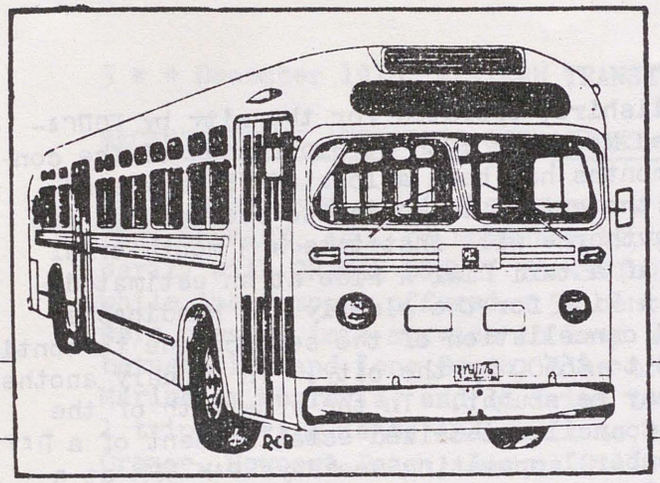


Western Transit

Monthly Publication of The Western Transit Society

Vol. 14 No. 12 December 1976

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Improved public transit was instituted in Fremont and Newark on October 17th with inauguration of a new zonal Dial A Ride system and 12 new mini-route lines operating basically commute hours. The area has been divided into 21 DAR zones and just two of the zones were implemented, 5 in the old Centerville section of Fremont and 17 in western Newark. Other zones will be phased in gradually until the system is fully implemented or until all available buses are used. DAR buses will operate every 30 minutes weekday midday (9A-4P), hourly weekday nights, 8A-6P Saturday and 10 to 5 Sunday following a loop pattern within their zone and passengers may have to ride around the loop to reach their destination. Call in procedures are the general DAR format-your location, your destination, number in party, phone number, what time do you want to be picked up. Twelve new lines were also instituted - termed mini routes - they operate weekdays 6-9AM and 4-7PM (except 202 which runs midday and Saturday 730A-630P). They dip into neighborhoods and either operate directly to BART/Fremont or BART/Union City or make timed transfers (connecting bus will be along within 5 minutes) to fixed routes 21, 22, 23, 24, 25, 26 or 29) destined to the stations. All the buses but 204 and 206 will operate half hourly while those 2 operate every 45 minutes. The lines are 201-LIDO FAIRE-BETTENCOURT ST-SPRUCE ST, 202-LIDO FAIRE RUSCHIN DR-LAFAYETTE AVE, 203-GLENMOOR-NEWARK, 204-NORTH FREMONT, 205-BROOKVALE, 206-CARRILLO PK, 207-SUNDALE DR-FARWELL DR, 208-MISSION SAN JOSE, 209-CAMDEN-PERALTA, 210-IRVINGTON, 211-DURHAM DR-MONUMENT CENTER and 212-WARM SPRINGS. Temporary equipment for Lines 201-212 are 700-703 and 708-712 (cut down 4517s) and 1900, 1902, 1903, 1904, 1912, 1913, 1916, 1920, 1921, 1923, 1924 (4509s from storage). The original fixed routes (21-NORTH FREMONT, 22-WARM SPRINGS, 23-IRVINGTON, 24-MISSION SAN JOSE, 25-GLENMOOR, 26-NILES and 29-NEWARK) now operate Sundays hourly from 930AM until 530PM. A number of equipment changes came with the new Fremont services including 700-701 from D2 to D6, 702-703 from D3 to D6, 709-711 from D4 to D6, 800-806 from D6 to D4, 423-425 from D4 to D6, 625 from D3 to D6 (one D6 tripper to Skyline High needed bus to pull hills) and 601 from D6 to D3. BART Line U and coaches 8023-8035 returned to D4 while Line 91A was sent to D4 from D6. Equipment in Pleasant Hill includes 1906 and 1915, 1917 was added in Concord and in Moraga/Orinda are 1918 and 1919 for base runs with 1901 and 1922 as trippers. All equipment in Contra Costa County can be interchanged. The first Minibus has arrived - fleet number 2200, serial number MB8002/1267, 25 seats, air conditioned, center flourescent lights and air operator seat. The last of the 8000 series Flxibles arrived in September, coach 8007, serial 53102-8-1/62166 built in August. The original 8007 was damaged by fire while being driven out to AC caused by a rear tire blow out.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Saturday service beginning November 20 ending December 18 for the benefit of Christmas shoppers was operated this year. Trains were operating at 15 minute intervals from 10AM to 6PM on three lines, Daly City to Concord, Daly City to Fremont and Fremont to Richmond.

INTRA CITY BUS SYSTEMS - PART XVII

The Dial-A Ride operation in Hollywood-Westlake-East Wilshire, operated for the city by EDUCATIONAL AND RECREATIONAL SERVICES, INC., was discontinued November 19th at expiration of the contract. Although funds to extend the contract for two months had been allocated ERS insisted upon a 40 per cent increase in contract prices. It is the city's intention to reestablish the DAR type service with a new contractor. The City of Hawthorne will institute a 3 month trial transportation program for Senior Citizens in the form af a taxi Dial A Ride at an estimated cost of $2700. The City of Whittier has extended Dial A Ride for the elderly and handicapped for another 3 months. STELLA CAB COMPANY had announced cancellation of the service due to continued losses, but the monthly subsidy of $4500 was raised to $6500 by the city. In January another evaluation will be made and possibly another operator may be sought. In the aftermath of the discontinued city bus system, the Manhattan Beach City Council authorized establishment of a DAR system for the elderly and handicapped which began November 1 operating weekdays 9AM-5PM at a cost of 25 cents. A free, fixed route bus service for Senior Citizens in West Hollywood and Beverly Hills is now offered Tuesdays and Fridays supplementing the door to door service Monday, Wednesday and Friday. The West Hollywood route begins at 9AM at the West Hollywood Multipurpose Center at Melrose and Harper and proceeds on a route throughout West Hollywood returning to the center at 11AM and again at noon. The Beverly Hills line begins at Gale Drive and Wilshire at 9AM and returns to that point every hour thru 3PM.

TRANSIT IN SAN DIEGO COUNTY

The Chula Vista City Council has submitted an application for FAU funds to the Metropolitan Transit Development Agency, the new authorizing agency for federal monies, for $766,000 of which $540,000 would be spent for a combination transit center and maintenance garage to be tentatively located near 5th and H. A Dial-A-Ride program is now being discussed for the unincorporated community of Montgomery south of Chula Vista, for senior citizens. If begun it would be the first funded by San Diego County although they sponsor fixed route service betweem El Cajon and Jacumba. The San Diego city operated Dial A Ride was recently cut back due to financial difficulties, mainly the weekend operation. The San Diego City Council is again trying to purchase SAN DIEGO ECONOMY LINE, INC. from Mr. Fred Allen offering him $30,202, more than twice the price offered in 1967. Mr. Allen has not expressed interest in the idea because SAN DIEGO TRANSIT CORPORATION will not hire him with full benefits of a thirty year operator and it will be up to the city to convince the bus agency in this matter.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: November 21 saw inauguration of 3 new lines, rerouting and extension of two and extension of night and weekend service from 4th and Market to the Ferry Terminal on Line 21-HAYES. Line 81-BACON-FITZGERALD was extended from University and Felton to BART/Balboa Park and then over the southerly portion of Line 36. 81 runs from Broad and Plymouth via Plymouth, Ocean, Geneva, San Jose, Ocean, Persia, Athens, Avalon, Felton, University, Woolsey, Holyoke, Bacon, San Bruno, Paul, 3rd and Keith to Terminal. Line 36-MIRALOMA was rerouted to operate from Sickles & Mission via Sickles, Huron, Mission, Geneva, Phelan, Judson, Foerster, Terevista, Portola, Woodside, Laguna Honda, Clarendon, Panorama, Marview, Skyview, City View, Panorama, Olympia, Clarendon, Laguna Honda to Forest Hill Station. New Line 54-WILLIAMS operates in a one way loop from Bacon and San Bruno via Bacon, Phelps, Vesta, Thornton, Bridgeview, Topeka, Reddy, Williams, Van Dyke, Ingalls, Revere, Lane, Williams, Reddy, Topeka, Bridgeview, Thornton, Vesta, Phelps, Bacon, Girard, Burrowes, Goettingen and Bacon to San Bruno. New Line 92-BALBOA PARK SHUTTLE was also started operating from Junipero Serra and Sloat via Junipero Serra, Ocean, Geneva, Delano, Niagara and San Jose to BART/Balboa Park on weekdays only between 600AM/830AM and 400PM/600PM. New Line 70-LAKE MERCED which operates in a one way loop from West Portal and Sloat was also begun. Buses travel via West Portal, 15th, Portola, Junipero Serra, Winston, Lake Merced, Zoo, Skyline, John Muir, Lake Merced, Brotherhood, Junipero Serra, 19th, Winston, Junipero Serra and West Portal to Sloat.

RECENT EVENTS AFFECTING OPERATIONS OF BUSES AT LOS ANGELES AIRPORT

Ninty operators and ticket agents, members of Teamsters Union Local 235, struck AIRPORT SERVICE, INC. on November 19, principally over wages. The union has asked for parity with ORANGE COUNTY TRANSIT DISTRICT operators ($6.55 per hour as of December 1) while the company offered a 57 cent hourly increase to $5.75, Management personnel were pressed into service to keep a number of buses running including six round trips between LAX and Long Beach, nine trips between LAX and Pasadena (no service to San Marino or Monrovia) and 18 trips LAX-Disneyland including three via Buena Park with 1 trip serving Santa Ana and 1 to Orange County Airport (no service to Fullerton, Orange, Newport Beach, Laguna Hills or Mission Viejo).

Beginning November 1st GREAT AMERICAN STAGELINE assumed operation of the Ventura County line of AIRPORTRANSIT (see Page 6) amid persistant rumors APT was in financial trouble. APT is a subsidiary of the San Diego based Westgate-California Corporation which also owned AIRPORTER (in San Francisco) and Yellow Cab operations in San Diego, Oceanside, Los Angeles, San Jose, San Francisco, Oakland and Phoenix. On December 1 following the lapse of personal liability and property damage insurance on all eight California operations all cab and bus service was suspended. (Different stories have indicated WCC officials are trying to secure insurance coverage - no carrier will accept less than double last year's $750,000 premium - and at the same time they are attempting to sell off the taxi franchises to prospective buyers. In Los Angeles, cab drivers are attempting to convince the City Council they should give YC's franchise to a proposed drivers cooperative to be known as Brown And White Cab Company. It is understood that AIRPORTER was sold on December 2 to unknown buyers). APT operations, which includes the FlyAway service between LAX and San Fernando Valley and Dial-A-Ride in the Beverly/Fairfax area. GRAY LINE TOURS COMPANY (GLOLA) was retained by the Department of Airports to operate the FlyAway serving beginning 530PM December 3 using a fleet of PD4107s and P8M4905As on the former schedule. At the request of the City Council SCRTD stepped into the airport operations picture at 9AM on December 2 operating a fleet of 17 buses (2000s, TDM4515s; 3000s, S8M5303As and 5600s, Flxible suburbans all with interior and underfloor luggage racks) over former APT lines, LOS ANGELES, half hourly headway; WILSHIRE DISTRICT, 2 hour headway; HOLLYWOOD-UNIVERSAL CITY, hourly headway; BEVERLY HILLS, two hourly; SANTA MONICA, 2 hourly; SAN FERNANDO VALLEY, Encino only, 2 AM trips and SAN BERNARDINO-REDLANDS, two daily trips. All service is operated as part of Line 40-SPECIAL EVENT SERVICE. The LOS ANGELES-LAX line begins at the RTD Station traveling via Maple, 6th, Wall, 8th, Grand (serving Biltmore Hotel), 5th, Flower, 7th (serving Hilton Hotel), Francisco, Wilshire, Hope (serving Hyatt Regency), 8th, Harbor and Santa Monica Fwys, Venice, La Cienega, La Tijera, Sepulveda, 96th, Sky Way and LAX roadways. Inbound downtown routing is via Harbor Fwy, 6th, Flower, 7th, Francisco, Wilshire, Grand, 5th, Flower, 7th, Hope, 9th and Maple into RTD Station. Five 5600s from Division 12 are assigned. (Other line, equipment and divisional assignments are being determined by WT).

TRANSIT IN RIVERSIDE COUNTY

The RIVERSIDE TRANSIT AGENCY has completed arrangements for the lease of 21 used buses which will be used to provide service in Riverside beginning in March after assuming operations from RTD. Existing fare structure will be maintained - 25 cents basic fare and ten cents for elderly and handicapped. The City of Corona is seeking bids for a contractor to operate the city's Dial A Ride system consisting of 4 Argosy buses beginning in February charging a 50 cent fare with a 25 cent ticket for elderly persons. The City Council has indicated they believe the operator should provide taxi service after DAR hours or for persons wanting to reach destinations out of town, but the taxi would operate at cost with the patron paying the full fare.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD Directors have voted to purchase 200 AM General buses for $16,181,000 with delivery in late summer 1977. The buses will be equipped with doors 32.5 inches wide between the grab bars and they will kneel at stops, lower the lift to the curb or the street level below the curb and the wheelchair passenger will roll onto the lift The operator retracts the lift when the passenger is securly aboard. The purchase is consistent with an October 1974 Board resolution that any new buses purchased be accessible to the elderly and handicapped.

Operation of Line 823-NORWALK-HAWAIIAN GARDENS-BLOOMFIELD AVE. was suspended with the close of service on Saturday November 6th. Suspension instead of discontinuance was adopted after the City of Cerritos indicated several buildings under construction on Bloomfield should be given a chance to improve ridership in the future.

November 8th saw inauguration of Line 123-WESTLAKE VILLAGE-WOODLAND HILLS-LOS ANGELES and 161-WESTLAKE VILLAGE-CANOGA PARK (WT 11/76). First day buses on 161 were 1008 and 1013 (T8H5307As). Line 123 also had a 1000 and after three weeks experience is averaging 17 daily riders.

Line 115-COMPTON-IMPERIAL HIGHWAY was discontinued on November 13 as 306-MANCHESTER & CENTRAL-WATTS-COMPTON was extended to a new terminal at Long Beach Blvd and Greenleaf Dr. replacing a majority of 115. Weekday service is hourly 630A/630P over the entire line while Saturday service is hourly 8A/5P between Imperial & Croesus and Long Beach & Greenleaf with no Sunday operation. The entire route of line is from Manchester & Central via Firestone, Hooper, 92nd, Zamora, 96th, Success, 103rd, Gorman (Junier northbound), Santa Ana Blvd, Mona, Imperial, Wilmington, Rosecrans, Willowbrook, Compton, Atlantic and Greenleaf to Long Beach. Line 306 continues to work from Division 18 using 2200s (TDH 4512s).

Another line from Division 18 with 2200s assigned is new Line 842-COMPTON BLVD-CARSON INDUSTRIAL CENTER which began operation November 14th. Service operates on a 40 minute headway (35 in rush) weekdays between 6AM and 7PM, Saturday 8AM to 620P using two buses. From Paramount and Compton in Paramount 842 runs via Compton, Central, Walnut, Acacia, Carob and Wilmington to Walnut in Carson.

Line 434-GLENDALE-PASADENA-CITY OF HOPE was extended from Broadway and Maryland via Maryland, Harvard, Central and Broadway beginning December 5th serving Glendale's new Galleria Regional Shopping Center while 484-LOS ANGELES-POMONA-ONTARIO AIRPORT VIA VALLEY BLVD was rerouted in downtown La Puente via Valley, Stimson Way, Central, Main, Stafford, Hacienda and Valley.

Subscription Line 514-CANOGA PARK-NORTHRIDGE-U.C.L.A. was discontinued with the close of service on Tuesday November 23rd. The line had operated one commute hour round trip between the Valley and UCLA using a 1000 assigned from Division 8.

RTD will seek an UMTA grant to finance construction of a new operating division in the west San Fernando Valley at the northwest corner of Nordhoff Street and Canoga Avenue in Chatsworth. The 18 acres of land would cost about $784,000 and construction of buildings would be about $6 million. The facility could handle about 250 buses saving about $425,000 over that now incurred annually by storing and servicing buses at the present Division 8 in Van Nuys at Sherman Way and Van Nuys Boulevard.

Commencing November 28 the fare within the City of Corona was increased by 20 cents for all class of fares. Passengers boarding or alighting within Corona will be charged the higher fare plus zone and/or county increments to their destination. Passengers traveling thru Corona were not affected.

OMNITRANS (OT)

SAN BERNARDINO: Additional information has been gathered on the OT changes (WT 11/76). Lines 3-STATE COLLEGE VIA MUSCOY and 5-STATE COLLEGE VIA SIERRA WAY are the former branches of Line 3 with the Muscoy service extended to the college. These lines are interlined at both the college and 4th & E and are scheduled to provide twenty minute service from both terminals each line operating on a 40 minute headway. From 4th & E Line 3 travels E, Baseline, Mt. Vernon, 16th, Western, Goodlett, Muscott, Highland, McKay, Porter, California, Darby, McKay, Kern, Vermont, 1st, Duffy, Ogden and State College Pkwy to CSCSB. Line 5 travels via 5th, Sierra Way, Highland, E, 34th, Mountain View, 40th, Sepulveda, 49th, Mountain View, 48th, Mayfield, 44th, Stoddard, 48th, 2nd Ave, Hill, 4th Ave, Kendall and State College Pkwy to CSCSB. Line 6-NORTON AIR FORCE BASE is the former branch of Line 2. From 4th and E buses travel E, 4th, D, 2nd, Waterman, 3rd, Del Rosa, Gate 4, NCO Club, Passenger Terminal, back to 3rd, Sierra Way, Rialto, G and 4th to E. Service operates every 20 minutes 620A/900A and 340P/620P with a 40 minute headway in between. Line 7-VICTORIA STREET remained on its former routing but service frequency was stepped up to hourly 715A/615P. Line 11-HIGHLAND-PATTON departs 4th & E via 4th, Mountain View, Base Line, Waterman, Gilbert, Perris Hill Park Rd, Pacific, Osbun, Baseline, Victoria, Highland, Palm, Baseline to Victoria returning to San Bernardino. Buses run half hourly 630A/900A, 20 minutely 9AM/3PM, then 330, 400, 430, 510, 540 and 620. November 29th saw a number of modifications to the lines as Line 1 southbound now goes west on 28th from Valencia to Waterman, then south on Waterman to old routing and the jog on Line 5 on Electric and Mayfield between 44th and 48th was dropped buses staying on 48th. A new loop serving Aquinas High Schoo was established on Line 10 on Lynwwod, Sterling and Date to Del Rosa and Line 16 was changed to run along Miramonte from Marshall to 27th and then via 27th to Davidison to Highland. A crosstown line or a loop line along Baseline and Highland between State and Palm has been suggested, those routings costing about $200,000 annually. A San Bernardino City Councilman suggested that if this line is started consideration of extended service to the San Anselmo area, presently without transit, should be given. OT is leasing at least four TDH 4801s, recently operated by REGIONAL TRANSIT in Sacramento and still in RT's white, gold and blue paint scheme which is similar to OT's. Dial-A-Ride came to Barstow on July 1st using three Checker cab-type vehicles painted in OT colors under contract with MUNCY AND COMPANY, operators of Yellow Cab in Barstow. The service is available to anywhere in Barstow to anyone seven days a week from 800AM until 600PM. Fare is 75 cents with Senior Citizens, handicapped persons and welfare recipients charged 25 cents with appropriate identification.

SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: A number of CT lines were altered October 3 including 20-MOUNTAIN VIEW-MILPITAS being rerouted in Milpitas to serve two schools and more residential areas and 23/24-SAN JOSE-STANFORD rerouting in Los Altos from Fremont Ave to Cuesta Dr between El Monte and San Antonio to serve more residential areas. Line 68-SAN JOSE-GILROY had 1 AM and 2 PM peak hour trips extended north in San Jose CBD on North 1st from Santa Clara to Gish Rd as Line 82 and return south on North 2nd. One AM and one PM trips were added with limited stops between San Jose and Morgan Hill reducing running time 10 to 12 minutes. Saturday service was improved from 180 to 90 minute headway by adding a second bus. Line 92-MAYFIELD MALL-RENGSTORFF PARK LOOP (Mountain View) - this midday only line was simplified and removed from certain residential streets at the request of the City of Mountain View. Now runs from the Mall via San Antonio and Middlefield to Rengstorff and former routing to Mountain View SP Depot instead of more complex routing along Nita, Dell, Victory, Middlefield, Alvin, Thompson and Jane to Rengstorff.

RENEW NOW FOR 1977 - - MEMBERSHIPS ARE $7, SUBSCRIPTIONS ARE $6, DONT MISS WT IN 77

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: On October 3 SANTA CLARA COUNTY TRANSIT DISTRICT relinquished operation of its Line 50-EAST PALO ALTO to SAMTRANS which reorganized this service as 2 lines: 50C-UNIVERSITY-CAMELLIA serving the Ravenswood loop on the west side of Bayshore Fwy and the south part of ex CT 50 East Palo Alto loop and 50V-UNIVERSITY-IVY serving the north part of old EPA loop and extending over the short lived BELLE HAVEN SHUTTLE (VT 11/76). Introduction of this service brought the first Sunday operation to SAMTRANS. Service is 30 minutely with 2 buses on each line leaving Palo Alto SP Depot 630A/8PM weekdays and 8AM/6PM Saturday and hourly with 1 bus on each line from 8PM/10PM weekdays and Sundays 9AM/5PM. 4517s and ex SMT 4523Ns provide all service. 50C operates from PA SP via University, Woodland, Manhattan, O'Connor, University, Donohoe, Clark, E. Bayshore Rd, Pulgas, Camellia, Wisteria, O'Connor, Beech, Clark and Bay to Nairobi Village Shopping Center at University. 50V runs from Stanford Shopping Center via El Camino Real, PA SP, University, looping thru Nairobi Village, Bay, Oakwood, Garden, Menalto, Mello, Newbridge, Willow, Ivy, Market, Del Norte and Terminal to Belle Haven Community Center at Kelly Park. On October 18 another new service was added (50A-ALPINE ROAD) from PA SP westerly via Stanford Shopping and Medical Centers and Ladera to the upper income, rural residential town of Portola Valley in the Coast Range foothills behind Stanford University and Menlo Park. From PA SP 50A travels University, El Camino Real, Stanford Shopping Center circulation road, Quarry, Blake, Wilbur, Stanford Medical Center, Pasteur, Willow, Alameda de las Pulgas, Alpine, thru Ladera via La Cuesta and La Mesa and Alpine and Portola Rd to Portola Valley Village Square. One bus (an ex SMT TC-25) is used and leaves Portola Valley hourly 530A/1030A, two hourly until 430P, then 555P and hourly to 866P weekdays and on Saturdays hourly 830A/1030A and 430P/630P with 120 minutely in between. Early morning trips weekdays skirt the shopping center and by pass the medical center. Agreement has been reached with NORTHGATE TRANSIT, INC., the county's last independent operator, to purchase the operating rights of this operator owned cooperative for $70,150 with SAMTRANS tentatively beginning operations January 1. The deal did not include NGT's 21 driver owned buses, consisting of several TGH 3102s and TDH 4507s, a few TDH 3612s and at least 1 each 2708, 3501, 3609, 3610 and 4509. Purchase of the five or six useable buses from the fleet will be negotiated separately.. NGT presently operates sev n lines: 1-WEST-LAKE, S.F. city line (Mission & Templeton) to Serramonte Shopping Center via BART/Daly City, Westlake Center and Skyline Plaza; 2-SERRAMONTE City line to Serramonte via BART, Junipero Serra Blvd and Mary's Help Hospital; 3-PALISADES, city line to Serramonte via BART, Westlake, Skyline Dr and Fairmont Center; 4-SKYLINE, Serramonte to Skyline College; 5-BROADMOOR, BART/Daly City to Westlake Ctr via Broadmoor; 6-STONESTOWN, Westlake Center to Stonestown Center (in SF) via Lake Merced Blvd and SF State and 7-SOUTH SAN FRANCISCO, BART/Daly City to South SF CBD via Mission, Cemeteries and Grand Ave. Peak hour service requires 12 buses. Negotiations are underway with GREYHOUND LINES to purchase the San Mateo County commute operations rights in the Cabrillo Highway (Pacifica, Half Moon Bay) and Mission/El Camino Real corridors and a final agreement is expected soon. Plans call for SAMTRANS to lease-purchase 50 Greyhound commute buses over a 5 year time span with the buses painted in SAMTRANS colors, but with GL operating the buses. Fares would be reduced to 25 cents per zone with 10 cent zone charges and service along El Camino Real at 15 minute headways.

GREAT AMERICAN STAGELINE, INC. (GAS)

THOUSAND OAKS: Following PUC approval GAS took over operations of AIRPORTRANSIT's VENTURA COUNTY-LOS ANGELES INTERNATIONAL AIRPORT line on November 1 using two new 47 passenger MC-8 buses painted white, gold and brown with black window effect. Charging one way fares from $4 to $10 three round trips daily run between Oxnard and LAX, one daily between Ventura and LAX with weekday only trips including two round trips between LAX and Thousand Oaks and an additional round trip from Ventura.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The September schedules, effective with the start of the UCSC school year, brought addition of 3 new lines and modifications to another four. Service to the east side-Seabright-East Cliff area was reorganized by replacing 6-SEABRIGHT/6-SEABRIGHT-E. CLIFF alternate routes with 3 new ones: -6A-SEABRIGHT VIA SOQUEL is identical to former 6-SEABRIGHT while 6B-SEABRIGHT VIA BROADWAY duplicates former 6-E. CLIFF from the Transit Center via Soquel, Front, Broadway, Seabright and Murray to Lake, but cuts back at this point by the same loop (E. Cliff-7th Ave) as 6A. 27-SEABRIGHT VIA E. CLIFF replaces the outer end of former 6-E. CLIFF and provides a more direct route between this area and the Transit Center. Route is from Transit Center via Soquel, Front, San Lorenzo, E. Cliff, Murray and Eaton to 7th, then a large clockwise loop via 7th, Brommer, 17th, E. Cliff and 7th to Eaton. Service on 6A and 27 is daily from 645A to 645P with 1 bus alternating between the two. 6B headway is half hourly weekdays only from 7AM to 6PM with 2 buses alternately operating thru with 23-WESTERN DRIVE "A" (on the hour) and 24-WESTERN DRIVE "B" (on the half hour). Weekend service on 23/24 is operated on an integrated "round robin" schedule with 1-UNIVERSITY, 21-LIVE OAK RED and 22-LIVE OAK GREEN with 5 buses running on a 1-21-24-1-22-23-1 continuous circuit. Two new weekday only lines connecting the Capitola Transit Center (41st Ave & Capitola Rd) with Cabrillo College were also begun. 25-CABRILLO "A" runs from the Transit Center via 41st, Portola, E. Cliff, Stockton, Capitola, Monterey, Park and Soquel to the campus while 26-CABRILLO "B" runs north on 41st, Soquel to the campus with one bus operating both lines, each running hourly. With the introduction of 25/26 the 41st Avenue leg of 22-LIVE OAK GREEN between Capitola Rd and Soquel Dr was dropped due to duplication. Not previously noted was that with the extension last January 5 of Live Oak service from 41st and Capitola into Santa Cruz by creation of Lines 21 and 22 and their thru routing with 1, alternate thru routing of 17-41st AVE EXPRESS with 11-CAPITOLA RED and 12-CAPITOLA GREEN was discontinued in favor of 1 bus, usually a Fleetwood, alternating on 11 and 12. Weekdays only Lines 1 and 17 are still thru-routed. Operation of 18-LAUREL ST-BEACH to the end of the Municipal Wharf has been dropped in favor of service only to the foot of the Wharf at Beach. This service had been a source of delays on crowded summer weekends and also prevented use of buses larger than 330ls due to weight and turn around limitations.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: A 50 vehicle van pool program proposed by the Golden Gate Bridge, Highway & Transportation District had received conditional UMTA approval pending official declaration from the Department of Labor that federal funds will not have any impact on GGT's bus operator positions. The $648,000 two year demonstration project would have GGT purchase 7 to 9 passenger vans, loan them to interested commuter groups or companies who would maintain and operate the vans for passenger transportation for small groups.

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Member Charles Zell, 967 Piedmont Drive, Sacramento, CA, 95822 is willing to give away the following magazines for the cost of postage. Interested persons should send 40¢ per magazine to cover postage and any funds over cost will be refunded.

BUS RIDE. Vol. 12, Nos 1, 2, 3 (1976), Vol. 11, Nos. 1, 2, 5, 6 (1975)
Vol. 10, Nos. 1, 2, 4, 5, 6 (1974), Vol. 9, Nos. 2, 4, 5, 6 (1973)
METRO (METROPOLITAN) (1976) Vol. 72, Nos 1-5, (1975) Vol. 71, Nos 2 and 6,
(1974) Vol. 70, Nos. 1-6, (1973), Vol. 67, Nos. 1, 2, 4, 5, 6
(1972) Vol. 68, Nos. 1, 2, 6, (1971) Vol. 67, Nos. 4 and 6
MASS TRANSIT (1976) Vol. III, Nos. 1, 2, 3, 4, 9, (1975) Vol. II, Nos. 1 and 4

EQUIPMENT REPORT

Property	Vehicle Nos	Make	Model/Serial	Notes
NEW				
AC Transit	2200	Minibus	MB8002/1267	
Tucson Transit System	(7532-7558	Flxible	45096-6-1/60398-60424	Addtl info
	(7559-7563	Flxible	45096-8-1/60425-60429	"
Old Pueblo Transit	(5050-5060	Flxible	35096-6-1/61072-61082	"
	(5061-5070	Flxible	35096-6-1/61217-61226	"
Greyhound Lines-West	1000-1043	TMC	MC8/-	43, RR
Peerless Stages, Inc.	(301-303	GMC	P8M4905A/919-921	
	(306	GMC	P8M4905A/1199	
USED				
Norwalk Transit System	(451-455	GMC	TDH4512/2136,2139,	RT 117,120,
	(		2805,2808,-	126,129,-
Santa Clara County	(4541-4556	GMC	TDH4512/1259,1260,	RT102,103,
Transit	(		1263,1265,1266,	106,108,109,
	(		1269,1271,2135,	112,114,116,
	(		2137,2138,2837,2809,	118,119,125,130
	(		1258,1262,1268,1272	101,105,111,115
	(4561-4564	GMC	TDH4517/334-337	RT 132-135
Omnitrans	4803,4,9,16	GMC	TDH4801/168,171,	RT 4803,4804,
			180,224	4809,4816
SAMTRANS	219	GMC	TDH4801/057	Bay Rapid 128
Peerless Stages, Inc.	304-305	GMC	TDM5103/012,022	GLN 9411,21

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WTS NEWS: Discussions are currently underway between General Manager Mike Campbell and Joe Corbin as membership has voted to accept Corbin's offer to transfer ownership of former GLENDALE CITY LINES 8608 with intent Mr. Corbin will restore coach as he has done with other vintage motor coaches. 8608 was purchased in August 1964 with intent to restore bus, but a number of circumstances has prevented the organization from ever restoring the bus, location, finances, expertise and it appears this is the avenue for restoration.

Cost of memberships and subscriptions going up $1 for 1977. Renew your membership or subscription today - do not miss WT next year. This is the last issue to be sent until renewal has been received.

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WTS Meetings: January 9, February 13, 936 S. Genesee, Los Angeles, 700 PM