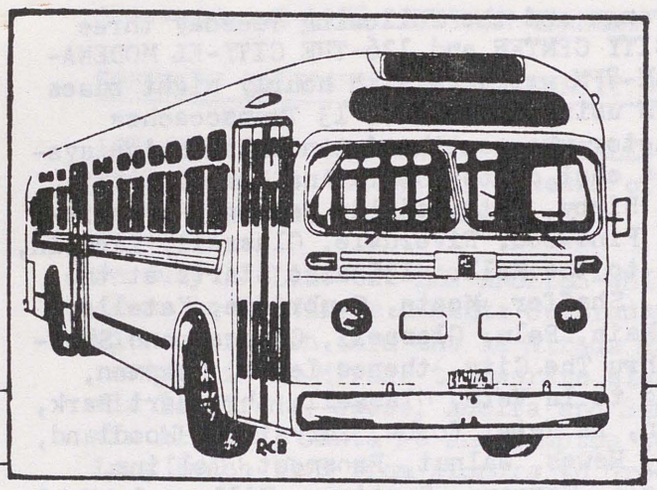


Western Transit

Monthly Publication of The Western Transit Society

Vol. 14 No. 8 August 1976

TRANSIT IN VENTURA COUNTY

SOUTH COAST AREA TRANSIT, in cooperation with the Automobile Club of Southern California has issued a multi color system map with insets of Ventura, Oxnard/Port Hueneme, Ojai, Santa Paula with each SCAT line indicated in a different color. Line numbers have been assigned to each service, previously designated only by names: 1-MAIN STREET-OXNARD, 2-TELEGRAPH ROAD-SATICOY, 3-BRISTOL ROAD-TELEPHONE ROAD, 4-PIERPONT-LOMA VISTA, 5-OJAI-THOMPSON BLVD, 6-SANTA PAULA, 7A-COLONIA and 7B-SOUTHSIDE (operationally combined), 8A-NORTHSIDE and 8B-PARKWEST (operationally combined), 9-PLEASANT VALLEY-BEACH and 10-VILLAGE-PORT HUENEME.

The Thousand Oaks City Council has agreed to pursue a plan with the Ventura County Board of Supervisors that calls for a 6 month trial bus route connecting TO with Ventura using a 21 passenger air conditioned bus making four round trips between the cities on weekdays, the bus to be provided by CHANNEL ISLANDS BUS SYSTEM. Consultants Wilbur Smith and Associates had indicated that TO residents were supportive of service tying various parts of Conejo Valley together, not a route to Ventura. The council left the door open for participation by Camarillo which city so far has spurned participation including a recent effort to have TO, Camarillo and the county join in the joint funding of a SCAT line. Residents in Camarillo, particularly senior citizens, have voiced the desire that their city join in the TO-Ventura bus plan.

SIMI VALLEY TRANSIT has an order in for five additional 45 passenger buses and in January began exchanging transfers with SCRTD charging the normal ten cent fee. Service on all three lines now runs from 515AM until 700PM six days a week.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: Beginning June 23rd a new service was inaugurated between Los Angeles and San Francisco via Interstate 5. The service departs each evening at 1030 PM from each terminal and other than a stop in North Hollywood and Oakland there are no intermediate stops. There is a scheduled 15 minute rest stop at Howard Johnson's at the junction of I-5 and California Highway 198 (Coalinga-Huron) and scheduled arrival time at the other terminal is 630 AM. Apparently the service is very popular as second and third sections are being operated in both directions. In the summer of 1972 CONTINENTAL WESTERN LINES operated their Five Star Service between Los Angeles and San Francisco over the then newly opened I-5 with the same stops, but this was a daylight trip and that fall the Five Star returned to Highway 99. A new station has opened in Norwalk as Whittier was closed down. These points are/have been served by Elsinore schedules which also serve Anaheim (Disneyland), Santa Ana and Corona and make connections to and from Oceanside and San Diego and to and from eastern points.

WESTERN TRANSIT SOCIETY BEGINS ITS THIRTEENTH YEAR THIS MONTH

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: July 3rd brought the end to Dial-A-Ride in Orange and the following Tuesday three new local lines, 134-RIVERDALE LOOP, 135-MALL OF ORANGE-CITY CENTER and 136-THE CITY-EL MODENA-MALL OF ORANGE began operation on half hourly headways 6AM-7PM weekdays with hourly night buses until 10PM and hourly Saturday service between 9AM and 6PM using a fleet of 13 Transcoaches operated by DIAL-A-RIDE MANAGEMENT, INC., the same contractor who ran the demand-responsive system based at Division 5 on Pacifico Avenue in Anaheim just east of the Santa Ana Freeway. 134 is a two directional loop from Mall of Orange via Tustin, Bixby, Butterfield, Ramona, Riverview, Gayle, Riverdale, Beechwood, Riverview, Ashwood, Rainier, Pinewood, Riverdale, Glassell, Lincoln, Pampas, Brentwood, Glassell, Meats, Orange/Olive and Heim to the Mall. 135 also starts at the Mall via Canal, Glendora, Northumberland, Vista Del Playa, Shaffer, Meats, Cambridge, Katella, Tustin, Mayfiar, California, Collins, Cambridge, Walnut, Main, Palm, Glassell, Chapman and Shaffer to Almond. 136 starts at the Medical Center, loops thru The City, thence Lewis, Chapman, Feldner, Palmyra, Culver, Main to Fashion Square returning to La Veta, Glassell, thru Hart Park, Shaffer, La Veta, Center, Almond, Jameson, Chapman, Tustin, La Veta, Yorba, Larkstone, Woodland, La Veta, James, Palmyra, Yorba, Chapman, Prospect, Spring, Hewes, Walnut, Prospect, Collins, Hart, Walnut, Handy, Katella, Wanda, Santiago, Taft, Nichols, Serrano, Santiago, Villareal, Nohl Ranch/Lincoln, Canal and into Mall of Orange. Division 6, on Via Burton just west of State College in North Anaheim, was opened recently and initially will serve solely as a maintenance base and coach storage yard. Presently the out of service Flxettes (402-406), the 2000 series TDH 3714 and 4509s and the equivalent of 50 36 passenger Flxibles are spending the summer in Anaheim. As the 1100 series 47 passenger Flxibles are entering service the smaller buses are being withdrawn until the fall when yet another operating division will be opened and there will be parking and fueling/servicing facilities to handle the entire fleet. The fleet will soon be sporting four digit fleet numbers as the 200, 300, 400, 500, 600, 700, 800, 900 series buses will be prefixed with a 1 in front of their present number, the 1000 and 1100s will remain as they are and the 3714s will become 2371 and 2372 indicating 37 passenger buses while the 4509s are to be 2451, 2452 and 2453 indicating 45 seat buses. Ground breaking ceremonies took place recently on site at Division 7 on Sand Canyon Avenue north of the Santa Ana Freeway in Irvine which location is expected to have Phase I of two phases of construction completed in time for the September 12th service changes which will include reactivating or readying for service 90 additional buses including 35 more TDH 5303s currently arriving from DALLAS TRANSIT SYSTEM) and reduction to 30 minutes of the weekday headways on many lines. Included in the $1.3 million project on the 13 acre site are a two story maintenance building, a fueling and vaccum island, a bus washer and steam cleaning station, remodeling of two existing buildings for transportation and maintenance offices, parking for up to 150 buses and 220 cars, landscaping and security fencing. The second phase will include a permanent transportation building, an enlarged maintenance facility, more parking area and a brake inspection station.

VACA VALLEY BUS LINES (Horace Simmons dba) (VVBL)

FAIRFIELD: VVBL has requested the PUC to cancel the PSC between Fairfield and Rio Vista. The route was originally intended to provided a through service between Fairfield and Stockton in conjunction with LINCOLN BUS LINE. LBL is no longer in business and VVBL is unable to maintain the operation without the through service. Remaining VVBL routes are: Fairfield to Travis Air Force Base, Fairfield to Suisun, Vacaville to Travis Air Force Base and Travis Air Force Base to Parks Air Force Base - on call only. Parks AFB has been closed permanently by the government and the service to Rio Vista was abandoned on December 31, 1968.

AARDVARK BUS LINES, INC. (PBL)

Erwin Teuteberg is seeking control of PBL (name changed to AARDVARK LINES on August 20, 1974) through purchase of all outstanding shares of stock. PBL holds Class "A" Charter Party Certificate but no other PUC authority. Teuteberg has been the president and director for two years. Conditions of the sale from Howard F. Ahmanson, Jr. are a cash price of $1 plus $6003.64 to be paid to United California Bank plus $25,000 to be paid to Ahmanson Trust Company under a promissory note. There are 2250 shares outstanding in the corporation.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Line 1776-LOS ANGELES BICENTENNIAL CULTURAL BUS LOOP was discontinued with June 27th after eight weeks of operation in accordance with the contract with Pioneer Take Out Corporation.

On July 11 Line 822-LOS ANGELES-WHITTIER-LA MIRADA was extended from La Mirada & Rosecrans to La Mirada & Santa Gertrudes via La Mirada, Ocaso, Adelfa and Santa Gertrudes with operation thru the La Mirada Mall discontinued. Line 844-ALONDRA BLVD was also revised in La Mirada to operate along Alondra from Escalona to La Mirada Blvd, then via La Mirada, Ocaso, Adelfa and Santa Gertrudes and in Compton the line was rerouted via Alondra, Santa Fe and Compton to Willowbrook with that portion of the service along Long Beach Blvd from Alondra to Greenleaf discontinued.

Line 149-MARCH AFB-SUNNYMEAD-RIVERSIDE-TYLER MALL was rerouted in the Box Springs and Edgemont areas and service is now only provided to the Main Gate at March AFB. Eastward from UCR the line travels Canyon Crest, Central, Box Spring, Santa Maria, Box Springs, Day, Allesandro, March AFB roadways, Allesandro, Indian and Sunnymead to Heacock Street.

Also taking place July 12 was the discontinuance of midday service on Line 201-CONVENTION CENTER PARK/RIDE. Buses will now operate between 645A-845A and 330P-550P. Weekday and Saturday service frequencies on Lines 200 and 202 were also reduced.

Sunday service on Line 78-TALMADGE-HYPERION was instituted effective July 18th on a 40 minute headway from 740AM until 500PM using one bus.

A number of service frequency reductions occurred July 25 - Weekend service on the Valley Circle leg (Topanga Canyon & Ventura to Medical Center & Leadwell) of 151-VALLEY CIRCLE BLVD-TOPANGA CANYON BLVD was reduced from 20 to 40, Sunday service on 158-DEVONSHIRE ST-WOODMAN AVE was reduced from 20 to 40, daily night service (after 7 PM) on Line 155-WHITE OAK-ZELZAH-RINALDI was dropped and Line 154-TAMPA AVE-BURBANK BLVD was extended northward from Tampa and Devonshire via Tampa, Rinaldi, Wilbur, Chatsworth to Tampa. At the same time night service (after 7PM) was discontinued.

Line 2-BROOKLYN-HOOPER-COMPTON AVES was extended to provide service to the Sybil Brand Institute on July 25. Routing of the line will be as before from Greenleaf and Wilmington in Compton to Eastern and City Terrace, then alternate trips will continue to the former terminal at Eastern and Ramona while the others will travel eastward along City Terrace Drive to the Institute.

New "black window" buses include 1302, 1303, 1304, 1306, 1401, 1406, 2241, 2246, 2248, 2253, 2256, 2260, 2266, 2273, 2282, 2363, 2505, 6501, 6534, 6585, 6592, 6593, 6597.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: On July 1 GMBL was scheduled to increase their basic fare to 35¢, 50¢ to Los Angeles and 40 ride school books to $7. Free fare for seniors between 10AM and 2 PM would continue as would the dime fare during remaining hours. Circa September 1 Line 1-LOS ANGELES will be rerouted along Vermont, El Segundo, Harbor Fwy, Santa Barbara and Main to 6th (service along 120th and Main discontinued). Line 2-WESTERN-VERMONT LOCAL will be extended southward along Western to 190th; Line 3-COMPTON will be upgraded to a 30 minute headway; Line 4-HARBOR CITY now operating commute hours only would be discontinued.

WTS MEETINGS: AUGUST 15, SEPTEMBER 12, 7PM, 936 S. GENESEE AVE, LOS ANGELES 90036

SAN MATEO COUNTY TRANSIT HAPPENINGS

SAMTRANS assumed administrative control of all the individual transit systems in the county on July 1. During the few preceeding months a number of systems made changes which are detailed herein. In March all 3 MILLBRAE TRANSIT lines were modified - A-MILLBRAE MEADOWS-LOMITA HILLS was rerouted to operate two ways on El Camino Real in lieu of returning southbound to Millbrae Ave via Magnolia, Taylor and Broadway, northwestern loop changed to clockwise and modified to run on Santa Florita instead of Cypress and Larkspur/Crestview/Tuolumne portion traded to Line B for Laurel/Millwood/Magnolia segment. B-MILLBRAE HIGHLANDS, in addition to loop tradeoffs with A returns southbound to Millbrae Ave from Richmond via Broadway in lieu of El Camino Real. C-MILLS ESTATES rerouted in loop and Old Bayshore Hwy leg extended south from city limits into Burlingame industrial area via Old Bayshore and loop via Cowan, Gilbreth & Mitten to Old Bayshore. This branch also reduced to weekday peak hours only (5 AM and 2 PM trips) and a loop thru CBD added at other times. Based on operating experience, headways on all 3 lines were lengthened from a fixed 30 to 31-39 minutes depending on time of day. SAN MATEO TRANSIT Line G-NO. CENTRAL-GRANT-DELAWARE-HILLSDALE was renamed as its south central San Mateo terminal was extended from Bermuda & Delaware via Betty, Wolfe, Vanessa, Eleanor, Charles, Delaware, 25th Ave, El Camino Real, Hillsdale, Hacienda, 36th and Alameda de las Pulgas to 42nd. The north central portion of the line was also rerouted via 1st, Delaware and Monte Diablo to Humboldt and return via same route. R-PENINSULA AVE-SAN MATEO PARK was extended to operate on Occidental between Poplar and Clark instead of on Crescent. FOSTER CITY TRANSIT began weekday night service (738P-1020P) on a combined and slightly modified routing of Lines A and B using one bus on a 54 minute headway. Routing is from Hillsdale Shopping Center via E. Hillsdale, Edgewater, Regulus, Polaris, Beach Park, Jamaica, Port Royal, Boothbay, Chesapeake, Edgewater, Farragut, Halsey, Shell, E. Hillsdale, Foster City Blvd, Marlin, Tarpon, Beach Park, Marlin, Grebe, Gull, Beach Park, Pilgrim, Harvester, Matsonia, Balclutha, Comet, Polynesia, Lurline, Comet, Bounty, Foster City Blvd and E. Hillsdale to Hillsdale S. P. Depot and Shopping Center. April, 1976 brought reroutings to all 4 BELMONT lines, extensions into surrounding communities as a prelude to consolidated county wide operation and addition of a fifth line. Line 1 became CENTRAL-EAST EL CAMINO-HILLSDALE with rerouting to serve City Hall, abandonment of the sparsely patronized loop south of Harbor in the industrial area, elimination of the double back loop on Old County Rd and extension north from 42nd and Beresford (in south San Mateo) to Hillsdale Shopping Center, headway reduced from 45 to 30 due to shorter, less complex routing. 2 became WEST BELMONT-MARINE WORLD by dropping service on El Camino Real from Ralston to 42nd in favor of an extension from ECR east via Ralston and Marine World Pkwy to Marine World/Africa USA amusement park in Redwood City and extending west from Skymont into the county via Ralston to Crystal Springs Shopping Center at DeAnza Blvd. Other minor routing changes also occurred. 3-NOTRE DAME-CHULA VISTA was the least altered with only a 1 block rerouting from Folger to Notre Dame and extension of the downtown loop to City Hall via ECR, Broadway, 5th, O'Neill and 6th to Ralston. 4-CIPRIANI-CARLMONT-HILLSDALE was extended north from Alameda de las Pulgas and Cipriani via Alameda into San Mateo and then east to Hillsdale Center and dropped service on Ralston between Alameda and downtown. Also dropped was a sho t spur west on Ralston from Cipriani to Davis. New Line 5-REDWOOD SHORES-BELMONT-CSM was added beginning at eastern edge of Redwood City on a clockwise loop thru the Redwood Shores planned developement from Bowsprit Dr and Bridge Pkwy via Bowsprit, Neptune, Cringle, Barkentine, Bridge, Marine World Pkwy, Ralston, Hallmark to Wakefield and return to Ralston, DeAnza and Parrott Dr to College of San Mateo. Eastbound return routing is same except for clockwise loop to serve Belmont City Hall. A SAMTRANS TDH4517 (initially fleet #103) was used on this crosstown trunk service which duplicates much of Line 2 except for the latter's several branch legs in West Belmont. The five city owned Mercedes Benz 0309Ds serve Lines 1 thru 4 whose topographical limitations preclude the use of large buses.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

REDWOOD CITY: Operation of all local transit systems in San Mateo County except for independently owned NORTHGATE TRANSIT, INC., came under administrative control of SAMTRANS on July 1 although existing contracts between certain cities and private firms (SERVI-CAR OF NORTHERN CALIFORNIA and AIRPORTRANSIT) to provide operators and other services will continue until as late as October. Immediate impact of the change was to consolidate fleet operation from two new bases - North County at Produce Ave and Terminal Way adjacent to the San Francisco Produce Terminal in South San Francisco and South County on Quarry Road at Industrial Way in Belmont using part of a vacant manufacturing plant and an adjacent, as yet unsurfaced, storage yard. Based at North County will be former SOUTH SAN FRANCISCO TRANSIT, PACIFICA MUNICIPAL TRANSIT, BRISBANE TRANSIT, MILLBRAE TRANSIT, BURLINGAME TRANSIT and new SAN BRUNO. Stationed at South County division will be former SAN MATEO TRANSIT, FOSTER CITY TRANSIT, BELMONT URBAN SERVICE, SAN CARLOS MUNICIPAL TRANSIT, REDWOOD CITY MUNICIPAL TRANSIT and MENLO PARK CARRIAGE AUTHORITY. System wide fares, all now going to SAMTRANS coffers, were standardized at 25¢ with free transfers for local service within a given zone (seniors and handicapped 10¢, children under 7 free) and ten cents additional for crossing a new zone (5¢ for seniors and handicapped). Freeway Flyer express lines charge a 50¢ fare. A $5 Monthly Permit allows holders to pay only 10¢ cash for local trips and 35¢ on Flyers. The permits are transferable and are good for a 32 day period from date of issue. Zone structure is: Zone 2 extends from the San Francisco City line on the north to Tanforan Park (Fairmont on the coast) on the south and includes Daly City, Colma, Brisbane and South San Francisco; Zone 3 is from Tanforan/Fairmont to Burlingame CBD (Montara on the coast) and includes Pacifica, San Bruno, Millbrae and Burlingame; Zone 4 is from Burlingame/Montara to Sequoia Hospital on the San Carlos/Redwood City limits (Half Moon Bay on the coast) and includes San Mateo, Foster City, Belmont, Redwood Shores and San Carlos; Zone 5 is from Sequoia/HMB to the Santa Clara County line (Palo Alto) and includes Redwood City, Woodside, Ladera, Atherton, East Palo Alto, Menlo Park and Stanford Hospital/Shopping Center. The line numbering scheme, systemwide, will have Flyer lines numbered according to the southernmost zone they serve with a letter suffix to differentiate routes, 3B-San Bruno Flyer and 3C-Shelter Creek Flyer. Local lines within the same zone will be numbered in the 20s for Zone 2, 30s for Zone 3 and so on with letter suffixes to allow over nine lines per zone, 32P-Portola Highlands and 32S-Skycrest. The new SAMTRANS bus stop signs, premiered in San Bruno, are in an attractive red, white and blue and list all lines, destinations and major way points served by the stop. Regarding equipment changes the entire SMT and FCT fleets were painted in the new all white with red over white over blue color scheme by July 1 as were a few RCMT Gilligs and PMT Minibuses and renumbering to SAMTRANS fleet numbers was complete on all coaches absorbed into the system by July 6. Those coaches in SAMTRANS colors as well as those still in parent system colors and lettering were freely traded between city systems. At the end of the first week ex SMT 4523s were in San Bruno, ex SMT TC-25Ds in Foster City and San Bruno, SAMTRANS 4507s in San Mateo and Burlingame, PMT Minibuses in Foster City and RCMT Gilligs in Menlo Park. July 3rd saw the inaugural of SAMTRANS' first new service on the San Bruno Division, one of the cities in San Mateo County which had not predated SAMTRANS with their own local system. Free rides were offered on July 3 and 5. A variety of first day equipment, all in new SAMTRANS colors, included ex MARTA 4517s, SMT 4523Ns and Tc25Ds, FCT Fleetwoods and an RCMT Gillig. An eye appealing multi-colored local system route map and timetable includes schedules of all local and Flyer lines as well as GREYHOUND LINES Route M service to San Bruno and Southern Pacific commuter service. The San Bruno division includes five local and two Flyer lines as 3B-SAN BRUNO FLYER: Express from BART/Daly City to San Francisco Airport via I-280, Sneath Lane, El Camino Real (ECR), I-380 and Bayshore Fwy (US 101) with stops only at Sneath Lane and Cherry St. intersection and Tanforan Park Shopping Center in San Bruno. 3C-SHELTER CREEK FLYER: Express from BART/Daly City to Shelter Creek and Crystal Springs Apartment complexes in western San Bruno Hills

SAMTRANS Continued - via I-280, San Bruno Ave, Shelter Creek Ln, Courtland, Rosewood, Madison, Bennington and Crestmoor to Crystal Springs Apts operating weekday peak hours only. 30A-MILLBRAE MEADOWS: From San Bruno S.P. Depot south to Millbrae S.P. via Huntington, San Felipe, San Anselmo, Santa Ynez, Park Pl, Park Blvd, Santa Florita, Lomita, Ridgewood, Brookside, Fernwood, Mosswood, Helen, Laurel, Barcelona, Millwood, ECR, Center, Spruce, Bay, Cedar, Monterey, Center, ECR and Millbrae to S.P. Duplicates and replaces MILLBRAE TRANSIT Line A between Park Pl and S.P. Depot except operates both directions between Park and Millwood south from Park and proceeds north to San Bruno. Thru-routed with 32S-SKYCREST. 30B-PACIFIC HEIGHTS: From Tanforan Park Center via Huntington, Sylvan, San Mateo, ECR, San Bruno, Cherry, Sneath, Rollingwood, Cottonwood, Carmel, Oakmont, St. Cloud, Fleetwood, Berkshire, College, Longview, Allen, thru Skyline College picking up former PMT Line 5-FAIRMONT-SKYLINE and routed via College, Sharp Park, Skyline, Manor and Palmetto to Pacific Manor Shopping Center. Continues beyond Pacific Manor to Fairmont as 31F-FAIRMONT (part of the Pacifica Division) via Palmetto, Magellan, Arcadia, Skyline, Gateway, Hickey, Inverness, Heathcliff, Lomond, Glencourt, Inverness, Southmoor and Claridge to Manor. 30B west of the college and the entire 31F duplicates and replaced PMT Line 5. Alternate weekday peak hour service (hourly-two AM and PM trips) on San Bruno end of 30B operates to United Airlines Maintenance Base instead of Tanforan Park. 32P-PORTOLA HIGHLANDS: From Tanforan Park via Huntington, San Bruno, 3rd Ave, Angus, Huntington, Sylvan, San Mateo, Jenevein, Cypress, Kaines, Cherry, San Bruno, Crestmoor, San Bruno, Glenview, Claremont, Sneath, Monterey to Sneath. Alternate weekday commute hour trips to UAL Maintenance Base. 32S-SKYCREST from San Bruno S.P. Depot via Sylvan, San Mateo, Jenevein, ECR, San Felipe, Cypress, Jenevein, Whitman, Shelter Creek, Courtland, Rosewood, Madison, Bennington, Crestmoor San Bruno and Glenview to Skycrest Center. Thru routed from S. P. south with 30A-MILLBRAE MEADOWS. A unique feature of the San Bruno operation is the designation of some of the city's steeper sections as "Hail-A-Bus" zones, which are identified by red, white and blue "Hail-A-Bus" signs at key points. In these areas found on the hilly portions of Lines 30A and 32P riders may stand by the curb at any safe place and raise their hand for the operator to stop. Operating hours and days are keyed to BART's schedules, hence, service is offered in the evenings and on certain holidays unlike most other SAMTRANS city systems. A San Bruno service table follows:

LINE	HDWY	REQD	WEEKDAYS	SATURDAY	SEE NOTE
3B-SAN BRUNO FLYER	30	2	624A-954P	-	1
3C-SHELTER CRK FLYER	20	2	(633A-753A	-	
			(400P 620P	-	
30A-MILLBRAE MEADOWS	30	3	618A-918P	848A-548P	2
30B-PACIFIC HEIGHTS	30	3	658A-958P	928A-558P	2
31F-FAIRMONT	30	See 30B - an extension of 30B, actually part of Pacifica Division and not carried in San Bruno Division timetable			
32P-PORTOLA HIGHLANDS	30	2	645A-945P	915A-615P	2
32S-SKYCREST	30	See 30A	638A-1008P	908A-608P	2

Times shown are from San Bruno S. P. Depot except for 3B and 3S which are from BART. Except for 3B forst AM trips originate earlier from outer terminals.
Note 1-Operates regular schedule on holidays BART operates
Note 2-Operates on Saturday schedule 7/5/76, 9/6/76 and 2/21/77

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Summer service to the Marin Headlands has resumed again this year, but with a different routing. Line 76-FORT CRONKHITE begins at Mission and South Van Ness via Van Ness, Lombard, Doyle Drive, Golden Gate Bridge and Fort Cronkhite roadways. Buses run every 40 minutes 940A-500P on Saturday, Sunday and Holidays charging regular rates of fare.

ALBUQUERQUE TRANSIT SYSTEM (SUNTRAN)

ALBUQUERQUE: Fifty two new GMC T6H4523As were placed into service during July replacing TDH4509s and 4512s in the 350-382 series. The new 45 seat buses are air conditioned, have upholstered bucket seats and carpeting and one piece electric headsigns. The buses were welcomed with appropriate ceremonies and one resident received a pass good for one year of free SUNTRAN bus rides plus a $100 savings account from The First National Bank. These coaches join a fleet which also includes 101-109, Flxettes; 401-406, TDH 4517s; 407-424, TDH 3501s and 501-506, T6H5307As.

SPOKANE TRANSIT SYSTEM (STS)

SPOKANE: Transit fares were increased earlier this year - cash fare from 25 to 35, students and elderly from 15 to 20, Cheney 35 to 50, outside city limits 35 to 50 to enable the city to reduce present transit losses. Night bus service weekdays (after 10 PM) was discontinued system wide along with discontinuance of all Sunday and six major holiday bus service. Talk of forming a Public Transit Benefit Area continues. With a PTBA residents would be asked to approve a .3 of 1 per cent increase in state sales tax, that money going to finance mass transit facilities.

SNOHOMISH COUNTY TRANSPORTATION AUTHORITY/SNOHOMISH COUNTY PUBLIC TRANSIT BENEFIT AREA

Residents in that part of Snohomish County south of Everett including Lynnwood, Woodway, Mountlake Terrace, Edmonds, Snohomish, Marysville and the valley between those 2 rural towns were scheduled to vote to create a PTBA which if approved would lease buses initially to provide service beginning in September between the cities involved plus negotiate with SEATTLE METRO to double service it now provides to Seattle from the involved cities plus enter into an inter-agency transfer agreement with EVERETT BUS SYSTEM. The system would acquire 18 buses next year followed by 12 in 1978 and 20 in 1979.

SEATTLE METRO TRANSIT (SMT)

SEATTLE: May 29th saw establishment of owl service to Bellevue and Renton. Buses depart downtown Seattle at 215AM and 330AM, go to Bellevue over the Evergreen Point Floating Bridge and follow I-405 to Renton and Highway 99 back to Seattle. Midday service on lines 3-JEFFERSON, 4-QUEEN ANNE, 9-BROADWAY and 10-CAPITOL HILL received a 10 minute weekday base headway (instead Of 15) and rush hour service increased on 136-BURIEN, 307-BOTHELL, 255-KIRKLAND and 305-RICHMOND BEACH.

CASCADE TRAILWAYS (EVERGREEB TRAILS, INC. dba)

EDMONDS: CT began serving the Trident Base on May 3rd with two new commute lines using the Washington State Ferry System between Edmonds and Kingston to help relieve tremendous passenger and vehicular traffic on the boats. A weekly charge of $9.25 applys plus the usual walk-on boat charge. Both lines begin in Mountlake Terrace, one via State Highway 104 to the ferry terminal, the other via 44th Avenue West to Lyn wood and then directly to the ferry. On the Kitsap end of the ferry run one bus will go to Bangor and the other to Keyport and passengers change buses onboard the boat if necessary. CT's buses are driven by project workers who have been trained by the company, a practice similar to BREMERTON-CHARLESTON TRANSIT COMPANY with its commuter runs to Puget Sound Naval Shipyard. Service is usually operated with PD4104s or PD4106s.

IF YOU MOVE SEND US YOUR NEW ADDRESS AS THIRD CLASS MAIL IS NOT FORWARDED-DONT MISS WT

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Albuquerque Transit System	601-652	GMC	T6H4523A/2087-2138	
USED				
SCRTD	(5375-5397	GMC	TDH5301/mixed*	
	(5735	Flxible	F2D6V-401-1/51269	MTA 700
	(5736-5749	Flxible	F2D6V-401-1/52048-61	MTA 701-714
Town Tour Fun Bus Co	(600	Winnebago	TS19/-	19 seat
	(811	GMC	SDH4502/018	GLSTR 126
Eastshore Lines	338	GMC	P8M4905A/406	CNGT 401
OCTD	1021-1055	GMC	TDH5303/4223-4257	DTS 201-235
Melni Bus Service	3901	MCI	MC5/5042	Gem Tours 101
DISPOSITIONS				
General Services Admin.	(7301	GMC	PD4104/624	For sale
	(7005,11,16	Gillig	568D-15/D4600-6,12,17	"

RTD Note - Serials are 1520, 2463, 2466-68, 2470-71, 2473-74, 2478-80, 2483, 2485, 2487-88, 2491-93, 2495, 2498-99, 2501
MTA Nos were 800, 802, 805-07, 809-10, 812-13, 817-19, 822, 824, 826-27, 830-32, 834, 837-38, 840

WILLIAM PATRICK O'BRIEN

SALINAS: The PUC has granted a PSC to O'Brien after a hearing and over objections of GREYHOUND LINES, INC. to operate between certain points in the Salinas Valley and Calexico and would be for farm workers departing from Salinas area around 3PM Fridays and arriving back in Salinas early Monday morning during certain months of the year. Tickets would be sold on a round trip basis only. In its denial of the GL objection the PUC chided GL for studying the situation and offering direct transportation between Salinas and Calexico only after O'Brien had filed his application.

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EDITORIAL STAFF

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