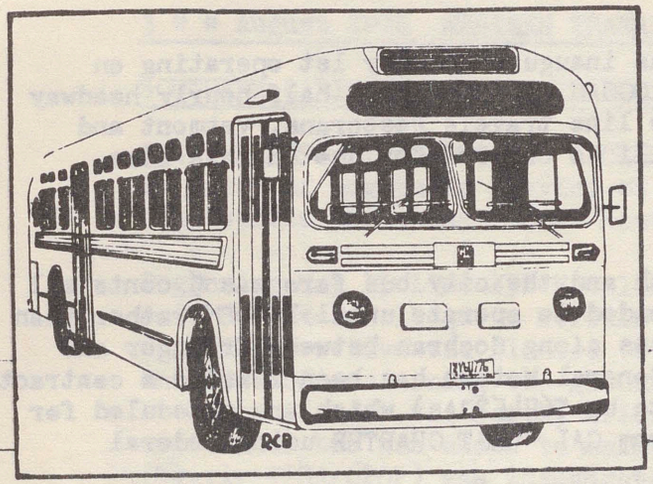


Western Transit

Monthly Publication of The Western Transit Society

Vol. 12 No. 8 August 1974

SUBURBAN COMMUTER SERVICE (SCS)

SIMI VALLEY: Two new summer beach lines started July 13th, each operating one round trip daily until September 15th charging a $1.80 round trip fare. Line 9-SIMI VALLEY-ZUMA BEACH, also serving Thousand Oaks, Westlake Village and Agoura, begins at Menlo and Kuehner traveling Kuehner, Los Angeles, Sycamore, Royal, Madera/Olsen, Moorpark, Thousand Oaks, Westlake, Agoura, Kanan, Dume Canyon and Coast Highway into Zuma Beach. Line 9N-NEWBURY PARK-ZUMA BEACH begins at Borchard and Reino Roads traveling Borchard, Michael, Newbury, Ventu Park, Ventura Freeway, Lynn, Janss to Moorpark, then as Line 9 to Zuma. Buses depart their inland terminals about 930AM and depart Zuma at 400PM.

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: June 25th saw the beginning of CTS' summer schedules. CONTINENTAL WESTERN LINES converted the Los Angeles/New York Golden Eagle to Silver Eagle and the trip was revised to operate between Flagstaff and Los Angeles via Barstow-Needles rather than Blythe-Phoenix. AMERICAN BUSLINES, INC. added a summer only round trip between Los Angeles and El Paso via San Diego-Tucson and an additional SAN DIEGO-SAN BERNARDINO trip was added connecting with trips to and from Las Vegas. Since June 15th both companies have been using the San Bernardino Freeway Express Busway between Mission Road and El Monte.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: On June 26th direct service between San Jose and Sacramento via Contra Costa County was inaugurated with two daily schedules in each direction. The route from San Jose is via U S Highway 101, Interstate 680, California Highway 21 and Interstate 80 to Sacramento with intermediate stops in Concord, Walnut Creek and Dublin. Buses leave San Jose at 745AM and 500PM and Sacramento at 734AM and 530PM with a 2 hour, 45 minute running time. Fare is $5.49 one way and $10.43 round trip. The GLW Depot in El Monte was moved effective June 30 to the lower level of the RTD El Monte station with buses loading on the RTD level at Berth 7. Package express is being handled at a separate location on Santa Anita Avenue.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: Line 5-SHOPPERS SPECIAL was absorbed by an extension of Line 3-LONG BEACH-SOUTH BAY northward along Hawthorne Boulevard to Artesia also serving Old Towne Mall.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: Line 5-ROSECRANS BLVD.-REDONDO BEACH BLVD. was inaugurated July 1st operating on Monday thru Friday 800AM to 700PM and Saturday/Sunday 1000AM to 530PM on a half hourly headway using two buses. Beginning at Rosecrans and Purche the line travels Rosecrans, Vermont and Redondo Beach to Van Ness. Two small capacity buses will be ordered for use on this line.

CITY OF SIMI VALLEY (SV)

SIMI VALLEY: July was designated as Bus Promotion Month and the city bus fare was 5 cents all month long. Schedules on Friday and Saturday were extended to operate until 1000PM rather than 700PM and service has also been rerouted to provide buses along Cochran between Erringer and First and on Alamo between Erringer and Tapo Canyon. General Motors has been awarded a contract for three 40 passenger air conditioned buses (assumed to be T6H4523As) which are scheduled for delivery in January. Present buses are being leased from CAL COAST CHARTER using federal revenue sharing funds.

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)

SAN BERNARDINO: Phase One of the consultant's recent plans (which includes new local loop lines in Yucaipa, Redlands, Loma Linda, Rialto and Fontana and additional service in Colton and San Bernardine) has been approved by County Supervisors, Mayors and Councilmen sitting as the East Valley Planning Agency over Phase Two which also included night and Sunday service, crosstown lines on Highland and Base Line, Dial A Ride service and additional lines in Colton, Bloomington, Rialto and Highland. A factor in this decision was the reluctance of all cities except San Bernardine to allocate special revenues for transit. This money can also be used for street improvement which is apparently the desire of the reluctant cities.

COMPREHENSIVE PLANNING ORGANIZATION (CPO)

SAN DIEGO: CPO directors have approved five applications to help finance transit operations in San Diego County. SAN DIEGO TRANSIT CORP. will receive $6.5 million to help finance a 63 per cent increase in service next year including a number of new lines. OCEANSIDE TRANSPORTATION SYSTEM will get $711,000 toward equipment purchases and operation of the new NORTH COUNTY TRANSIT SYSTEM. Escondido will receive $335,000 for establishment of a three route intra city system, La Mesa $142,000 for a Dial A Ride system and Chula Vista $94,000 to continue its city routes operated under contract by AZTEC BUS LINES.

OCEANSIDE TRANSPORTATION SYSTEM (OTS)

OCEANSIDE: The federal government has granted OTS $862,400 to purchase 24 new buses for the new NORTH COUNTY TRANSIT SYSTEM which will serve Oceanside, Carlsbad, Vista, Fallbrook, San Dieguito and Camp Pendleton and will connect with SAN DIEGO TRANSIT CORP. in the coastal corridor and in Escondido. The money will go toward 22 air conditioned 30-35 seat buses and two 45 seaters, 24 registering fare boxes and 24 two way radios. Additional service will also be provided within Oceanside.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Lines C-PACIFIC BEACH, R-LA JOLLA and T-CROWN POINT all had their downtown Plaza terminal changed June 16th, C to 9th and C and R and T to 10th and Broadway. Line 3-MISSION HILLS-OCEAN VIEW BLVD. has been revised to serve University Hospital by traveling 1st Avenue, Arbor Drive and Front Street in both directions. Lines E1-GROSSMONT-JACKSON-LAKE MURRAY and E2-GROSSMONT-SEVERIN-AMAYA (WT 5/73) were both discontinued June 30th. The 40 Flxible coaches now on order are slated for September delivery.

3 * * August 1974 WESTERN TRANSIT

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Line 400-LOS ANGELES-EL MONTE STATION (WT 5/74) has been discontinued in favor of augmented service on Line 60-LOS ANGELES-POMONA-SAN BERNARDINO which also serves areas east of El Monte.

Beginning May 15 Line 132-HAWAIIAN GARDENS-ARETESIA-LAKEWOOD was extended to serve both Cerritos College in Norwalk and the new Los Cerritos Center. Trips deviate from Pioneer Blvd via Alondra to serve the college looping via Studebaker, Barnwall and Elmcroft returning via Alondra to Pioneer. To serve Cerritos Center buses deviate from Pioneer via South, Gridley, Center roadways, Gridley, South to Pioneer. An additional bus was added to maintain the hourly weekday headway. Saturday service (hourly 920A/620P) was inaugurated between Norwalk (Firestone and San Antonio) and Cerritos Center with alternate trips serving Cerritos Center.

Additional coaches in the "Street Fleet" paint scheme include 2346, 2501 and 2508. 2273 and 2281 have been painted in the all white livery.

Line 601-SOUTH BAY COASTAL PARK-RIDE operates hourly between Palos Verdes and Dockweiler State Beach 9AM/6PM with half hourly service between Hermosa Beach (Hermosa & Pier) and the TRW Parking Lot using five 2500s.

Line 602-MALIBU SURFRIDERS PARK-RIDE operates daily between 1000AM and 540PM from Malibu Civic Center generally on a 15 minute headway using 1 bus, usually a 2200.

Coaches 1400-1407 (TDH3501s from CITRAN) are now in service having been assigned to Division 10 for 20-EAST GLENOAKS-KENNETH RD, 30-EVERGREEN, 43-AVE 50-EL PASO DRIVE and 79-ALHAMBRA-HIGHLAND PARK. 2505, 07, 09 and 10 are now assigned to D10 and used on Line 19-GLENDALE-LA CANADA-PASADENA.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: SMMBL has also instituted a summer only beach oriented line named THE BEACH BUGGY. Five TDH5303s(5348-5352) have been outfitted with special outside advertising signs and "BEACH SHUTTLE" destination signs. Buses leave both terminals every 20 minutes from 1010AM until 530PM. Beginning at Navy and Pacific in Ocean Park the line travels Navy, Main, Marine, Neilson Way, Ocean Park Blvd, Bernard, Pico, 4th, Broadway, Ocean, Wilshire, 4th, Montana, 7th, Entrada, West Channel, Coast Highway, Temescal Canyon, Sunset, Swarthmore and Monument to Sunset.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: LBPTCo also has its "Beach Buggies" in the form of two lines operating between North Long Beach and Belmont Shore operating three round trips daily. Southbound the trips leave at 825A, 1000A and 1201P returning from the beach at 225P, 345P and 505P. The WEST route loads at Paramount Center, Hamilton Junior High, Jordan High, Lindberg Junior High, Hughes Junior High, 15th/California and Franklin Junior High. The EAST route stops at Lakewood High, Marshall Junior High, Millikan High, Stanford Junior High and Wilson High.

FILLMORE CITY BUS (FCB)

FILLMORE: For the remainder of the summer the 1000AM and 300PM trips from the City Hall will be extended to Kenney Grove Park in the foothill sector of the city as an experiment. Other trips will continue the large one way loop type route.

MINI MONARCH TRANSIT (MMT)

PACIFIC GROVE: Effective July 6 MMT began service one hour earlier on both lines A-FOREST AVE-CONGRESS AVE (700AM) and B-ASILOMAR-DEL MONTE (730AM). Sunday service was also instituted, hourly on both lines, between 840AM and 1240PM. A transfer agreement between MMT and JPA TRANSIT was also begun. Previously a passenger riding both systems paid two separate fares (10¢ on MMT and 35¢ on JPA). Under the new plan a rider desiring to travel on both systems pays 35¢ on the first bus and requests a transfer which is valid for full fare on the connecting bus.

JPA TRANSIT (JPA)

MONTEREY: Saturday July 6 brought a number of changes to JPA service. Revised Line 1-NEW MONTEREY, formerly traveling between Monterey and Pacific Grove via Pine and Gibson and interlined with 2-LIGHTHOUSE, was changed to operate in a large loop in the New Monterey area via Franklin, Stillwell, Pine, David, Sea View, Prescott, Taylor, Rifle Range and Franklin to downtown Monterey and no longer serves Pacific Grove. Line 2-LIGHTHOUSE now operates via Pacific, Lighthouse, Central and Congress to PG, returning via Lighthouse and Tyler. Connections with MMT are made at Forest and Lighthouse. Previously all service between Carmel and Monterey ran hourly as Line 4 with alternate trips serving the Community Hospital or being extended to the Carmel Rancho area rather than ending downtown. Service has now been revised to run as Lines 3, 4 and 5. Each line operates on a 90 minute headway with a combined 30 minute headway between Monterey and downtown Carmel. Line 3 operates via Community Hospital and ends at 6th/San Carlos downtown, Line 4 operates to Carmel Rancho via Highway 1 and downtown, Line 5 runs via Highway 1 into downtown, then a one way loop via San Carlos, Ocean, Carmelo, Santa Lucia, Monte Verde, 8th and San Carlos. Sunday service runs hourly between 8AM and 10AM and 30 minutely until 6PM. Early morning trips on 4 and 5 operate in express service bypassing Del Monte Center. A new paint scheme is now being applied to JPA coaches and the fleet is also being renumbered - coaches 301, 3970, 3972, 3975, 3977, 3988, 3990, 3993, 3999 will be renumbered 101-109 in order. The new paint consists of white roof, red stripe below windows widening in front of window to the roof with red around the windshield, butterscotch below front window extending around sides to front door or operators' window, tan covers areas between windows from red stripe to standee windows, the unpainted aluminum remains such and the wheels are white.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: On April 6 service on the new Watsonville lines was expanded from weekdays only to daily on the same schedule as weekday except that the first morning trips (715A on SANTA CRUZ-WATSONVILLE from each end and 655A from downtown Watsonville on the AIRPORT and EAST LAKE local lines) will not run Sundays. An added late daily trip (515PM) was added from both Watsonville and Santa Cruz. The line's downtown Santa Cruz routing was changed to operate from Front and Soquel (Pacific Garden Mall) via Front and Water Streets to Soquel Ave (where Water merges with Soquel on the east side instead of directly via Soquel. A new north county suburban line started July 1. Known as the SAN LORENZO VALLEY route, this line operates from Pacific Garden Mall via Graham Hill Rd, Kings Center (Scotts Valley), Mt. Hermon, Felton, Ben Lomond and Brookdale to Boulder Creek, 14 miles north of Santa Cruz on State Highway 9. Hourly service is offered daily (715AM to 515PM). Running time is 55 minutes with 2 buses required, one of which is stationed in Boulder Creek. Buses 826-827 (T8H5307As) arrived on schedule in June and are the largest buses ever used in Santa Cruz city service and will be used on the heavily patronized UNIVERSITY line.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: AC's operators, maintenance and clerical personnel, members of Amalgamated Transit Union Local 192, struck AC July 1 with the expiration of the labor agreement and in particular the Cost Of Living formula in the contract. The formula, now certified by the courts as legal, compounds the quarterly (rather than semi annual) COL adjustments so that employees get raises keyed to the full increase in the price index since June 1972 instead of since the previous quarterly adjustment. A typical COL wage formula grants a 1 cent rise in hourly pay for fractional rises in the consumer price index and before 1972 AC paid an extra cent for each ½ of one per cent increase with adjustments made semi annually. Under the new formula by last April employees got a 36 cent raise on top of the 77 cents compounded from successive quarterly adjustments of 2, 4, 9, 14, 21 and 27 cents or $1.13. Although negotiations have been underway periodically no agreement is in sight. On July 19 more than 150 workers and ATU representatives invaded the district's general offices and forced a meeting with General Manager Alan Bingham. Three glass door panes were broken during the initial surge into the offices, but no one was hurt and there were no arrests. The new RICH MOND DIAL A RIDE Line 50 and six new lines in Fremont, scheduled to start July 15, will now start about two weeks after the strike is settled. All lines will radiate from BART/Fremont station. Line 21-NORTH FREMONT will travel Civic Center, Mowry, Fremont, Thornton, Cabrillo, Nicolet, Fremont, Darwin, Paseo Padre and DeCoto to BART/Union City using 2 buses. Line 22-WARM SPRINGS-IRVINGTON will travel Civic Center, Mowry, Fremont, Warm Springs, Lippert, Fortner, Gable, Warm Springs, Camphore, Purpleleaf looping via Starlite, Cottonwood, Mayten and Purpleleaf to Starlite and is operationally combined with Line 24 using 4 buses. Line 23-IRVINGTON VIA SUNDALE and 23A-IRVINGTON VIA STEVENSON operate via Civic Center, Mowry, Logan, Sundale, Boone and Blacow to Stevenson while 23A travels Civic Center, Fremont, Stevenson to Blacow, then both run Blacow and a large one way loop via Grimmer, Valpey, Isle Royal, Yellowstone Park, Doane, Galewood, Delaware, Fremont, Blacow, Sherwood, Carol, Grimmer, Victoria, Robin, Blacow to Stevenson, then 23 or 23A to Fremont. Service runs half hourly end to end, hourly on the branches weekdays and 23 only on weekends. Line 24-CENTRAL PARK-MISSION SAN JOSE runs via Civic Center, Stevenson, Paseo Padre, Washington, Bryant, Cedar, Mission, Palm, Olive to Paseo Padre returning directly to BART. Line 25-GLENMORE-BLACOW ROAD travels Civic Center, Mowry, Fremont, Eggers looping via Logan, Gertrude, Mowry, Blacow, Central, Logan, Eggers, Fremont, Mowry, Civic Center This line is connected with 26-NILES which runs via Civic Center, Mowry, Peralta, Mission, Niles, Hillview and 2nd to D Street. Two buses will be assigned.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: Bids were opened June 7 for eight 35' coaches seating 42, 200 bus benches, one 3 post hoist and four registering lock type fare boxes. The bids were: Flxible - $50,587 per bus plus tax, 10 month delivery; AM General-$49,205 per bus plus tax, 10 month delivery; GM COACH-$49,145 per bus including tax plus delivery with 6 month delivery.

CAMARILLO CITY BUS (CCB)

CAMARILLO: CCB (WT 1/74, 6/74) routings have been changed-each hour on the hour the bus leaves Community Center on Burnley, north on Carmen, east on Las Posas, south on Arneill, loop at Rocklyn, Palmer, Dunnigan, south on Arneil, thru Central Plaza and Ponderosa Shopping Center, Arneil, south on Ventura, loop thru Camarillo Mobile Estates and by Recreation Bldg, north on Carmen, thru Carmen Plaza, west on Ponderosa, thru Los Posas Plaza, north and east on Los Posas to Camarillo Heights, Antonio, Fortune, Jose, Corby, Dwight, Temple to Somis Rd (Highway 34), west on Ventura, Arneil, Daily, Mobil, Ponderosa, Carmen to Community Center.

MENLO PARK CARRIAGE AUTHORITY (MPCA)

MENLO PARK: This new system was expanded May 28, only a month after its inception, by addition of a fifth line, THE WILLOWS, serving the southeast corner of the city. Inauguration of the line coincided with abandonment of SCCTD Line 34-MENLO PARK VETS HOSPITAL which served the same area from downtown Palo Alto (WT 6/74, 7/74). MARSH ROAD line was revised to operate east on Ringwood from Bay to Van Buren, south to Berkeley, west to Bay and north to Ringwood and thence regular route on Bay to Marsh. This new loop is operated outbound only. THE WILLOWS operates weekdays half hourly 600AM/630PM and 830AM/530PM using one bus, the same as other MPCA lines. Route is from S P Depot north on Merrill, east on Oak Grove, south on Middlefield, east on Santa Monica, south on Gilbert to Menalto looping east and north via Menalto and west on Laurel to Gilbert. Under the new system THE WILLOWS is thru routed with LITTLEHOUSE and MARSH ROAD, formerly interlined with LITTLEHOUSE, operates independently. SERVI-CAR 121, a Ford 600 with Superior body has been assigned as regular back up bus for Minibuses 431-436 and is parked at MPCA yard on Ravenswood adjacent to SP right of way.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: In addition to abandoning Line 34-MENLO PARK VETS HOSPITAL on May 25 the Saturday only STANFORD SHOPPER BUS from S P Depot to Stanford Shopping Center was also discontinued. The Shopper Bus had not fared well since a July 1, 1973 rescheduling had it running just behind the 32-STANFORD buses instead of midway between them. On May 28 two new weekday special "bus pools" were inaugurated as a pilot program to provide commute service between outlying county areas and major industrial plants. One bus operates from Eastridge Shopping Center in South San Jose to the plants of Intel and Memorex Corporations in Sunnyvale via Bayshore Fwy with intermediate stops at Capitol Square and McKee Road. The other bus operates from Westgate Center at Saratoga and Campbell in San Jose to Ames Research Center at Moffat Naval Air Station making limited stops enroute. Patronage is by monthly subscription of $16 and employees must signup and pay in advance. Running time is about 30 minutes with morning trips leaving their outlying terminals at 700AM and afternoon trips leaving at 430PM. If successful the "Commuter Bus" concept will become a major element in the expanded county wide system to be launched this fall. Under the plan commuter route vehicles would be utilized on the local area Dial A Bus networks during off peak hours. The first 3 propaned powered Twin Coach TC 25s of a production run of 134 arrived June 1 and are undergoing shakedown tests. Fleet numbers are 401-403 which is quite a change from the present numbering scheme-65-67, 260-269, 1700s, 1800s, 3500s, 6500s and 6600s. The TD3609s, TDH3610s and TDH3612s still provide all service on Lines 2, 4, 6 and 7 with the TDH3501s now appearing in Palo Alto and Line 41 trippers. A 3501 is generally used on Mountain View Line 43. With assignment of TDH4517/4519s to Lines 41, 43, 45, 46 and 47 (sometimes 16) service on Line 1 is no longer predominated by these coaches and TDH4507/4512s provide most service. Line 5 now only see. New Looks on weekends.

INTRA CITY BUS SYSTEMS - PART IX

The City of Banning has been operating a one bus service (no details yet available), but city budget calls for a second vehicle, more service area and later hours. The City of Hemet started a Dial A Ride in January with a 50 cent fare, service Monday/Friday 9AM/5PM using 10 passenger vehicles. The City of San Jacinto began city service June 10 using two high roof vans. All areas of the city are served by Cudahy style loop routes radiating from Sheriff and Main Sts downtown. Vans run hourly 9AM to 6PM with a one hour lunch break.

IRVINE MUNICIPAL TRANSIT SYSTEM (IMTS)

IRVINE: Started June 17th IMTS, operated under contract by COMMUNITY BUS SYSTEM, has two circular routes, one in the northern section of town, the other in the area south of the San Diego Freeway which intersect at Culver Drive and Main St. Hourly service will be run on both lines 9AM/6PM Monday/Saturday with one bus on night service 6PM/ midnite Monday/Thursday and 6PM/1AM Friday/Saturday. The service is operated free of charge and CBS is using one TDH5301 and one GMC5500/Wayne on this operation.

FMC CORP (FMC)

SAN JOSE: FMC, a large manufacturer of food processing and farm tractors headquartered in San Jose, recently introduced a new line of motor coach campers produced by their Ordnance Division which builds special purpose land vehicles for the U S Army. The camper design has been adapted for transit use by installation of 26 vinyl upholstered seats, replacement of the standard hinged panel door with a two leaf "blinker" type transit door and tacking a full size, electrically driven headsign to the roof brow. Several demonstrators have been built including a 24 seater with an exit door behind the rear axle. One of the 26 seaters is presently undergoing evaluation by SANTA CLARA COUNTY TRANSIT DISTRICT and has been used in limited revenue service.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD/VENTURA: SCAT is now operating a Dial A Ride bus in the Ojai area which covers a wide area of Ojai Valley. There are 3 zones, the 50¢ inner zone covering the Ojai city limits, 60¢ zone covering Meiner Oaks, portions of Los Padres National Forest that have homes and a 70¢ zone which includes Oak View and other residential areas several miles from Ojai. DAR operates Monday thru Saturday 630AM until 630PM using a Pace Arrow on Dodge chassis with AM/FM radio, carpeted floors and two way radio. A Dodge van with extended roof is the back up vehicle. Both are painted in SCAT colors. A new PORT HUENEME service was introduced on June 2. Buses leave Lemonwood Tract at Channel Islands Blvd and DuPont St via N on DuPont, W on San Mateo, S on Alexander, E on Napoleon, S on DuPont, W on Channel Islands, S on Saviers, E on Pleasant Valley, S on Syracuse, E on Sanford, N on Beaumont, E on Pleasant Valley, N on Olds, S on Butler, E on Pleasant Valley, N on Rice, W on Channel Islands to Lemonwood. Upon leaving Lemonwood bus proceeds W on Channel Islands, N on Ventura, W on Hemlock, N on Fisher, W on Ketch, S on Victoria to Channel Islands. From this point service alternates to Silver Strand and Hollywood-By-The-Sea beaches. Service is hourly (two hourly on the branches) This line connects with others at Channel Islands and Savier (Twin Centers). Service operates seven days a week except holidays 630AM/700PM. SCAT began service in Santa Paula on June 24. Buses start at Santa Paula and Peck Rd in the west end at 630AM with last trip at 545PM Monday/Saturday. Route travels Santa Paula, 8th, Virginia Terrace, Ojai Rd, Richmond, 14th, Saticoy, 12th, Main, Harvard, Ventura (layover at City Hall), Mill, Main, 8th, Santa Barbara, Dean, Main, Steckel, Harvard, Peck to Santa Paula. Certain trips also go to Santa Paula Memorial Hospital on Hospital Hill and also north on Ojai Rd to Royal Oak Pl at northern city limits. Two trips in the morning, one midday and two evening travel west along Harvard to Wells Center in Saticoy connecting with the TELEGRAPH ROAD line. Fare structure is: 20¢ within Santa Paula including trips to Wells Center with no transfer privileges, Senior Citizens with ID-15¢, students under 21 with student ten ride cent-15¢. The City of Santa Paula had originally applied for $35,000 under SB 325, but discovered it would cost $61,000 to provide the present level of service. An attempt, which failed, was made to amend the application and the city agreed to decrease the street improvement fund by $26,000 and apply such money to the bus fund

CHAPMAN TRANSPORTATION COMPANY (CTC)

KINGMAN: CTC began operation Feb 3, 1974 with commuter service to Ford Motor Co Proving Grounds about 20 miles south of Kingman at Yucca. Round trip service from Kingman at a $1.50 fare is provided for all 3 shifts, originating at 630AM, 230PM and 1030PM. Route begins at Circle K Market (Stockton Hill and Detroit) traveling south on Stockton Hill to stop at Mountain View Cemetry (Stockton Hill and Louise), then south on Stockton Hill, southwest and west on Andy Devine Ave (US 66) through downtown Kingman to the third stop at Kingman Area Chamber of Commerce (Andy Devine and Grandview), from there via US 66 and I 40 to Yucca (Proving Ground Rd exit), east on Proving Ground to Ford Proving Ground. Return trip is over reverse of above. Assigned to this run is CTC 255, PD4104/3263, for regular service and the GMC Suburban is used to carry those who remain overtime and miss the regular schedule. On March 14, 1974 a second commute route was begun using a TDH4507 serving Duval Corporation's copper mine 20 miles north of Kingman at Mineral Park. Service costs the same and originates at the same times as that for Ford. Route begins at Shooting Star Motel (Andy Devine and Gordon), travels southwest on Andy Devine, west on Airway, south on Stockton Hill to stop at Circle K Market at Stockton Hill and Detroit. Then it goes south on Stockton Hill, southwest on Andy Devine, west on Beale thru downtown to stop at Rodeway Inn (Beale and Grandview), then northwest on Beale and US 93 to Mineral Park Rd, east on Mineral Park to Mineral Park and Duval Corporation mine. Return trip is via reverse of above. The buses have kept the same livery as when purchased by CTC. 255 has a white roof, blue trim above the windows and below the rub rail while the belt line stripe has been painted purple with CTC's name in white. Bus 1 (TDH4507/1814) is white over green with red lettering and the GMC Suburban is painted white with no numbers or lettering. CTC began as owner Don Chapman could not get 12 children into his car. Chapman, a Ford employee, and his wife provide a foster home for as many as 12 at a time and he bought #1 for a motor home, took seats out, remodeled it with table, sink and stove and completely rebuilt the engine. For 3 years he thought of making better use of the bus and on August 15, 1973 he began appling for the franchises and permits for commuter service. By then 255 was purchased and upon receipt of permits only 255 was ready so the Ford service was begun. When high back seats had been installed in #1 Duval service was started. CTC has applied for a charter permit as charter service is difficult to obtain in Kingman as no other firm has equipment based there. Chapman is also investigating possibilities of local Kingman bus lines with purchase of 3 or 4 small capacity transit buses in mind if this becomes a reality. CTC is located in a new office with storage yard for the fleet at 3022 Sycamore in Kingman. Chapman does most of his own mechanical work and drivers are recruited from employees at Ford and Duval and are changed at those locations from a man arriving at work to a man going home. Chapman drives the Ford bus for the shift he works and his wife takes care of the books, dispatches and answers the telephones.

RAPID TRANSIT LINES (RTL)

HOUSTON: The city has received a $4.24 million federal grant to purchase the assets of RTL. Houston has also applied for a grant to buy 100 new buses and refurbish all 376 present RTL buses. It is intended to repaint the entire fllet with various schemes to be applied and bus riders will vote for their favorite. 338, one of the newest T6H 5305As, has been repainted "school bus yellow" with a white roof. Operators are to receive new uniforms and they are now steam cleaning the interiors of the buses at a rate of ten buses per day.

MEETING DATES

Next Meeting: September 8, 700PM

Future Meeting: October 13, 700PM

Culver City Municipal Bus Lines
Assembly Room
9815 West Jefferson Boulevard
Culver City, California

PUBLICATION STAFF

Editor — Edmund Buckley
Cartographer — Richard Mendes

Senior Staff

Warren F. Quon — John McKane
Robert Higginbotham — Jack Perry

Staff Reporters

Todd Terpening — Tom Helliwell
Lazear Israel — Cameron Beach
Frank Lichtanski — George Geyer
Wilbur Sherwood — Ed Weiss
Bob Burrowes — Henry Leinbach
Eugene Caywood — James Lucey

WESTERN TRANSIT

Published monthly by WTS as an information service to its members.

MEMBERSHIP DUES

$7 - Equipment Preservation
$6 - Regular
$5 - Subscription
50¢- Single Copy

BUSINESS OFFICE

7419 Bennington Avenue
Pico Rivera, California, 90660

EDITORIAL OFFICE

1148 West Civic Center Drive, #4
Santa Ana, California, 92703

OFFICERS

General Manager — Loren Joplin
Secretary — Todd Terpening
Tour Director — Bob Burrowes
Librarian — Tom Helliwell
Founder — Gerald Squier

# # # # # # # # # # # # # # # # # # #

For Sale - $1,400 worth of scale model buses and minibuses plus assorted other vehicles. For lists and answers to inquiries send stamped, self addressed envelope to Dr. Edward Force, 141 Oak Street, Apt 3, New Britain, Connecticut, 06052. Seller in WTS Member James Lucey, P. O. Box 1233, Hartford, Connecticut, 06101.

# # # # # # # # # # # # # # # # # # #

EL PASO CITY LINES (EPCL)

EL PASO: EPCL is nearing pre strike (WT 7/74) schedules with the company planning evening service soon. Hourly service 6AM-6PM is operated on 2-FORT BLISS, 3-SUN VALLEY 4-BEAUMONT, 5-GOVERNMENT HILL, 6-HIGHLAND, 7-SECOND WARD, 10-PAISANO, 12-GRANDVIEW, 13-CIELO VISTA, 14-MEDICAL CENTER and 16-EASTWOOD with 8-MESIA running every 40 minutes and 11-PARK at half hourly base, 20 minute rush. The strike by ATU Local 1256 is now over three months old and indications are that the strike may not end. EPCL is replacing most of the striking employees with non union employees with a few strikers crossing picket lines to return to work. Wages, cost of living provisions, changes in work rules and job security have been the most important issues in the negotiations which have been conducted.

IF YOU MOVE SEND IN YOUR NEW ADDRESS AS THIRD CLASS MAIL IS NOT FORWARDED AND YOU COULD MISS IMPORTANT ISSUES OF WESTERN TRANSIT.

EQUIPMENT REPORT

Company	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Santa Cruz Metro Trnst	826-827	GMC	T8H5307A/2200-2201	53 seat,non AC
Airport Service, Inc.	4406-4408	MCI	MC8/-	
Richmond Transportation	7	Intl	1600/Carpenter	44/66 sch seat
Scenic Highway Tours	6900	Prevost	TS47/P654-2229-74	49 seat Prestige model
USED				
Great Western Stage Lns	(3577,4221	GMC	PD4104/3577,4221	ORS114,APTR 307
	(980	GMC	PD4106/980	GLW 7750
Gray Line of Los Angeles	301-302	GMC	PD4107/519,1153	TUI 116, 119
Douglas Bus Lines	701	GMC	TDM4801/053	GLW 9502
SCRTD	(6583	GMC	TDH5105/2525	MARTA 401
	(6584-6594	GMC	TDH5105/3080-3090	MARTA 402-412
	(6595-6598	GMC	TDH5105/2913,2918,	MARTA 454,456,
	(		2920,2937	458,464
The Harbor Hopper	6,8,10,11	GMC	5500/Wayne	32 seat, Newpt Mesa Sch Dist
DISPOSITIONS				
Fiestacoach	4804	GMC	TDH4801/014	Pvt party in Alaska
American Buslines, Inc.	25909,25911	B&C	*01GE/6335,6355	For Sale
Gray Line of Los Angeles	701	Fitz	Roadrunner/9842	WLCAC 701

* - now converted to Silver Eagles

# #

MASS TRANSIT LINES, INC. (MTL)

HONOLULU: The city has received a $12.6 million grant for expansion and modernization of the bus fleet and facilities. 40 new air conditioned diesel buses will be bought as will 9 acres of land in Halawa for a new maintenance and transportation facility which could store 250 buses. Three buildings, currently being used, at the former HONOLULU RAPID TRANSIT headquarters on Alapai Street will be torn down. The city is still in process of finding a bus capable of negotiating the steep, twisting roads of Honolulu's hills. Lines 10, 14 and 15 all have tight turns and grades as steep as 16 per cent and until recently 11 cut down TD(M)4505s have been used, but their age and maintenance problems have caused officials to seek newer buses. Currently 6 25 seat stick shift Bluebirds are being leased from MACKENZIE TOURS in exchange for 4 large MTL buses and the city is considering purchase of 7 modified Bluebirds which would be equipped with automatic (instead of manually operated) doors and 3 instead of 2 entry steps. Consideration is also being given to cutting 10 feet out of the middle of one T6M5305A they have ala AC TRANSIT. The city and LEEWARD BUS COMPANY have yet to agree on a price for LBC's routes, buses and employees (buses are exRTD 27/2800s) which city acquired in March. LBC received a down payment of $25,000 and at this time LBC values its operation at $500,000 while the city has offered $50,000.