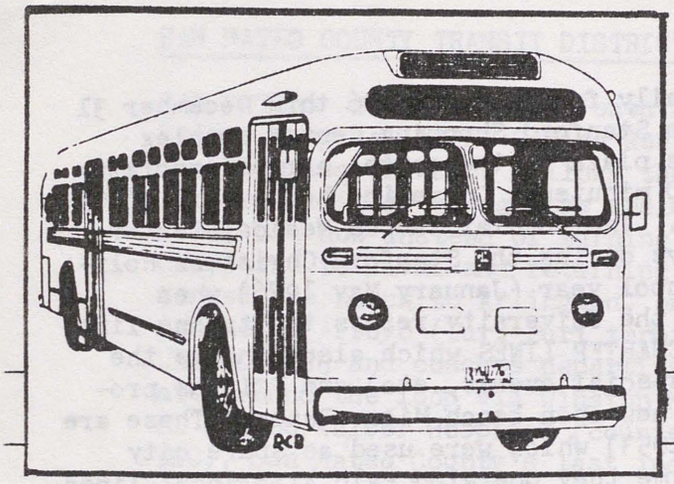


Western Transit

Monthly Publication of The Western Transit Society

Vol. 15 No. 2 February 1977

SANTA CLARA COUNTY TRANSIT DISTRICT (CT)

SAN JOSE: The county's first scheduled premium fare express service was inaugurated January 3. Known as "ExpressOne" the line connects the El Paseo de Saratoga and Westgate Shopping Centers in western San Jose where all day parking is available with Stanford Industrial Park at the California Avenue S. P. Depot in South Palo Alto stopping only at major activity centers with adjacent parking and at CT transfer points. Morning route is from El Paseo de Saratoga at Saratoga and Campbell via Saratoga, Prospect, Lawrence Expwy, Stevens Creek Blvd, Wolfe Rd, Junipero Serra Fwy (I-280), Page Mill Rd, Coyote Hill Rd, Hillview, Hanover, Page Mill and Park Blvd to S. P. Afternoon return route is via Park, California Ave, El Camino Real, Page Mill, Hanover, Hillview, Foothill Expwy, Page Mill, I-280, Wolfe, Stevens Creek, Calvert, Lawrence and Prospect to Saratoga. 3 morning and 4 afternoon trips are operated and a 50 cent one way fare (or Blue Key Pass plus 25¢ or CT Day Pass plus 25¢) is charged. Transfers from connecting lines are accepted plus 25¢. EXPRESSONE stops are designated by Express Stop signs which have an orange band along the bottom of the regular blue stop sign. One of the two buses needed for this service was made available by discontinuance of Commute Special Bus Pool #10, which had operated between the Hewlett-Packard plants on Stevens Creek and Stanford Industrial Park, a service now covered by ExpressOne. Also effective January 3 midday only Line 91-CAMDEN/UNION-SANTA TERESA HOSPITAL was extended southeast from the hospital over a large counterclockwise loop to serve the Monterey Oaks Mobile Home Park. Route is from the hospital via Hospital Pkwy, International Circle, Camino Verde, Santa Teresa, Bernal, Monterey Hwy, Ford Rd off ramp, Snell, Cottle, Santa Teresa, Hospital loop, then west on Santa Teresa via regular route to Camden and Union. 4 buses are required on a 30 minute headway. In order to provide the additional bus lightly traveled midday line 95-STELLING/STEVENS CREEK-HAMILTON/WINCHESTER headways were increased from 30 to 60 using only 1 bus. San Jose local lines 83-7TH & KEYES-SOUTH SAN JOSE and 87-22ND & WILLIAM-SANTA CLARA were slightly modified to eliminate safety problems. A major service change affecting CT's main El Camino Real trunk lines 21-MENLO PARK ALUM ROCK and 22-MENLO PARK-HILLVIEW occurred January 5. Because the majority of thru riders on the El Camino lies are bound for Eastridge Shopping Center and the lower income residential areas along King Rd rather than for Alum Rock, the weekday routing of 21 was cutback from Menlo Park to downtown San Jose (1st and Santa Clara) which was the same as previously existing Sunday routing and service frequency for the full length of 22 was increased from 30 to 15 minutely. Prior to this change 21 and 22 alternated on 30 minute headways providing a 15 minute headway Menlo Park to San Jose and a short trip additional bus on 22 provided approximate 15 minute service between downtown and Eastridge. Weekday evening and Saturday service on 21 continues to extend through to El Camino Real and Kiely in Santa Clara as before. Sunnyvale's midday only 98-TASMAN-COMMUNITY CENTER was extended November 22 in the Lakewood Village area near its northern terminus to serve the Hope Workshop. A minor change on 71-MILPITAS-EVERGREEN altered its northern (Milpitas) terminus to loop via Arizona, Dixon, Main and Washington to Arizona instead of thru Sunnyhills Center parking lot. 66-BART FREMONT-SANTA TERESA HOSPITAL Saturday service was operated over the full regular route to BART instead of cutting back in Milpitas between November 20 and December 18.

STANFORD CAMPUS TRANSIT ("MARGUERITE")

STANFORD: Free shopper's shuttle service was provided daily from November 26 thru December 31 on a route which made a clockwise circuit around the main Stanford Shopping Center complex (Emporium and Macys) and connected with the Bullocks/Saks plaza to the south, across Arboretum Road with 2 buses making the swing approximately every 10 minutes. Operating hours were 1030A-1000P weekdays and Saturday and Sunday from noon to 600P. The regular Campus-Medical Center-Shopping Center route also continued in operation weekdays during the Stanford Christmas holidays. Unlike the experimental period during the last school year (January May 1976) when student drivers were used, operation of "Marguerite" (as the University refers to its bus line) doe the 1976-1977 year has been contracted to PENINSULA CHARTER LINES which also handles the University's official charter business (athletic teams, special events, etc) and PCL has provided two transit type buses to supplant Stanford's four new open bench Micro Buses. These are GMC #401 (TGH3102/644) and Ford Transit #221 (50B/09T-641053) which were used as spare city buses by PCL, then PENINSULA TRANSIT LINES, during the time they operated Palo Alto local lines under contract with the city prior to the CT takeover on January 1, 1973. Both have been repainted from their City of Palo Alto white, olive, gold and yellow colors to PCL's dark green and white thus restoring 221 to its appearance, complete with headsign, when it served PTL's Line 2-STANFORD from 1945 until it was replaced by City of Palo Alto TGH 3102s in late 1963.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD has won court permission to operate dial-a-ride systems anywhere in the county without paying taxi cab firms to compensate for lost revenue. By this ruling the Fourth District Court of Appeal relieved the district of the possibility of paying $100,000 to 3 firms for the time it operated DAR in La Habra and Orange and removed the need to pay an estimated $200,000 for future permission to operate in La Habra and Orange. The reversal was based, primarily, on the theory presented by OCTD counsel, Attorney Kennard Smart, Jr., that a taxi is not a "transit service or system" within the meaning of OCTD's enabling legislation. That enabling legislation requires OCTD to buy out any transit service or system with which it competes, but the law defines "transit" to mean "the transportation of passengers only and their incidental baggage by means other than by chartered bus, sightseeing bus, or any other motor vehicle not on an individual passenger fare paying basis...". The OCTD Board has now gone on record requesting the staff to begin plans to restart DAR in Orange giving consideration to a DAR study now in progress and potential expansion of a Dial A-Lift program which would use small buses otherwise earmarked for Dial-A-Ride. Using a combination of five Transcoaches and seven 7 passenger Checker sedans painted orange and white YELLOW CAB COMPANY OF NORTHERN ORANGE COUNTY will begin operating a Dial-A-Ride service in the City of Fullerton under contract with OCTD. The 50 cent DAR fare will apply with transfer privileges to other OCTD lines. Service will start February 7th operating 6AM-7PM Monday-Saturday. YCC will be paid $470,000 to operate the system for one year and will keep the fares it collects instead of turning them in to OCTD. A smaller operating payment was agreed upon by YCC in exchange for the revenues and payment can be renegotiated downward later as fare revenues climb. OCTD Directors have approved establishment of a new service, Line 44-ANAHEIM-BUENA PARK VIA BALL ROAD, to begin operation in September using two buses on an hourly headway. Proposed routing is from the Disneyland area via West, Katella, Harbor, Ball, Beach, La Palma, Knott, Manchester and Beach to La Palma returning via Beach, Ball and West to Disneyland. The move is aimed at forcing the competition issue between OCTD and TOWN TOUR FUN BUS COMPANY into negotiations. OCTD presently operates along Beach and Ball, the two major thoroughfares of the new line, and this has sparked discussions over competition. The district's position is that the issue of competition between the public and private sectors has to be decided upon for future expansion plans. In response to this action TTFB has filed suit against OCTD alleging unfair competition in the establishment of new services since an agreement signed by both parties in February 1974 and is seeking abandonment of OCTD Lines 25, 30, 38, 43, 46, 121 and 123 in the TTFB service area, a decrease in the number of bus stops in the area from 108 to 50 and a return to hourly headways (from 20 and 30) to all lines in the area.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: On December 6 South San Francisco Line 24A-WINSTON was extended to serve Kaiser Hospital on El Camino Real by creating a large loop out of the exisiting route, the west leg of which follows the existing circuitous routing from Buri-Buri Shopping Center terminus through the residential streets of Winston Manor to Duval and Bradford, but now instead of turning back on a counter clockwise loop via Bradford and Graystone to Duval and returning over the same route to Buri-Buri, the line is extended one block to Arlington, one block east to El Camino, then returns south on El Camino to Arroyo (Buri-Buri terminal). 24A continues to be thru routed with 24D-WESTBOROUGH and coaches departing Buri-Buri on 24A at 15 minutes past the hour operate around the loop via Winston Manor (clockwise) and at 45 minutes past the hour via El Camino/Kaiser Hospital (counter clockwise). On January 3 NORTHGATE TRANSIT COMPANY INC., San Mateo County's last independent local system, was taken over by SAMTRANS and NTC's seven lines serving Daly City and adjacent communities were replaced by 8 SAMTRANS lines, most essentially duplicating old lines but others providing direct service from BART/Daly City to Skyline College, thru connections between Stonestown, Westlake and Serramonte shopping centers and new service to Serra Shopping Center, Franciscan Mobile Home Park, Daly City Civic Center and residential streets of northernmost Daly City. In addition to the new routes, the NTC fleet of assorted and ancient operator-owned GMs was replaced by ex MARTA coaches of SAMTRANS' 116 (TDH 4518) and 160 (TDH 5303) series and fares were lowered from 35¢ to 25¢ (10¢ junior and senior reduced fare) with 10¢ (5¢ reduced) zone charges on 21B-SKYLINE COLLEGE at the Daly City-San Bruno boundary and on 21A-STONESTOWN at the Daly City-San Francisco border. SAMTRANS' exact fare policy also replaced change making by operators. Route details are as follows: 20C-BART-SERRAMONTE VIA SOUTHGATE AVE replaces NTC 1-WESTLAKE between BART and Serramonte in the southbound direction and 2-SERRAMONTE in the northbound direction forming a large counter clockwise loop. Route is from BART via John Daly Blvd, Lake Merced Blvd, Southgate, Lakeshire, Clarinda, St. Francis and Serramonte Blvd to Serramonte Center returning via Southgate, St. Francis, San Fernando, Alta Loma, Eastmoor, San Pedro, Washington, Junipero Serra and John Daly to BART. Saturday and Sunday service operates north from Westlake to Stonestown via Lake Merced Blvd and Winston instead of to BART via John Daly. Coaches alternate trips with 20J. 20J-BART-SERRAMONTE VIA JUNIPERO SERRA BLVD replaces NTC 1 northbound and 2 southbound on a large clockwise loop and route is exact reverse of 20C including weekend trips. 21A-STONESTOWN-SERRAMONTE-KING/CALLAN replaces the full length of NTC 6-STONESTOWN (to Westlake), part of 5-BROADMOOR from Westlake to Washington & Edgeworth with extension to Serramonte and part of 4-SKYLINE from Serramonte to King & Callan. Route is from Stonestown at 20th Ave via Winston, Lake Merced, John Daly, Park Plaza, Southgate, Maddux, 87th Ave, Washington, Edgeworth, Pierce, Sullivan, Southgate, Serramonte circulation road, Serramonte Blvd, Serra Center circulation road, Gelbert and King to Callan. First two inbound morning trips (645A, 700A) operate from King & Callan over regular route to Gelbert & Hickey, pickup at the Crown Colony Apts, then run express via I-280 and John Daly to BART instead of via Westlake to Stonestown. Two PM trips (500P, 530P) operate express from BART to Crown Colony via I-280. 21B-BART-SKYLINE replaces NTC 4 from King & Callan to Skyline College and adds a direct connection to BART from Serramonte. Route is from BART via John Daly, Junipero Serra, 92nd Ave., Bryant, Pierce, Sullivan, Southgate, Serramonte circulation road, Serramonte Blvd, Callan, Oakmont, Berkshire and College Dr to Skyline College. First 4 inbound morning trips (6A to 730A) begin at Sneath Lane and Skyline instead of the college and run via Skyline to Berkshire and regular route. The 455P and 555P outbound trips from BART operate to Sneath Lane instead of Skyline. 22D-BART-SO. SAN FRANCISCO replaces NTC 7 with rerouting in Daly City to pickup outer end of 5 from El Camino and Washington to BART. Route is via John Daly, Hillside, E. Market, Orange, Hoffman, Lausanne, Chester, A, 2nd, Valley, El Camino Real, Mission Rd, Evergreen (So SF), Miller, Birch, Holly, Miller, Forest View and Grand to Airport Blvd. Return loop Airport, Baden, Cypress, Grand and regular route. Saturday trips continue west on John Daly past BART to Westlake Medical Center at Lake Merced Boulevard.

SAMTRANS Continued

22E-BART SERRAMONTE VIA FIARMONT, PALISADES & SKYLINE DRIVE replaces NTC 3 between BART and Serramonte with rerouting from Mayfair to Skyline Fwy between Lake Merced & Westridge. Route from BART is via John Daly, Skyline Fwy, Westridge, Skyline Dr, Longview, Belcrest, Gateway, Hickey and Gelbert to Serramonte. 22G-BART-CIVIC CENTER replaces portion of NTC 7 on Mission between Westlake and School but is otherwise entirely new: from BART via John Daly, Junipero Serra, Westlake, Mission, School, 87th Ave, Edgeworth and 90th to Daly City Civic Center. 22H-BART-BELLEVUE replaces NTC 1, 2, 3 and 5 between BART and the former northerly terminal at Templeton & Mission with a new Bellevue/Hanover loop via Templeton, Bellevue, Guttenberg, Hanover, Oliver, Brunswick and John Daly to BART. Most trips operate thru with 22G. Below is shown a Daly City Division Service Table as of January 3, 1977

	Weekdays						Weekends		Remarks
	Peak		Midday		Evening		All Day		
Line	Hdwy	Reqd	Hdwy	Reqd	Hdwy	Reqd	Hdwy	Reqd	Notes
20C/J	20	4	30	3	60	2	*30	3	Saturday & Sunday
21A	30	3	30	3	-	-	-	-	
21B	30	2	60	1	-	-	-	-	
22D	30	2	30	2	-	-	#30	2	Saturday only
22E	60	1	60	1	-	-	-	-	
22G	60	(1	120	(1	-	-	-	-	
22H	60	(	120	(	-	-	-	-	
Buses Needed		13		11		2		5Sat, 3Sun	

*-Except hourly 1130AM-230PM #-Except hourly 1130AM-130PM

Unique to the Daly City operation is the first use of bi directional headsign readings on SAMTRANS buses. All other lines display only a single reading designating line number and name. The original system wide headsigns include the following readings which had been preassigned; 5D-Mission St, 20L-Lake Merced Blvd, 20P-Palisades, 21A-Westlake, 21B-Broadmoor and 21J-Junipero Serra to have replaced NTC Lines 7, 6, 3 & 4, 1, 5 and 2 respectively. Contrary to earlier reports that only a few useable buses would be taken over, the entire fleet of 21 coaches was driven (one was towed) to SAMTRANS' South County yard in Belmont during the New Years weekend and stored out of service. In other equipment notes, about 90 per cent of the SAMTRANS fleet had been repainted in the white with red/white/blue belt colors and had new headsigns installed by year's end. SAMTRANS has acquired at least eight TDH 5303s and seven TDH 4518s from MARTA in Atlanta and quite a few of the 200-213 series TDH 4507s are currently out of service as the maintenance forces seem to be concentrating on getting the newer buses into service. (WT staff gathering roster details for inclusion in subsequent issue).

DOUGLAS BUS LINES (DBL)

NORTH LONG BEACH: DBL has been granted authority by the PUC to increase fares on its home to work commute service in Los Angeles and Orange Counties. Previous weekly rates from $5.75 to $11.50 will rise to between $7.25 and $14.00. The firm was also authorized to institute a daily fare for passengers who need the service only one or two days per week. DBL provides two county commuter service to industrial complexes in Long Beach, Downey, Los Angeles International Airport, Santa Monica, Anaheim, Santa Ana and Laguna Niguel. Marshall Gage, DBL owner has decided to retire and is presently looking for a buyer for all or part of the firm which is the largest private commuter bus line in Southern California.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Sunday January 16 brought a number of changes to RTD lines, principally in the Mid Cities area. The portion of Line 826-HUNTINGTON PARK-BELL GARDENS-DOWNEY south of Downey Avenue and Davis (Downey Community Hospital) via Downey to Alondra was discontinued as was the portion of Line 832-MANCHESTER-FIRESTONE from Pioneer & Rosecrans (Norwalk) to Carson & Norwalk in Hawaiian Gardens. Line 827-EL MONTE-CERRITOS was rerouted in Downey/Santa Fe Springs to operate directly along Studebaker between Florence and 183rd eliminating a jog along Firestone, Woodruff and Alondra. Line 830-BELLFLOWER-WHITTWOOD CENTER was cancelled but the major portion of 830 is now provided by an extension of 828-MARINA DEL REY-HUNTINGTON PARK-WHITTIER. Formerly every third trip operated eastbound along Florence from Huntington Park to Old River School Road, then to Imperial to Garfield to Alondra with the other service terminating at Cecilia and Wilcox in Cudahy. With the change the Cudahy buses remain the same, but service on Old River School and Garfield was discontinued with buses continuing on Florence to Norwalk, then via Norwalk, Telegraph, Valley View, Leffingwell and Santa Gertrudes to Whittwood Center. Line 842-COMPTON BLVD-BELLFLOWER BLVD was extended north and east from its former terminal at Paramount and Compton via Compton, Bellflower, Stewart & Gray and Woodruff to Firestone replacing an additional section of Line 830. Line 869-AVIATION BLVD-PROSPECT AVE was extended from its former Palos Verdes Drive North & Rolling Vista terminal via PV Drive North, Normandie, Pacific Coast Highway and Vermont to Normandie serving Kaiser Hospital in Harbor City.

Line 88-INTERNATIONAL AIRPORT-WESTWOOD-SAN DIEGO FREEWAY FLYER was extended northbound from its former terminal at Van Nuys and Sherman Way via Van Nuys, Foothill, Terra Bella, Kagel Canyon and Eldridge (Pacoima Lutheran Hospital) in Lakeview Terrace replacing that portion of Line 157 between Van Nuys/Ventura and Pacoima on January 16th. Rush hour weekday headway between Westwood and Pacoima is now 15 instead of 20 minutely. New Line 157-SEPULVEDA BLVD. now operates between Ventura and Sepulveda over its old routing to Sylmar (Sayre and Eldridge).

In efforts to boost ridership on Line 123-WESTLAKE VILLAGE-WOODLAND HILLS-LOS ANGELES effective January 17th the routing and schedule were both changed. The portion of the route from Ventura Freeway and Kanan to Ventura Freeway and Lost Hills Road now operates exclusively via freeway with the routing along Kanan, Roadside Dr., Lewis, Dorothy Dr. and Cheseboro Road being discontinued. The inbound morning trip now departs Westlake at 630AM instead of 710AM in efforts to serve the 8 to 5 working hours. No schedule changes were made in the afternoon. One round trip is run weekdays only using a 1000 series T8H5307A from Division 8. No changes are contemplated on the other Conejo area service, 161-WESTLAKE-CANOGA PARK.

The 5375-5397 series TDH 5301s (from Memphis) have turquoise and black National seats, pink starburst ceiling, green starburst sides, metal lower sides, push doors, buzzer cord, emergency doors and coral floors. The 5735-5749 series Flxibles have air conditioners operated with a separate engine and fuel tank. Most of the buses seat 53 but at least one GMC seats 47 and the last row of seats in 5749 is comprised of semi bucket type seats.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: After more than 3 years of planning Line 20-MONTEREY-MARINA-SALINAS began operations on November 20. The service incorporated all of former Line 12-MARINA and is operated on a two fare zone basis (35¢ each zone) with the zone boundary at the Fritzsche Field Gate of Fort Ord. Hourly service operates 6AM-7PM Monday/Saturday using 3 buses. In addition is the SALINAS EXPRESS operating from Salinas to Monterey in the morning returning in the afternoon and the fastest trip of all is the SALINAS STREAKER, Salinas bound in the morning commute and Monterey bound in the PM.

GRAY LINE TOURS COMPANY (GLOLA)

LOS ANGELES: GLOLA is seeking a PSC to operate over and along each of the routes presently certificated to AIRPORTRANSIT alleging that APT ceased operations without proper authority and, therefore, GLOLA should be granted the authority to operate the service. A GLOLA roster as of December 1976 is presented in the application.

Coach Nos	Builder	Model	Serials	Seats	Year	Notes
123	Prevost	P-500	2075-72	49	1972	
518-522	GMC	PD4106	2468,71,72,2603,04	44	1964	OTC 438,442,441, 443,444
4401-4404	GMC	PD4107	1115,18,12,14	44	1968	OTC 466, MCC 149, OTC 463, 465
4405-4408	GMC	PD4107	1116,17,19,20	44	1968	MCC 147,148,150, 151
4409-4411	GMC	PD4107	676,682,684	44	1967	--
4412-4414	GMC	PD4107	685,738,739	44	1967	--
4415-4418	GMC	PD4107	096,097,730,683	44	1966	--
4801-4805	GMC	TDH4801	043,042,003,046,060	48	1953	PTD 2942,2941, 2902,2945,2959
4806-4807	GMC	TDH4801	188,220	48	1954	RTD 6522,6554
4808	GMC	TDH4801	062	48	1953	RTD 2961
4809-4813	GMC	TDH4801	216,201,181,211,225	48	1954	PTD 6550,6535, 6515,6545,6559
4814-4818	GMC	TDH4801	250,259,189,221,244	48	1954	RTD 6584,6593, 6523,6555,6578
4900-4909	Flxible	FD6V-401-7	35050-35059	49	1965	
4910-4914	GMC	SDM5302	1001-1005	49	1967	
5300	GMC	T6H5306A	012	53	1968	LVTS 5302
5301-5303	GMC	S8M5303A	153-155	53	1969	
5304-5308	GMC	S8M5303A	232-236	53	1970	
5309-5310	GMC	P8M4905A	739-740	53	1974	
5313-5314	MCI	MC8	11931-11932	53R	1976	
5701	GMC	P8M4905A	989	57	1975	
5702-5704	MCI	MC8	11925-11927	57	1976	

Since the date of the roster annumber of additional buses have been spotted in the GLOLA livery and numbering system, some believed to be used, others new. Used buses would include 704, 708 and 709 (MC8s) and 4915-4919 (P8M4905As) with new buses 5705-5708 (MC8s).

SALINAS TRANSIT SYSTEM (STS)

SALINAS: On November 26th all service was rerouted into the Salinas AMTRAK Depot and upon acquisition of two Mercedes Benz 0309s service to Prunedale, Pajaro and Watsonville via Northridge Center began on December 15th.

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

WT EDITORIAL STAFF

Editor — Edmund Buckley

Reporters — Jack Perry, Bob Burrowes, Frank Lichtanski, Michael Campbell

WTS BUSINESS STAFF

General Manager — Michael Campbell
Secretary — Edmund Buckley
Treasurer — Todd Terpening

Editorial Address-1148 W. Civic Center
Santa Ana, CA, 92703