oakland. Weekday connecting service on the CENTERVILLE-PALO ALTO route remains as before.

GREYHOUND LINES - WEST (GL-W)

SAN FRANCISCO: GL-W was granted an 11.8 per cent increase in intrastate Californi passenger fares and express rates which became effective on October 7th and was applied to all routes except between SAN DIEGO-SAN YSIDRO (POE) and intermediate points. Round trip fares are now 190 per cent of the one way fare and intercity fares have a fifty cent minimum while commute fares have a fifty-five cent minimum. Twenty ride commute ticket books were similarly increased. On October 29th schedules on the LOS ANGELES-LONG BEACH-SAN DIEGO LOCAL route were adjusted to provide 13 daily schedules instead of 15. At the same time schedules on the SAN FRANCISCO-VALLEJO-CALISTOGA and SAN FRANCISCO-VALLEJO-SACRAMENTO LOCAL routes were revised and eight trips eliminated. Local schedules that operated between Oakland and Vallejo now begin in San Francisco. Calistoga and Sacramento schedules will stop only at Richmond and then all stops from Vallejo north or east. These two routes will operate on rough three hourly headways providing for two less trips daily on each route.

CONSOLIDATED STREET RAILWAYS (CSR)

SANTA FE SPRINGS: CSR is now operating from a new bus yard in Santa Fe Springs near the intersection of Telegraph Road and Norwalk Boulevard. Northbound buses on Line 3-SIMI VALLEY-LOS ANGELES are again entering the Harbor Freeway on the Third Street On Ramp enroute to Simi Valley. During the late summer and fall this on ramp was closed due to freeway construction work and the buses traveled westward along Third Street, north on Beaudry Avenue, west on Second Street, north on Glendale Boulevard and along Bellevue Avenue to the Hollywood Freeway.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: A $5.5 million allocation from gasoline sales tax money has been approved for SCCTD by the Metropolitan Transportation Commission. This money, together with an expected $11 million in federal funds, will be used to take over SAN JOSE CITY LINES and its 55 buses, the San Jose suburban routes and buses from PEERLESS STAGES, INC. and the city service in Palo Alto which is operated by PENINSULA TRANSIT LINES. The district plans to replace 65 older coaches it will inherit and to eventually increase its fleet to 200 coaches and institute many new routes. Fares of 25 cents for a ride anywhere within Santa Clara County has been approved along with a ten cent fare for those between the ages of 5 and 18 and those over 65. The 5 cent Shopper Fare in Palo Alto will be eliminated. Negotiations are under way with ALAMEDA-CONTRA COSTA TRANSIT DISTRICT to operate the system beginning January 1st for the first year. Takeover of the bus operations will cost about $3 million with the remaining monies to be used for engineering and design of a fixed guideway system providing small vehicles running on tracks over a fixed route. SCCTD Chairman Peter Lewis said a test track between the San Jose Airport and the Civic Center is being considered. SCCTD was recently created by the voters of the county to takeover and improve transportation throughout Santa Clara County.

CHULA VISTA CITY LINES (CVCL)

CHULA VISTA: Last May 10th CVCL established Line C-CHULA VISTA-SOUTHWESTERN COLLEGE-BONITA running on a 90 minute headway between 6:00 AM and 5:40 PM Monday through Saturday using one bus. This route absorbed portions of the former Line B-BRENTWOOD-HALECREST. Line C begins at National Avenue and Palomar Street and travels via Palomar Street, Industrial Boulevard, L Street, Broadway, H Street, Third Avenue, L Street, Monserrat Avenue, Naples Street, Oleander Avenue, Telegraph Canyon Road, Otay Lakes Road and Bonita Road to the Bonita Post Office. Line B-HALECR ST no longer serves the Brentwood industrial area nor along L Street in North Chula Vista and now operates between Rohr Industries (peak hour) or Broadway and H (midday and night) and downtown, J Street and Halecrest on a 45 minute morning headway and hourly service midday and afternoon peak with two evening trips, all using one bus.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD, with the necessary approval of the Southern California Association Of Governments (SCAG), has applied for a $1,586,505 claim under SB 325, the state legislation authorizing a sales tax on gasoline to be used for transit purposes, and for a $10,872,762 federal government grant to be matched with $5,436,381 from local sources, SB 325 money, district property taxes and fares. Proposed expenditures include 162 new 36 seat air conditioned buses, fare boxes, bus stop signs, service vehicles, construction of a new maintenance facility and purchase of the assets and operating rights of SOUTH COAST TRANSIT CORP. Armed with favorable results from surveys district directors have authorized OCTD officials to proceed with negotiations for a proposed parking lot on Orangethorpe Avenue in Fullerton near the junction of the Riverside and Santa Ana Freeways to be used as a Park And Ride lot where commuters would leave their cars and board buses for trips into Los Angeles. Ten minute rush hour service with some midday schedules are under consideration. Both OCTD and SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT buses would use the facility.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: All city residents 65 years and older will be able to ride SBMTS buses free of charge under a program adopted by the City Council. Already under way is a program under which blind, totally disabled persons and those receiving Old Age Security payments can ride city buses free. A survey of that program has indicated that four per cent of the eligible people or 330 riders per day have taken advantage of the plan which has resulted in a revenue drop of about five per cent.

COLORADO

DENVER METRO TRANSIT (DMT)

DENVER: On September 11th DMT instituted several new routes and made changes on several existing routes. The Downtown Area Runabout (DART) line will now operate during both morning and evening rush hours instead of between 9:00 AM and 4:30 PM only. Sunday service is now offered on Line 4 between East First Avenue and Colorado Boulevard & Windsor Gardens and Buckingham Square. Night and Sunday service also operates on the east end of the line to East Iowa Avenue and South Steele Street. Line 31X-HAMPDEN-YOSEMITE EXPPESS expanded southward from Belleview and Wabash via Wabash Street, Bellewood Place, South Xenia Street, Union Avenue, Yosemite Street to East Hampden Avenue to Valley Highway and into the downtown area. A new Line 34X-WEST COLFAX AVENUE-APPLE-WOOD EXPRESS originates at West 20th Avenue and Youngfield Street in Applewood and travels via 20th Avenue, Simms Street and West Colfax Avenue where stops are made at Westland and JCRS Shopping Centers before closed door operation into downtown. Another new service, Lines 30X-WEST 44TH AVENUE-WHEAT RIDGE EXPRESS, operates from West 38th Avenue and Youngfield Street to West 44th Avenue, east to Sheridan Boulevard, south to West 29th Avenue and east to downtown Denver. DMT has filed an application for federal funds for an $8.7 million five year improvement plan. Included in plans for 1973 is purchase of 28 large capacity air conditioned buses and four more 25 seat air conditioned buses for the DART line. Listed is the current status of DMT Mack C47DT coaches 125-148: 125, 126, 130, 131, 136, 139, 143, 146 and 147 sold to PUEBLO TRANSIT COMPANY; 135 is out of service due to accident with no repair work contemplated; 145 sold to ENGLEWOOD-LITTLETON-FORT LOGAN BUS LINE several years back; 141 became a jail bus for the County Sheriffs Office and 127, 128, 129, 132, 133, 134, 137, 138, 140, 142, 144 and 148 still on the active list, some of which are repainted in a special paint scheme and used on the MILE HIGH SHUTTLE service, a Park-N-Ride service in the downtown area. A three man commission appointed to consider the value of the former DENVER TRAMWAY CORPORATION in a condemnation lawsuit by the city has valued the system at $6,214,168, nearly $4 million under the value the company placed on itself and about $2 million more than the City of Denver had offered. The commission's findings included property, equipment including 214 buses, office furniture, materials and supplies, bus stop signs, communications equipment and pensions. The total amount is subject to final order by the Presiding Judge of Denver District Court Neil Horan.

CITY OF LONGMONT (COL)

LONGMONT: City officials have decided a three cent raise in the local cigarette tax (to five cents a pack) is the way to finance continued public transportation in the city. The proposed tax would become effective on the first of January. A year long pilot bus system utilizing two sixteen passenger air conditioned Mercedes Benz Model 0309 buses was started last February 28th through an $80,000 demonstration grant from the Regional Transportation District. "The Mini" system was established at the urging of Longmont's senior citizens, many of whom are unable to drive autos, and was the city's first public transit service.

MEETING DATES

Next meeting - Sunday, December 10

Future meeting - Sunday, January 21

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

936 South Genessee Avenue
Los Angeles, California
7:30 PM

Transportation: SCRTD Lines 4 and 89

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FIVE YEARS AGO IN "THE BOOSTER"

November 1967

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT inaugurated Line 87-LOS ANGELES-PASADENA SHOPPERS FREEWAY FLYER operating over the Pasadena Freeway midday on weekdays using two 5600s.

Plans were under way to form non profit leasing corporation to buy and lease new buses, streetcars and trolley coaches to the SAN FRANCISCO MUNICIPAL RAILWAY.

OXNARD MUNICIPAL TRANSIT LINES established a new route between Oxnard, Point Mugu, Port Hueneme and Camarillo State Hospital.

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1973 W.T.S. Membership Dues and Subscriptions are now payable - Send your remittances to the Business Office.

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WESTERN TRANSIT

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EQUIPMENT REPORT

Below is a list of passenger equipment either acquired or disposed of by Western operators since our last report. Neither completeness nor currency is implied.

Name Of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW EQUIPMENT				
Greyhound Lines-West	2060-2103	MCI	MC7/-	47,RR
Golden State Charter Lns	301G-370G	Dodge	300/Thomas	20 seat sch
S. F. Municipal Railway	890	Flyer	E700A/1271149	Trolley coach demo.-renumb. 5001
USED EQUIPMENT				
SCRTD	4055-4058	Flxible	411-GD-C2/75079-82	Ex PVMTS 61,60,62,63
	4225-4228	Flxible	111-CD-D5-1/ 53547-53550	Ex PVMTS 64-67
Crew Transit, Inc.	II C101	GMC	PD4104/341	Ex Storer 102
	C108	GMC	TDH4801/002	Ex RTD 2901
Vaca Valley Bus Lines	II 246	GMC	PD4104/3263	Ex GLW 8691
Arrow Charter Lines	II 1200, 1205	GMC	PD4104/4879,1113	Ex B&WBL 6115, Ex Arrow 248
United Transit (San Jose)	203, 208	GMC	PD4104/4529,3156	Ex GLW 7551, Ex Santa Cruz 45
Central Texas Bus Line	80	GMC	PD4106/411	Ex Kerrville V-530
Roesch Lines	II 420	GMC	PD4106/1504	Ex SSL 2115
Thompson Transportation	103-104	GMC	PD4106/973,1011	Ex GLW 7743, 7781
Napa Transit Company	222	GMC	PD4106/937	Ex GLE 5298
Antelope Valley Bus, Inc.	327	GMC	PD4106/2601	Ex OBS 148
Santa Cruz Transit Co.	51,53,55	GMC	PD4106/1449,1033, 1484	Ex GLW 7867, GLW 7803, OTC O-414
Associated Charter Bus Co.	5178D-5182D	GMC	PD4106/-,1408,1428, -,1035	Ex GLW-,7826, 7846,-,7805
Town Tour Fun Bus Co.	II 706	GMC	TDH4517/1365	ExLBPTCo 4515
West Valley Charter Lines	63	GMC	TDH4801/193	ExRTD 6527

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