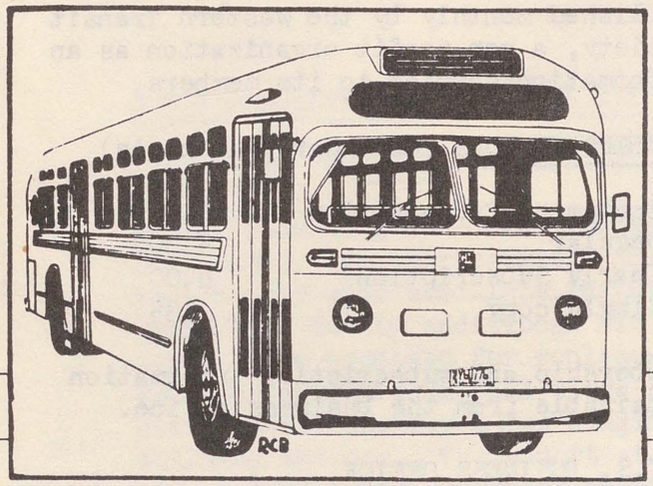


Western Transit

Monthly Publication of The Western Transit Society

Vol. 10 No. 12 December 1972

C A L I F O R N I A

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The extension of Line 200-MINI-BUS LOOP to Olvera Street and to Chinatown was effective on June 12th. The Plaza/Olvera Street extension is routed via First Street, San Pedro Street, Temple Street, Los Angeles Street and a loop via Arcadia Street, Main Street, Macy Street, Alameda Street and Los Angeles Street. In Chinatown buses loop via Hill Street, Bernard Street and Broadway.

The portion of Vernon Yards leased to PALM SPRINGS SIGHTSEEING AND CHARTER COMPANY d/b/a LEISURE SIGHTSEEING/CHARTER COMPANY was doubled in size on July 1st.

Line 36-LONG BEACH FREEWAY FLYER was extended to serve the Long Beach Navy Landing beginning July 19th. Service now loops via Queens Way, Golden Shore and Ocean Boulevard. Line 36 had served Navy Landing as early as 1961, but had been cut back in connection with other changes. Its last previous terminal was at Ocean and Magnolia Avenue. The new extension was made to serve the new terminal of HARBOR CARRIERS, INC., operator of harbor sightseeing cruises and Long Beach-Catalina service.

The Riverside route, 60F, of Line 60-LOS ANGELES-RIVERSIDE-SAN BERNARDINO-REDLANDS was rerouted in Mira Loma, effective July 30th, to serve Country Village, a large apartment complex. The new route is via Slover Avenue, Mulberry Avenue and Bain Street instead of via Etiwanda Avenue and California Highway 60. On October 29th route 60G was rerouted between Vincent Avenue and Orange/Pacific Avenue in West Covina. Westbound buses use the regular route to San Bernardino Freeway & Vincent Avenue, thence Vincent Avenue Off Ramp, Vincent Avenue, West Covina Parkway, Sunset Avenue, Cameron Avenue, Pacific Avenue to San Bernardino Freeway and regular route. Eastbound buses will travel via the San Bernardino Freeway to Orange/Pacific Off Ramp, Orange Avenue, Cameron Avenue, Sunset Avenue, West Covina Parkway, Vincent Avenue, San Bernardino Freeway and the regular route.

Line 73-VAN NESS AVENUE has been rerouted at its north end to loop via Slauson Avenue, 2nd Avenue, 54th Street, Van Ness Avenue and Slauson with a layover zone on 54th Street west of Van Ness. Previously the loop was via Slauson, 3rd Avenue, 54th Street and 2nd Avenue with layover on 2nd Avenue. The "new" loop is the same as that used from 1930 until 1948. The portion of Van Ness Avenue involved in the rerouting has recently been widened and rebuilt.

MEETING DATES

Next meeting - Sunday January 21

Future meeting - Sunday February 11

Location: 936 South Genesee Avenue
Los Angeles, California
7:30 P.M.

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

Transportation: SCRTD Lines 4 and 89

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WESTERN TRANSIT

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120 - Tom Helliwell, Redondo Beach
121 - Juane Smith, Los Angeles

* *

A turnout of fifteen people enjoyed Sunday November 12th aboard DOUGLAS BUS LINES coach 32 (TD 3602/063) as WESTERN TRANSIT SOCIETY Excursion Number 16 toured the former GLENDALE CITY LINES routes in a three hour excursion. WTS wishes to thank Marshall Gage, DOUGLAS BUS LINES President and WTS Member, for his assistance with our trip and also to thank WTS Member Mike Campbell for offering his services as operator for the day.

Next WTS Excursion - A tour of the many bus yards between Los Angeles and San Diego to be operated on Saturday February 24, 1973 - Be sure to mark your calendar.

HAPPY HOLIDAYS TO EVERY MEMBER AND SUBSCRIBER FROM WTS OFFICERS AND EDITORIAL STAFF

CALIFORNIA -- SCRTD (CONTINUED)

A public hearing was held on August 2nd on the environmental effects of the District's five year capital improvement program. The plan is, generally, the same as was announced late in 1971 (WT 10/71), but has been revised in certain respects. Twenty additional Mini-buses are now included, along with the 527 large buses proposed for replacements and additions. The original plan called for acquisition of a full block on the south side of the Central Business District for use for a bus staging area and construction of a new administration building thereon. The report at the hearing described two bus staging areas (the second being somewhere on the west side of the CBD), but did not mention the new administration building.

An additional 279 parking spaces have been secured at the Convention Center for use in the District's Park/Ride project. These spaces are located in the Park/Ride Annex, also on the west side of Sentous Street, but north of 12th Street. Rush hour passenger loads on Line 201-CONVENTION CENTER-PARK/RIDE are straining the capacity of the Minibuses used in that service. Therefore bus 2502, a GMC TDH 3714, has been rebuilt into a "Midi-Bus" for service on the line and is usually assigned to BR 51, the base run. The "Midi-Bus" sports the "Mini-Bus" paint scheme, complete with the canopy effect along blanked out standee windows. The interior has also been redone to match the Mini's goldish-yellow insofar as practical including seats, which are painted yellow or red arranged alternately, turned lengthwise. 2502 is now a 29 seater. No plans have been announced, thus far, for conversion of the remaining 2500s which are still located at Division 4 and assigned to Line 10-WEST 48TH-INGLEWOOD-PRAIRIE AVENUE.

The district is investigating the placement, on its own, of bus stop benches at certain locations. All present bus stop benches are owned by outside parties, principally advertising agencies. SCRTD is also investigating the cost of air conditioning those buses not already so equipped.

The former EASTERN CITIES TRANSIT, INC. garage, located near Ford Boulevard and Floral Drive in East Los Angeles and last known as SCRTD Division 20, has been sold for $85,750.

Effective with the September 10th Division Shake Ups former Lines 19-GLENDALE-LA CANADA and 119-PASADENA-LA CANADA were combined into a new Line 19-GLENDALE-MONTROSE-LA CANADA-PASADENA with no actual street route changes. Previously both lines terminated at Foothill Boulevard and Commonwealth Avenue in La Canada and if a passenger wanted to continue along Foothill it was necessary to change buses and pay a new fare as there were no transfer privileges. Now transfer privileges with all lines are offered. The line runs hourly during the midday Monday through Friday using three coaches with half hourly rush service between Glendale and La Canada requiring an additional coach. 5100s (GMC TDH 4801s) are assigned to the line and Saturday service remains as before - a 70 minutely headway between Glendale and La Canada using a 4000 (Flxible 35 seater).

Equipment repainted since our last listing includes: 2147, 2221, 4055, 4057, 4058 (these being former Pomona buses), 5187, 5189 and 5194. With this list the 5100 series is completed repainted with 5187 being the last of its class to get splashed.

CALIFORNIA -- SCRTD (CONTINUED)

On October 1st SCRTD assumed operation of the former POMONA VALLEY MUNICIPAL TRANSIT SYSTEM which had been operating four routes within the City of Pomona plus a weekend route to the California Institute For Men in Chino. PVMTS began operating in January 1966 after taking over the privately owned POMONA BUS LINES. PVMTS had a fleet of nineteen buses including eight New Look Flxibles which have been retained for RTD use. Although SCRTD retained the four city routes as they were except for minor alterations on the GAREY AVENUE line, three buses were added to the lines to provide layover time for operators and still maintain half hourly weekday headways. Saturday headways were reduced to 80 minutely from hourly to allow layover. All of the lines operate out of Division 9 and coaches 2218-2223 (TDH 4801s and TDH 4512s) were transferred to Division 9 for use in Pomona. Lines 195-GAREY AVENUE and 196-SOUTH SAN ANTONIO AVENUE-WEST HOLT AVENUE have been combined for operational purposes. A thirty cent (30¢) fare is charged anywhere within Pomona with transfer privileges to all other SCRTD lines. A seventy cent (70¢) fare is charged on Line 194-CHINO which runs Sundays and holidays only.

PVMTS ROSTER

Number	Make	Model/Serial	Seats	Year	Notes
21	GMC	TDH 3714/085	37	1953	Ex PBL 21
27	GMC	TGH 3102/556	31	1956	Ex PBL 27
28	GMC	TGH 3102/574	31	1956	Ex PBL 28
39	GMC	TGH 3102/527	31	1956	Ex PBL 39
40	GMC	TGH 3102/528	31	1956	Ex PBL 40
43	GMC	TGH 3102/934	31	1958	Ex PBL 43
44	GMC	TGH 3102/935	31	1958	Ex PBL 44
57	GMC	TGH 3101/717	31	1952	Ex PBL 57
59	GMC	TDH 4801/045	48	1953	Ex RTD 2944
60	Flx	411-GD-C2/75080	35	1966	To RTD 4056
61	Flx	411-GD-C2/75079	35	1966	To RTD 4055
62	Flx	411-GD-C2/75081	35	1966	To RTD 4057
63	Flx	411-GD-C2/75082	35	1966	To RTD 4058
64	Flx	111-DD-D5-1/53547	45	1968	To RTD 4225
65	Flx	111-DD-D5-1/53548	45	1968	To RTD 4226
66	Flx	111-DD-D5-1/53549	45	1968	To RTD 4227
67	Flx	111-DD-D5-1/53550	45	1968	To RTD 4228
70	GMC	TDH 4507/1320	45	1947	Ex LBPTCo 4570
72	GMC	TDH 4507/1322	45	1947	Ex LBPTCo 4572

All Flxibles are air conditioned

Bus 43 was the last bus into the PVMTS yard on Saturday September 30th and RTD buses on the first full day of operation included:

Line 192 BR 1-4055, BR 2-4227, BR 3-4056
Line 193 BR 1-4226, BR 2-4225, BR 3-4045
Line 195 BR 1-4046, BR 2-4048, BR 3-2223, BR 4-4057, BR 5-4058

4055 and 4058 were already repainted in chrome yellow and champagne gold on the first day with the other coaches to be repainted in the near future.

CALIFORNIA -- SCRTD (CONTINUED)

POMONA SERVICE TABLE

Line Name	Monday - Friday First Bus	Hdwy	Buses Req.	Last Bus	Saturdays# First Bus	Hdwy	Buses Req.	Last Bus
192-TOWNE-N. WHITE	645AM	30	3	615PM	705AM	80	1	645PM
193-E. HOLT-W. 9TH	615AM	30	3	615PM	705AM	80	1	645PM
194-CHINO	-	-	-	-	-	#	1	-
195-GAREY AVENUE	645AM	30	5	615PM	705AM	80	2	645PM
196-SAN ANT-W. HOLT	645AM	30	*	615PM	705PM	80	*	645PM

* - See Line 195 for coach requirements
\# - Line 194 has two round trips Sunday/Holidays only-Lv Pomona 945AM and 1225PM Leave CIM 1020AM and 315PM

Electrobus, manufactured by a division of the Tork-Link Corporation of Studio City was demonstrated on Line 200-MINI-BUS LOOP on November 9th and 10th. The following week it ran for AIRPORTRANSIT on the Intra Terminal Tram service at the Los Angeles International Airport and after that it was displayed for ALAMEDA-CONTRA COSTA TRANSIT DISTRICT and in San Francisco it was featured in a one day exhibit of battery run vehicles by Pacific Gas and Electric. The bus, Model 20/Serial 20-101, seats twenty, is 24' 10" long, 94" wide, 101" high with a 151" wheel base and is powered by a 36 cell, 72 volt battery. The batteries are arranged in a tray at the back end of the bus and weigh 3400 pounds and can be recharged in five minutes. The Electrobus costs $28,000 and has an expected life of 25 years. It runs 40 to 50 miles per charge and can operate up to 35 MPH.

Monday November 20th saw the inauguration of an additional route in the Newhall/Valencia region (WT 8/72) - Line 180-BOUQUET CANYON-SAUGUS-NEWHALL. Formerly Line 183-VALENCIA operated in a loop through Newhall, Saugus and Valencia alternating direction each trip and the new Line 180 and a revised Line 183 each serve a portion of the former loop with extensions into Bouquet Canyon and Seco Canyon respectively. Both routes are combined for operational purposes using two 4200s. Saturday service was instituted on these lines as well as Line 182-NEWHALL-SAUGUS-FRIENDLY VALLEY. Line 180 begins at San Fernando Road and Market Street and travels San Fernando Road, Magic Mountain Parkway, Valencia Boulevard and Bouquet Canyon Road to Wellston Road. Line 183 also starts at San Fernando and Market and travels Market Street, Newhall Avenue, Lyons Avenue, Golden State Freeway (pulling off to serve California Institute Of The Arts), Valencia Boulevard (serving the College Of The Canyons), Bouquet Canyon Road and Seco Canyon Road to Pamplico Drive.

December 3rd saw the institution of Sunday and holiday service between Panorama City and Pacoima on Line 93-LOS ANGELES-VAN NUYS-PACOIMA. Hourly service is operated between 8:45 AM and 5:45 PM by trips which formerly terminated at Van Nuys Boulevard and Sherman Way.

On the same day a new branch of Line 31 was created operating weekends only. Line 31A-EAGLE ROCK SHUTTLE operates every half hour from 9:15 AM until 5:45 PM in a one way loop beginning at Yosemite Drive and Eagle Rock Blvd. via Yosemite, Figueroa Street, Colorado Blvd and Eagle Rock Blvd. to Yosemite. A round trip takes 15 minutes. 5178 (GMC TDH 4801) was the bus assigned on the first day. All weekend service on Line 31-HOLLYWOOD-GLENDALE-PASADENA operates on Colorado Blvd.

CALIFORNIA -- SCRTD (CONTINUED)

Line 60-LOS ANGELES-RIVERSIDE-SAN BERNARDINO-REDLANDS was rerouted in Redlands effective August 27th. Service previously operated via Brookside Avenue, Citrus Avenue, Third Street and Redlands Boulevard. Street changes at the intersection of Third and Citrus complicated the turn made by eastbound coaches so the line was rerouted, in both directions, via Eureka Avenue and Redlands Boulevard.

Line 135-EL MONTE-MERCED AVENUE-COGSWELL ROAD was rerouted at its South El Monte end, also effective August 27th. The line formerly operated via Rush Street, Merced Avenue and a loop via Alesia Street, Seaman Avenue, La Madrina Avenue and Merced. This has been replaced by a large loop via Santa Anita Avenue, Fawcett Avenue, Lerma Road, Merced Avenue and Rush. In addition to avoiding accident hazards encountered on the former terminal loop (narrow residential streets) the new routing provides direct bus service to the South El Monte City Hall.

Line 308-COMPTON AVENUE was rerouted in the Willowbrook area beginning on August 27th. The line formerly operated via Compton Avenue, 123rd Street and Wilmington Avenue, but was rerouted via 120th Street and Wilmington Avenue. In addition to satisfying complaints to County Supervisor Kenneth Hahn's office about noise and vibration on 123rd Street the new route provides direct bus service to the main unit of the new Martin Luther King General Hospital.

September 11th was ground breaking day for the new $945,000 bus terminal in El Monte which will serve as the eastern terminus for the eleven mile Busway on the San Bernardino Freeway. The terminal, which is scheduled for completion next spring, is part of a $53 million project financed by federal, state and local governments, is located at Santa Anita Avenue and Ramona Boulevard and will have parking space for 700 cars. RTD estimates that 10,000 commuters will use the facility daily.

For some years RTD has operated special shuttle service in the parking lots of Santa Anita and Hollywood Park Race Tracks. Although the RTD tariff prescribes a five cent (5¢) fare for such service, the practice has been for the track to pay for the service on the basis of the number of passengers carried, no cash fares being collected. The contracts include a minimum charge per bus per day which was previously $30, but which, effective with the 1972 Oak Tree meet at Santa Anita, was increased to $35.

YOSEMITE TRANSPORTATION SYSTEM (YTS)

YOSEMITE NATIONAL PARK: YTS has filed applications with both the Public Utilities Commission and the Interstate Commerce Commission to discontinue its route between Stateline, Nevada and Tioga Pass Entrance to Yosemite National Park. The route description is - From Stateline over U. S. Highway 50 via Spooners Junction to junction U. S. Highway 395 at or near Stewart, Nev., thence over U. S. Highway 395 to Lee Vining, Calif., thence over California Highway 120 to Tioga Pass entrance to Yosemite National Park, and return over the same route - with the restriction that all passengers either originate at or be destined to Yosemite. Recently the route has been operated only between Lee Vining and Yosemite and, since most of Yosemite's visitors enter the park from either the Fresno or Merced gateways, passenger loads have been very low.

CALIFORNIA Continued

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: On October 2nd Line 85-DOWNTOWN SHOPPERS SHUTTLE was expanded to include a route to the Hall Of Justice. Every other bus carries a "HALL OF JUSTICE" dashsign and when heading east on Market Street will turn south on 5th Street, thence west on Howard Street, South on 6th Street, west on Brannan and north on 7th Street to the Hall at 7th and Bryant. Coaches will return north on 7th Street, East on Folsom Street, north on 5th, then east on Market and the regular route.

On November 20th a new line, 54-FERRY BOAT TERMINAL, began operating weekdays. Coaches leave the GOLDEN GATE TRANSIT ferry terminal on the Embarcadero north of the Ferry Building at 7:50 AM, 7:52 AM, 8:20 AM, 8:22 AM, 9:00 AM and 9:02 AM. From the Ferry buses travel north on the Embarcadero, loop under the freeway at Jackson, south on the Embarcadero, Market Street, Geary Street, Mason Street, Market Street and 4th Street to Pioneer.

The Western Flyer trolley coach demonstrator originally numbered 890 (now 5001) is Flyer Model E700A, Serial 1271149. The General Electric equipped coach is painted red, gold and white in a modified paint scheme -- white roof, yellow sides around the windows to a red stripe around the belt. The coach is red below the rub rail. The front is the reverse paint scheme of the diesels as it is red around the windshield and gold below. The bus has 51 seats - those in front are red and gold vinyl American brand and those in the back are red fibreglass, Luminator car card racks, no standee windows, two piece electric headsigns, water bumpers, low air flag, regular type operators seat (non-air type), Flxible type shift lever, DD-3 brake, drivers partition, Rose Fantacy melamine on the ceiling only, air assist push type rear doors, no dead man and foot operated directional signals. The coach began running December 3rd on Lines 1-CALIFORNIA and 3-JACKSON. $45,000 has been budgeted for a second prototype from Flyer Industries. The Flxible Company has advised it would be unable to produce a prototype because of a backlog of other orders.

On December 3rd trolley coach service was restored on Lines 1-CALIFORNIA, 3-JACKSON and 4-SUTTER, gone since November 1970 when Sutter Street was made one way. At the same time streetcars on Lines K-INGLESIDE, L-TARAVAL and M-OCEAN VIEW began traveling via Duboce, Church Street and 17th Street to the Twin Peaks Tunnel because of BARTD subway construction on Outer Market Street. Inbound on J-CHURCH no changes were made while outbound cars travel to Market and Duboce, thence along Duboce to Church and the regular route. Line N-JUDAH's route was not altered, but due to the lengthening of running times on Lines K, L and M because of the detour additional street cars were added to maintain previous headways and these cars were removed from Line N. 12 buses have been added in the rush hour providing limited stop service over the following route - inbound during AM peak periods via regular route to Carl and Cole, then via Cole, Haight, Webster, Page and Market to regular route. Limited stop area is from Carl/Cole to 10th/Market with stops at Divisadero, Fillmore and Page at Franklin. Outbound in the PM rush via regular route to Market and Haight, thence via Haight, Cole, Carl and regular route. The limited stop is the same as inbound with stops at Gough, Fillmore and Divisadero. Except in limited stop areas coaches will operate on streetcar tracks and make regular stops. Line N buses operate from Potrero Division using Kirkland GMC New Looks.

CALIFORNIA -- SFMRy (CONTINUED)

Lines 7-HAIGHT, 43-ROOSEVELT, 71-HAIGHT-NORIEGA, 72-HAIGHT-SUNSET and N-JUDAH "OWL" were restored to two way operation on Haight Street beginning December 3rd also. The route of Line 13-ELLSWORTH was revised to run from Richland and Mission via Richland, Murray, Crescent to Putnam (Farmer's Market) returning via Alemany, Ellsworth, Crescent, Andover, Richland, Leese, Crescent and Mission to Richland. Owl service was discontinued and night, Saturday, Sunday and holiday service was combined with Line 27-NOE over the following route - 29th and Noe via 29th, Missic Richland, Murray, Crescent to Putnam (Farmer's Market) returning via Crescent, Alemany, Ellsworth, Crescent, Andover, Richland, Mission, 29th, Castro, 30th and Noe to 29th Street. Weekday daytime service on Line 27 was unchanged. Line 23-CRESCENT now uses its weekday route seven days a week between 26th/Mission and Farmer's Market and is not combined with Line 27 on weekends.

In order to implement many of the December 3rd changes it was necessary to run diesels on several lines between 12:01 AM December 2nd and 5:00 AM December 3rd as follows: Line 8-CASTRO used Macks and Lines 22-FILLMORE, J-CHURCH and N-JUDAH used New Looks. The K, L, and M lines were dieselized between downtown and West Portal via Forest Hill Station. Streetcars on these lines were through routed so that cars would not be wyed at West Portal and passengers transferred there.

In other actions the Public Utilities Commission authorized negotiation of an engineering and architectural design contract leading to construction of SFMRy's $5 million motor coach service center to be located at 22nd and Indiana Streets. A two-thirds federal grant for design and construction of the facility is anticipated. The facility should be completed about March 1975 and will replace Ocean Division, Elkton Shops and the 24th and Utah Shops.

A two year test of London type double deck buses has been approved by SFMRy. Two $55,000 Leyland double deckers of the start-stop type plus funds for spare parts to be paid for by a UMTA grant still needs approval. The buses would be tested on shorter routes like 8-CASTRO. Entry to the buses is by double doors at the front with exit by double doors at mid coach. A stairwell leading to the upper is located in the center.

TEXAS

RAPID TRANSIT LINES, INC. (RTL)

HOUSTON: Amid further talks concerning takeover of RTL by the city the Council has approved the use of federal revenue sharing funds to purchase and run the firm until a regional transit authority is formed. If the city does takeover it expects to contract with a private management company to operate the system. Although the present fare (45¢) is expected to remain unchanged, express service to downtown from outside Loop 610, new downtown Park N Ride service and increased rush hour schedules are envisioned. In the first year it is planned to order 110 new air conditioned buses. RTL has a very modern fleet consisting of all GMCs - SDH 4502s, TDH 4517s, TDH 5301s, TDH 5302s, TDH 5303s and T6H 5305As.

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