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Description of Routes in North Vancouver

INTER-CITY (A)

From Larwill Bus Depot via Georgia, Stanley Park Driveway, Lions' Gate Bridge, Marine Drive, Keith, Jones and 15th to Lonsdale, with some trips extended on 15th to Grand Boulevard.

CAPILANO (B)

From the Ferry Wharf via Lonsdale, 3rd, Marine, McKay, Keith, School, Keith, Woods, Capilano to Paisley, with certain trips looping via Paisley, Ridgewood and Capilano, and other trips continuing north on Capilano to Montroyal. Return via Capilano, Woods, Keith, School, Philip, 22nd, McKay, Marine, 3rd, Chesterfield and Esplanade to the Ferry Wharf.

HIGHLAND (C)

From Fell and Marine looping via Marine and 15th and thence via Fell, Dudley, Edgemont and Highland Boulevard to Tudor, returning via the same route.

LARSON (D)

From Fell and Marine looping via Marine and 15th and thence via Marine, Bewicke, Larson, 23rd, and Jones to Queens, looping via Queens, Larson and 27th to return via the same route.

LONSDALE (E)

From Ferry Wharf via Lonsdale to Carisbrooke or Rockland, with some trips

operating to Tempe Crescent via 29th, Temple and 27th.

LYNN VALLEY (F)

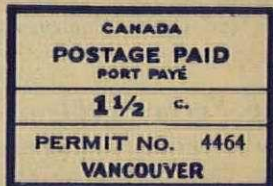
From the Ferry Wharf via Lonsdale, 3rd, Queensbury, Grand Boulevard and Lynn Valley Road to Grouse Mt. Highway, thence via Grouse Mt. Highway to Dempsey Rd. Alternate trips via Lynn Valley Road to Dempsey.

Return trip to Ferry is made by continuing around the loop and southwest on Lynn Valley Road.

KEITH-SEYMOUR-HASTINGS (G)

From the Ferry Wharf via Lonsdale and Keith Rd. to Mountain Highway, thence either via Keith to the Seymour terminus at Lynnmour, or via Mountain Highway and the Second Narrows Bridge to the transit loop in Vancouver at Hastings and Kootenay.

The new routing to Vancouver via the Second Narrows Bridge is being operated on an experimental basis.



Report on Transit in North Vancouver

About a month has passed since the new transit routes took effect in the City and District, which makes it a good time to review the situation. Here are some of the highlights we recorded during the period:

A lot of people liked the new system. Others didn't—and we certainly heard from them! By letter and telephone, people told us—

"The buses aren't meeting the ferries."

"Why doesn't the Inter-city bus meet the Lynn Valley bus? I waited nearly 20 minutes in the rain...!"



"The ferry was just docking and your Capilano bus pulled out instead of waiting for us."

● This freshet of complaints worried us plenty, because, despite the efforts we were making, the system *wasn't* shaking down and smoothing out as quickly as we expected it would.

Of course we could—and did—fix some of the rough spots in a hurry. For example, crowding was eased on the inter-city line during rush hours by adding five extra trips during the first days of the changeover.

It was rough

● But other important flaws were much tougher:

Last-minute negotiations affecting the upper Lonsdale service, for instance, sent a flock of timetables back to the printers to be re-done. Meanwhile, our passengers had to get by with a mimeographed "insert" to the existing timetable. Even worse, many went by the inaccurate times which showed less service than there actually was. This was irritating to everyone concerned.

Now there are a good supply of new and accurate timetables available on the

Information

For Transit Information, call Kerrisdale 7500, day or night, and ask Central to reverse the toll charge. We'll be glad to answer any questions you have about the new routes in the City and District, or about any transit line in Greater Vancouver.

buses or at BCE depots. *We hope, if you don't have one, you'll be sure to pick up a copy.*

Again, the Inter-City and Lynn Valley buses weren't meeting when they were scheduled to at 17th and Grand Boulevard.

There were two reasons for this: For the first few days, the Inter-City had to detour owing to construction work on 15th and this lost a precious couple of minutes. Even when the road was fixed, it was touch and go in rush hours because traffic congestion in Vancouver quite often delayed the Inter-City not just a couple of minutes, but several minutes.

The immediate solution was to put a transit supervisor at 17th and Grand to hold the Lynn Valley bus until the other arrived. Then it was a matter of figuring time-saving methods for the

downtown leg. This was done—but it's taken some time.

"Meets" being made

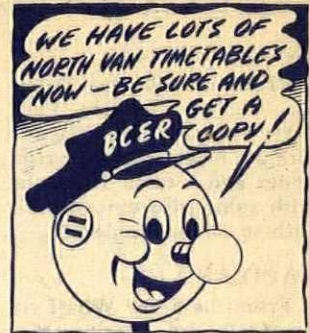
The main thing is, the scheduled meets are now being made at 17th and Grand Boulevard under normal operating conditions. Of course, this isn't to say that a bad fog, a serious traffic tie-up downtown, or some other emergency, could not mess up the arrangements. In the big majority of cases, however, the meets are being made. The same holds true for the ferry-bus connections.

Even so, some riders are still not clear on one point: In rush hours, the Inter-City runs every 10 minutes and the Lynn Valley runs every 20 minutes. Thus only every other Inter-City bus meets the Lynn Valley bus.

Inter-City buses that make the "MEET" with the Lynn Valley bus are indicated in your North Vancouver timetables. But if you miss one of these, there's a 10-minute wait for the Lynn Valley at 17th and Grand Boulevard.

Cap.-Ferry Problem

In conjunction with all this came the Ferry problem. When (usually at rush hours)



the ferry was just docking and passengers saw their Capilano bus pulling out instead of waiting a few minutes for them, they were outraged. We quite understand their feelings—and believe we've got the problem licked in the great majority of cases. But we can't guarantee this. Here's why:

● The Capilano bus *must* leave the Ferry Wharf promptly—otherwise it misses its "meet" at Fell and Marine in both directions. The whole schedule falls apart and a lot of people miss their connections all along the line.

● Thus, if the ferry fails to arrive promptly, the Capilano bus can't afford to wait. And since the ferry crews, like our operators, occasionally encounter abnormal conditions, there will be times when the "meet" isn't made.

• However, we've eased the Capilano schedule as much as we can and the ferry-bus set-up is working well.

Majority transfer

People ask us why the Capilano inbound, and the Lynn Valley, outbound, arrive and depart between ferries, rather than making direct "meets". The answer is because the two buses connect with the Inter-city and local services, to which the large majority of passengers transfer.

A major change

In brief, the changeover was a big one and, typical of such projects, it brought to light a number of difficulties which no one could foresee . . . and the whole thing was studied and discussed for 18 months beforehand.

Now, however, there is ample evidence that the new system is settled down and working properly. That's the way everyone wants it!

Even so, some talk still lingers about "let's go back to the old system". We're familiar with the arguments in the case—we've considered them very carefully.

In a nutshell . . .

Against the hard realities of these facts they simply don't stand up:

1. Competition from the private car drained riders from the bus system to the point where it was losing more than \$150,000 a year. Not cut down profits, mark you—straight out-of-pocket loss.
2. The new system aims to reduce this loss—perhaps to \$110,000 annually—by elim-

Timetables

New, corrected timetables are on our North Vancouver buses. If you haven't picked up a copy by now, we urge you to get one right away. It will save you a lot of waiting around and make your journeys quicker and more convenient.

Copies may be obtained from *Buzzer* boxes on buses, at our Ferry Wharf Transportation Office, at our Branch Office, 1442 Lonsdale, or, in Vancouver, at the Larwill Bus Depot or the Carrall Street Depot.

Or drop *The Buzzer* a note; we'll send you a copy by return mail.

inating duplication of service and cutting back service at nights and on Sundays and holidays, when the decline in riding has been especially severe.

3. At the same time, the new system has *extended* some routes, *increased* frequency on some routes, where recent development and expansion has taken place. The new system runs over 10 per cent more miles of streets than the old.

4. A logical network of lines has been introduced and these lines can be extended in an orderly and common-sense fashion as new development occurs . . . as it certainly will.

5. The new route over the Second Narrows Bridge offers commuters between North Vancouver and Burnaby a saving of 24 cents a day over the Inter-City route, and almost 5 cents a day to commuters between North Vancouver and Vancouver, other than the downtown area.

6. For these and other reasons, it has seemed much better to introduce the present changes than to raise fares and keep the old system, or to superimpose on it the new extensions and better fre-



quencies, where they apply, at still higher fares.

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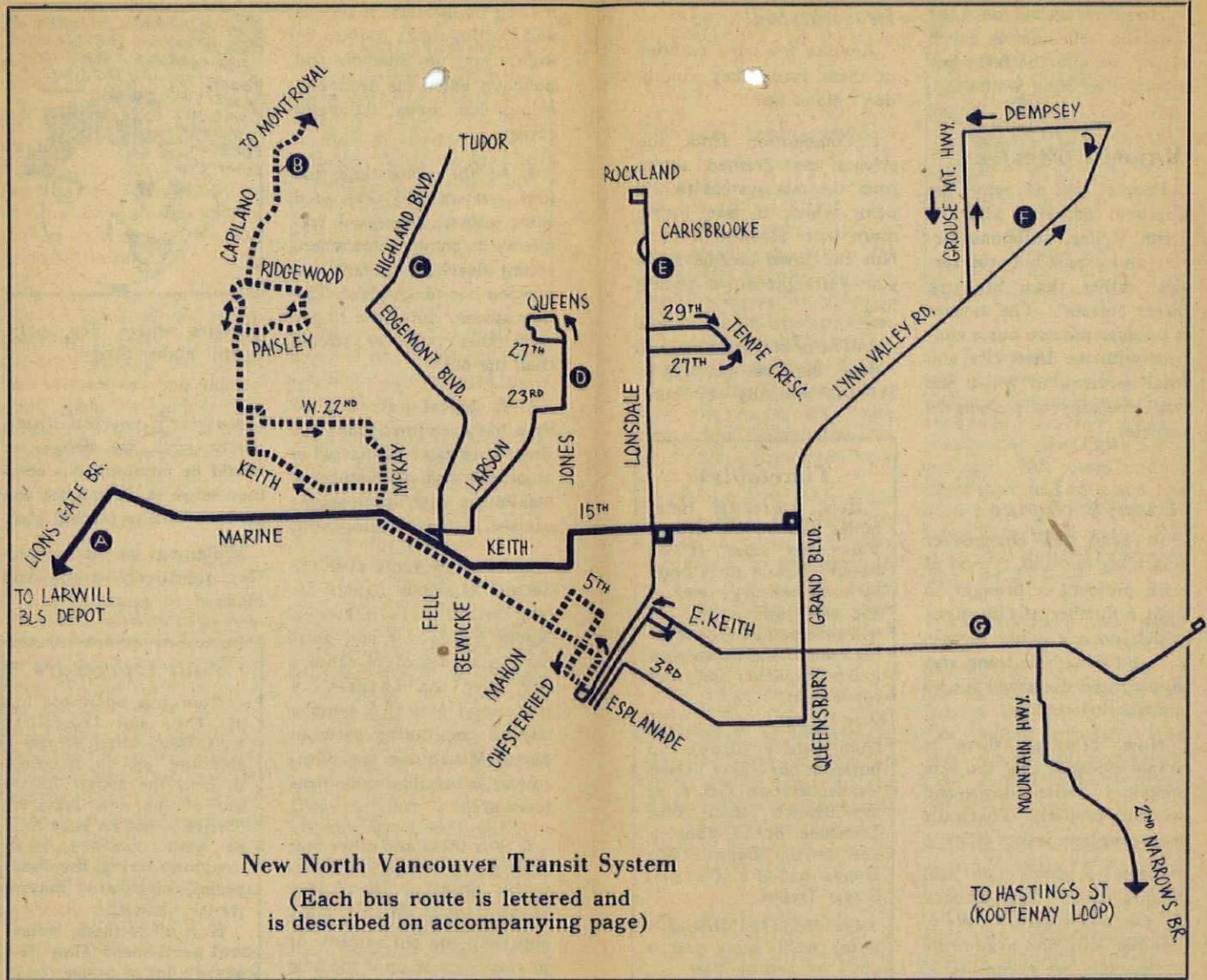
Now it's settled down pretty well, we believe it would be anything but common sense to rip it apart and go backward to the old plan.

Weighing the above factors objectively—aren't you inclined to agree?

Your Operators

Your bus operators in the City and District have been doing an outstanding job in helping to iron the rough spots out of the new service. Theirs is not an easy lot, as you can readily imagine, during the first period after any major transit change.

Hats off to them, ladies and gentlemen! They deserve a lot of praise.



New North Vancouver Transit System
 (Each bus route is lettered and is described on accompanying page)