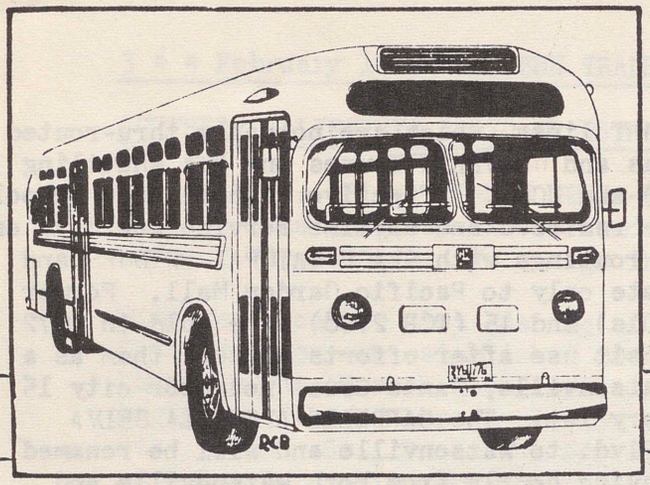


Western Transit

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Since the beginning of 1973 SCMTD has inaugurated several service improvements. A second bus was added to the UNIVERSITY-SEABRIGHT-BEACH night and weekend route operating in the opposite direction (counter-clockwise) around the SEABRIGHT-BEACH loop from the other bus and giving 30 minute service to the UCSC campus after 600 PM daily and on weekends from 900 AM in lieu of the formerly hourly schedules. Saturday service on the MISSION and CAPITOLA lines was improved from 120 minutely to hourly by adding a second bus and Sunday service was restored to these lines (for the first time since September 18, 1955) on the same schedules as the improved Saturday service. These changes were made with the beginning of the University's winter quarter following the Christmas holiday. Increased patronage on the UNIVERSITY-SEABRIGHT and UNIVERSITY-BEACH-NATURAL BRIDGES lines was taxing the capacity of the small TDH 3301s (811-816) to the point that three new 45 seat coaches were ordered from GMC and, as a stop-gap, coach 818 (TDH4512/2499 - ex SANTA CRUZ TRANSIT CO. 26) was placed in regular use and former SCRTD 6926 (TDH4507/2489) was leased in January from AMERICAN INTERNATIONAL BUS EXCHANGE and also used. This bus operated in SCRTD livery and without fleet number or SCMTD identification or headsigns. By the end of the school year in June new buses 819-821 (T6H 4523N/313-315) were in regular service, 818 was returned to standby status joining coach 817 (TDH3612/001 - ex SANTA CRUZ 10) and the SCRTD bus was returned to AIBE. With an additional bus available the CABRILLO-COLLEGE-APTOS line was extended further east of town to La Selva Beach, ten miles from downtown Santa Cruz, making it SCMTD's longest line. Improvements also took effect July 29th when the 41st and Capitola Road line was extended via Soquel to Capitola, designated CAPITOLA GREEN ROUTE and expanded from a weekday only to daily schedule. The existing Capitola-Soquel line was redesignated CAPITOLA RED ROUTE and combined to interlace with GREEN ROUTE so that coaches traveling the loop are designated RED in the clockwise direction and GREEN counter-clockwise. The COUNTY HOSPITAL line was extended outbound along River Street to loop via Harvey West Blvd. thru the industrial and old residential northwest end of town enroute to the Hospital and the inbound route was altered to serve the Senior Citizens Center on Market St. This service is thru-routed with the new KING ST.-CIRCLES line, a variation of the existing MISSION line traversing King St. instead of Mission (two blocks east) and traveling counter-clockwise around the Lighthouse Point loop. The effect of the KING ST.-CIRCLES line is to augment the MISSION line and provide a basic 30 minute service to Mission Hill on weekdays. See Service Table for routes and schedules - July 29 through December 9, 1973. On December 10th new "commute" services were begun by advancing the first morning departure by 15 minutes so that, for instance, the first bus from Pacific and Soquel bound for Natural Bridges leaves at 715 AM rather than 730 AM. An extra morning trip (at 715) was added to the DE LAVEAGA line and an additional PM trip (at 545) was provided on the MISSION, HARVEY WEST-COUNTY HOSPITAL, SEABRIGHT and CAPITOLA RED ROUTE lines. The University line headway was reduced to 40 minutely from 725AM to 525PM and night/weekend service on the UNIVERSITY-SEABRIGHT-BEACH line was suspended for the duration of the UCSC Christmas break.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT Continued

During this time the BEACH-NATURAL BRIDGES and SEABRIGHT lines, which are normally thru-routed with UNIVERSITY, are thru-routed together using one bus and UNIVERSITY uses one bus shuttling between Pacific Garden Mall (Pacific and Soquel Aves.) and UCSC. Effective with the new school year (January 2nd) the night and weekend services were restored and daytime service weekdays on UNIVERSITY increased to 20 minutely. The hourly thru routings with BEACH-NATURAL BRIDGES and SEABRIGHT were continued, but the third bus will operate only to Pacific Garden Mall. Former SANTA CRUZ TRANSIT COMPANY Buses 2, 14 and 16 (TGH 3101s) and 15 (TGH 2708) were sold in 1972 to private parties in the Santa Cruz area for non transit use after efforts to sell them as a lot were unsuccessful. SCMTD service to and within Watsonville, Santa Cruz' neighbor city 15 miles to the east, was scheduled to commence on February 1st. The CABRILLO-APTOS-LA SELVA BEACH was to reroute east via Soquel Dr. and Freedom Blvd. to Watsonville and will be renamed CABRILLO-WATSONVILLE. Two T6H 4523Ns will be used leaving hourly from both Watsonville and Santa Cruz between 715 AM and 515 PM Monday/Friday. The Aptos-La Selva Beach portion of the line will become a connecting shuttle using one bus on the same weekly hourly schedule as now. Two local lines in Watsonville, AIRPORT and EAST LAKE, will operate hourly on weekdays from 655 AM to 555 PM using recently acquired TDH 3302As 824 and 825. These two buses plus one 4523 will be garaged in Watsonville. This will mark the return of local bus service in Watsonville after a 20 year absence. Trucker Charles Manfre's WATSONVILLE TRANSIT SYSTEM last operated in about 1954 using TG 2706s (007, 011, 012 and 013) and a TGH 2708 (014) which bus became SANTA CRUZ TRANSIT CO. 15 on four lines - 1-PARAJO, 2-EAST LAKE, 3-FREEDOM-AIRPORT and 4-CORRALITOS. The district has two GMC T8H 53s on order for mid 1974 delivery to meet ever increasing loads on the UNIVERSITY line. These coaches will be numbered 826 and 827.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT SERVICE TABLE

	Monday - Friday							
Line Name	First Bus	Hdwy	Buses Req.	Last Bus	First Bus	Hdwy	Buses Req.	Last Bus
1-UNIVERSITY	730AM	30	#2	1230AM	830AM	60	1	1230AM
2-BEACH-NATL BRIDGES	730AM	60	A	530PM	-	-	-	-
3A-MISSION	800AM	60	1	500PM	800AM	60	1	500PM
3B-KING ST-CIRCLES	730AM	60	1	530PM	-	-	-	-
4-HARVEY WEST-HOSPTL	800AM	60	B	500PM	-	-	-	-
5-DE LAVEAGA	830AM	60	C	530PM	-	-	-	-
6-SEABRIGHT	700AM	60*	A	500PM	-	-	-	-
6A-SEABRIGHT-BEACH (Clockwise Loop)	600PM	60	A	1201AM	830AM	30%	D	1201AM
6B-SEABRIGHT-BEACH (Counter Clockwise)	630PM	60	A	1130PM	-	-	-	-
7-CAPITOLA GREEN RTE (Duplicates Line 6 Outbound)	730AM	60*	1	530PM	730AM	60	1	530PM
8-CAPITOLA RED ROUTE (Duplicates Line 6 Inbound)	705AM	60*	1	505PM	705AM	60	1	505PM
9-CABRILLO-LA SELVA	730AM	60	2	430PM	-	-	-	-
	Totals		8				4	

A-Equipment requirements listed under Line 1
B-Equipment requirements listed under Line 3B
C-Equipment requirements listed under Line 3A
D-Equipment requirements listed under Lines 1 and 3A
#-Additional back up bus on 800AM, 930AM, 230PM, 300PM, 330PM, 400PM and 430 PM trips
*-Combined Lines 6 and 7/8 headway on SEABRIGHT line to 7th Avenue - 30 minutely
%-30 minute headway 830AM/500PM, 60 minutely til midnight.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Line 145-SAN PEDRO-HARBOR CITY was extended last October 30th from Pacific Coast Highway and Normandie Ave. along PCH to President Ave., one block east of Vermont Ave. No change in schedules was required.

With the December 31st opening of the new Del Mar Avenue Busway Ramp new Busway Flyer service was established on Lines 52, 53 and 63. All service is operated inbound in the AM rush hour, outbound in the PM. Line 52F (former Limited trips) begins at 8th and Los Angeles Sts. traveling via 8th, Main St., Aliso/Commercial Sts., Vignes St., Santa Ana Freeway, Mission Rd. Off Ramp, cross Mission Rd. and onto San Bernardino Freeway (including Busway lane), Del Mar Ave., Mission Dr., Las Tunas Dr. and regular routes to Arcadia or South Arcadia. 3 AM and 4 PM trips are operated. Del Mar Ave. and Marshall St. is the first outbound and last inbound stop. Line 53F starts at Washington Blvd. and Olive St. and is routed via Olive, 1st St., Main St., Aliso/Commercial Sts., Vignes St., Santa Ana Freeway, Mission Rd Off Ramp, cross Mission Rd. and onto San Bernardino Freeway (including Busway lane) Del Mar Ave., Valley Blvd., Tyler Ave. and Ramona Blvd. into the El Monte Busway Terminal. 4 morning and 3 afternoon trips are scheduled. Line 63F also begins at 8th and Los Angeles Sts. traveling like Line 52 to Del Mar, thence Del Mar Ave., Garvey Ave., Tyler Ave. and Ramona Blvd. into the El Monte Busway Terminal. 3 PM and 3 AM trips are operated and service operates non stop between Aliso/Alameda and Del Mar/Hellman.

RTD has received a $318,664 federal grant to provide electronic security devices for its buses. The funds will be used to provide electronic devices to enable operators to signal for help from 220 buses, equip all buses with flashing emergency lights and to place numbers on the roofs of an additional 1210 buses for identification from the air. Additional buses have been equipped with radios that were removed from a number of 1000s and 7100s. Division 1 has equipped 6161-6171 and 6201-6206 for Lines 3-WEST 6TH-CENTRAL AVENUE and 26-WEST PICO-EAST 1ST. 6155-6160 at Division 7 and 6194-6199 at Division 10 are also equipped for those lines. 5400-5409 at Division 6 have radios for Line 75-VENICE BLVD.-ECHO PARK AVE. 6235-6264 are similarly equipped for a number of Division 2 lines.

The district will soon advertise for bids for 300 new V8 engined, air conditioned buses with expected delivery in fall 1974. To be ordered in three lots of 100 each 200 would be standard 51 seat transit coaches and 100 would have forward facing seats and special interior lighting. Federal funds have already been secured for 200 of the buses. Originally scheduled as replacements for existing buses these coaches would become net additions to the fleet if operating funds can be secured. Three bids are expected - Flxible, General Motors and AM General.

Additional chrome yellow and champagne gold repaints include 2200, 2202, 2205, 2208, 2209, 2210, 2214 and 2219.

To encourage beters to leave their cars at home and take the bus Santa Anita Race Track has been offering a 50 cent reduction on general admissions. A special combination ticket priced at $3.45 includes the round trip bus fare ($1.70) and the general admission special rate ($1.75). The Los Angeles-Santa Anita branch of 57-RACE TRACK OPERATION is now using the Del Mar Avenue Busway Ramp saving several minutes in travel to the track from Los Angeles.

AIRPORT SERVICE, INC. (ASI)

EL SEGUNDO: On December 23rd the midday trip to Monrovia on the LAX-PASADENA-MONROVIA route was cut back to Pasadena leaving only two trips to/from Monrovia. On the LAX-LONG BEACH-HUNTINGTON BEACH-ORANGE COUNTY AIRPORT route a stop was established at Seal Beach Leisure World and three Long Beach/LAX trips were dropped. In the Orange County Division one round trip between LAX, Long Beach Airport, Orange County Airport and Mission Viejo was dropped as were two trips between LAX and Orange County via Disneyland. The Buena Park stop was relocated to the Holiday Inn at Beach and Orangethorpe with an additional trip to Orange County Airport rerouted via Buena Park (for a total of 4).

AIRPORTRANSIT (APT)

LOS ANGELES: APT operators, represented by the Teamsters Union, struck the firm at noon, December 21st in a dispute over wages. Initially the VSP Parking Lot and Intra Terminal Tram in front of the terminal buildings services at Los Angeles International Airport were run and service on the LAX-LOS ANGELES line was operated using PD 4106s from Y M T (Your Man Tours) CHARTER SERVICE, but this service was discontinued. RTD added extra service on Line 51-LOS ANGELES-INTERNATIONAL AIRPORT -REDONDO BEACH using 5100s (TDH 4801s). APT had planned to change the SAN BERNARDINO and SANTA MONICA lines and service to 1000 Oaks, Camarillo, Oxnard and Ventura on the SAN FERNANDO VALLEY-VENTURA line to On Call for 5 fares or more with 2 hours notice on December 23rd.

SHELTER APARTMENTS (Plaza Apartments, an Illinois Corporation d/b/a)

SAN BRUNO: SA is a 1300 unit apartment complex and seeks a Passenger Stage Certificate (PSC) to operate between the apartments and the BART Daly City station, about seven miles one way, using one bus, TDH 4509/1319, formerly CITY OF COMMERCE MUNICIPAL BUS LINE 311. Service would operate along Junipero Serra Blvd. with no intermediate points being served. SA currently holds TCP 340-P. The apartment management has contacted carriers in the area for the direct bus service, but they have refused to provide such service.

PEARSON CHARTER SERVICE (Loren E. Pearson d/b/a)

UKIAH: PCS is seeking a Class B Charter Party Certificate originating at Ukiah and surrounding territory. Mr. Pearson has school contract work in the Ukiah area and lists one bus as available for charter service, a Silver Eagle, OlSE/6215, formerly CONTINENTAL WESTERN LINES 14719.

YOUR BUS (Charles P. Knowlton d/b/a)

ANDERSON: YB is seeking a PSC to operate between Chico and Paradise; and between Chico and Durham. Five Dodge Model B300 Vans, 16 passengers each, are intended to be used. Chico/Paradise fare would be 75 cents one way and Chico/Durham 50 cents. Proposed schedules:

Leave Chico to Paradise	Leave Paradise to Chico
830 AM	932 AM
1201 PM	102 PM
400 PM	502 PM

Leave Chico to Durham 918 AM Leave Durham to Chico 955 AM

CITY OF MENLO PARK (COMP)

MENLO PARK: The December 11th Palo Alto Times pictured Minibus' latest fibreglass bodies model as the type that will arrive in April for the four Menlo Park routes which will begin in May (WT 9/73, 12/73). The six buses are described as 'propane pwered with seats for 19 passengers who can view the scenery thru large picture type windows". In addition to four fixed routes operating from the S. P. Depot every 30 minutes, a commuter subscription home pick up system and a Dial A Bus service are being planned. 12 to 14 hour weekday service is planned with shorter Saturday hours and limited Sunday service (Note - neighboring cities Palo Alto & Redwood City currently have no Sunday service).

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: On December 4th the County Supervisors voted 3-2 to pay $35,044 per bus to Highway Products, Inc. (Twin Coach) for 134 new buses. This is based on a negotiated bid of $4.7 million or about $1.06 million less than HP's original bid (WT 12/73). SCCTD wanted 25 seat, propane powered buses and Flxible, AM General, General Motors and Diesel Nacional, S. A., a Mexican firm, all declined to bid on the order, primarily because the district did not specify diesel engines. A $6.5 million federal grant application grant will soon be filed to provide 78 additional buses to replace the current fleet, to purchase an 8 acre site in Mountain View for a coach yard to serve the north county and a 188 acre site on Mountain View-Alviso Road for a maintenance and administrative operations center.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: GET is the new name of GREATER BAKERSFIELD METROPOLITAN TRANSIT DISTRICT and during August the weekday rush hour headway of 30 minutes on Line 2-VIRGINIA COLONY-STOCKDALE HIGHWAY was reduced to the base headway of hourly. Line 8-STATE COLLEGE now begins at 700 AM rather than 800 AM. The traditional two tone blue paint scheme has been replaced by multi colors - all buses are white above the belt rail and each bus is a different color below in shades of green, orange, red, yellow or brown. GET has acquired two new buses - 2201, a 22 seat air conditioned TC 25 Twin Coach and 3301, a TDH 3301, also air conditioned.

AIRPORTUS

SAN JOSE: AIRPORTUS is seeking a PSC between San Jose Municipal Airport and points within Palo Alto, Mountain View, Los Altos and Sunnyvale, three routes serving four "Demand Service Areas". Small 19 seat buses will be acquired with seven buses required to cover all schedules and allow for stand by. Schedules range from 630 AM to 1000 PM running hourly seven days per week. Rates of fare would be from $1 to $2 one way.

MAXI LINE (Johnny K. Callihan d/b/a)

TORRANCE: MAXI LINE is seeking a PSC to operate between Palos Verdes and Hughes Aircraft Company plant in El Segundo using one 14 passenger Dodge Maxiwagon. Callihan is a Hughes employee. Service would operate Monday thru Friday.

730 AM	Lv Palos Verdes	Ar	630 PM
830 AM	Ar Hughes Aircraft	Lv	530 PM

RASARA, INC. (RI)

ANTIOCH: ANTIOCH MINIBUS AND SEDAN TAXI, owned by RI, began operating two local transit routes within Antioch using red and white Dodge Vans on December 17th. Both routes begin downtown at 2nd and G Streets and operate every half hour 800 AM to 600 PM Monday to Saturday charging a 40 cent fare with free transfers. Route 1-COUNTY EAST serves West 10th Street, the Fairgrounds, County East Mall, Southwest Antioch and D Street. Route 2-DELTA MEMORIAL serves Antioch Square, Antioch Shopping Center, Lone Tree Way and Delta Memorial Hospital. On December 21st RI filed an application with the Public Utilities Commission to serve areas outside of Antioch on four routes. They are Route A-Antioch to BART Concord Station with no intermediate stops; Route B-Antioch to Bethel Island-Knightsen-Brentwood on a large loop through the rural areas; Route C-Antioch to Industrial Plant Gates on Wilbur Avenue (actually a duplication of Route B as far as the Dupont Chemical Company's gate); Route D-Antioch to Industrial Plant Gates along the Pittsburg-Antioch Highway to the U. S. Steel Mill gate and a side trip to Dow Chemical gate.

Proposed fares are: Route A - $1 one way, 20 trips $18, 40 trips $28
Route B - 65 cents one way, child-45 cents one way
Routes C and D - 40 cents one way

Schedules are: Route A - operates 600 AM to 800 PM, times not yet defined
Route B - Two trips per day - 900 AM and 300 PM
Routes C and D - During shift change times

RI is currently using three Dodge Model B350 Royal Sportsman 12 passenger vans and two additional units are on order. GREYHOUND LINES-WEST currently operates between Antioch and Oakley and Brentwood twice each day and they also operate between Antioch and Concord, but not directly to the BART Station.

CENTRAL CONTRA COSTA COUNTY TRANSIT DISTRICT

CONCORD: A transit district in the county which would include Antioch, Clayton, Concord, Lafayette, Martinez, Pittsburg, Pleasant Hill, Walnut Creek and the unincorporated areas of Moraga, Orinda and the San Ramon Valley is currently in the formation stages (whether it will appear on the June or November ballot has not yet been decided). Six fixed routes charging 25 cents and ten Dial A Ride service areas charging 35 cents are envisioned. The district, if approved, could set up its own operation, contract with AC TRANSIT for service or begin annexation procedures to AC TRANSIT.

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MEETING DATES

Next meeting - February 10, 700 PM

Future meetings - March 10, 700 PM
April 14, 700 PM

Location - Assembly Room
Culver City Municipal Bus
9815 W. Jefferson Blvd.
Culver City, California