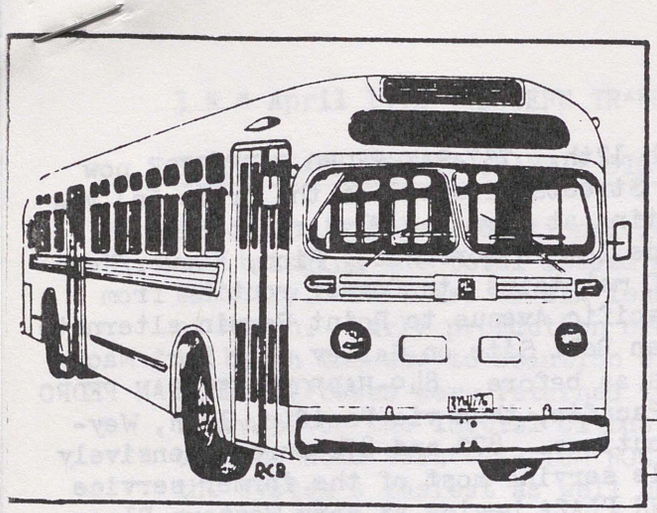


Western Transit

Monthly Publication of The Western Transit Society

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The long awaited entry into revenue service of the 200 AM General buses took place the week of March 5-11 as 8066 and 8067 began operation on Line 36-LONG BEACH FREEWAY EXPRESS. Over the next few weeks several more AMGs were placed into service -- generally the same buses on the same lines -- 8033, 8062, 8063 on 83; 8064 on 36; 8102, 8105 on 93; 8112 on 820 and 8175, 8193 on 841. Other buses have now also been observed. Planned assignments are:

Division 2	8000-8067	Lines 2, 9, 44, 83, 95, 800, 802
Division 8	8068-8110	Lines 24, 35, 88, 93, 152
Division 9	8111-8160	Lines 423, 432, 440, 447, 480, 820, 827
Division 12	8161-8199	Lines 36, 423, 813, 827, 841, 846, 849

The buses are the first to be ordered under a Board adopted policy to have all new buses equipped with devices to help the handicapped. The air conditioned 47 passenger buses feature brown cloth/vinyl transit type seats (ala 7400s), brown interiors with simulated wood grain paneling, Luminator car card interior lighting, tinted sealed windows except for the last window on each side, public address system, double air assist push rear doors and roof hatches. The "kneeling feature" is functioning but it has been estimated it will be several months before the lift feature is deemed reliable enough to be used. To accommodate 2 wheelchairs 7 seats are constructed such that the seat bottom folds up and is secured to the seat back. On the right side of the bus the first cross seat and 2 longitudinal seats lift for 1 chair while 3 seats on the left lift for the other. The buses are in the black window scheme with white around the headsign and windshield, HELP bumpers, RTD insignia in black, small side numbers above front door and drivers window replacing large number on the side and door lights above both doors and blue/white handicapped decal.



SCRTD Continued

San Pedro area services were redesigned beginning on March 12th. 737-SAN PEDRO PARK/RIDE now orignates at off street parking lot at Battery and Gaffey Streets (instead of the Drive In) via Gaffey, Channel, John S. Gibson Blvd, Harbor Freeway (exiting at Torrance Blvd reentering at Del Amo Blvd after serving the new Alpine Village Park/Ride Lot in Torrance), Pico, Flower/Hope and Temple to San Pedro. 810-LOS ANGELES-CARSON-SAN PEDRO maintains its former routing from Union Station to 7th and Pacific in San Pedro, then via Pacific Avenue to Point Fermin alternate trips terminating at Paseo Del Mar and Meyler or the Korean Bell Site on Gaffey near Fort Mac Arthur (this terminal is served midday only) with headways as before. 849-HARBOR CITY-SAN PEDRO remains as before between Carson and Vermont and 7th and Pacific, then via Pacific, 13th, Weymouth, 7th and Averill to 13th replacing former 872-874 routings. 872 and 874 were extensively redesigned to operate in a more straight line fashion while serving most of the former service area plus some new territory. 872-BARTON HILL-PARK WESTERN PLAZA begins at Park Western Plaza via Western, Summerland, Gaffey, 1st, Centre, 7th, Gaffey, 19th, Alma, 25th, Western, 19th to Alma and return. Monday-Saturday headway is 30 minutely with hourly Sunday plus an alternate weekend routing made on southbound trips to serve Ports O Call via 7th, Harbor, 6th, Sampson Way to Ports O Call and return. 874-PORTS O CALL is a new one way loop operation running weekdays only from 7th and Pacific via 7th, Gaffey, 23rd into 22nd, Sampson Way, Ports O Call, Sampson Way, 6th, Harbor and 7th to Pacific. One 1100 series Minibus operates every half hour.

Two other service changes saw Line 842-COMPTON BLVD-BELLFLOWER BLVD rerouted in Downey to serve the downtown area via Bellflower, Lakewood, Firestone, Brookshire, Davis, Downey and Firestone which change occurred on March 12th. On March 18th Line 170-GRANADA HILLS LOOP was discontinued as special county funding ran out and patronage was still very slight.

Line 178-LOS ANGELES-ANAHEIM STADIUM has been cancelled and will not operate for the 1978 California Angel home games. Although ORANGE COUNTY TRANSIT DISTRICT and TOWN TOUR FUN BUS CO. provide service to the Stadium from several Orange County area persons coming from Los Angeles will have to transfer at the Disneyland Hotel.

During March RTD was testing an articulated bus made in Hungary, an Ikarus 286 which was numbered 6900 and painted redish orange with off white doors. Tested on Line 83-WILSHIRE BLVD. the bus which seats and stands 107 has two sets of double doors in the front unit and one set in the rear. All seats face forward and those on the left side of the front unit, those at the back of the front and rear units are on raised platforms. Interior paint scheme was white with wood paneling and all windows were sealed. The bus was equipped with a four speed automatic transmission.

Latest additions to the black window scheme include 1105, 1114, 1116, 2400, 2403, 2404, 5506 and 7022, the latter two buses having the RTD insignia in black letters in place of the regular RTD logo on an oval mounted on the side of the bus. T8H5307As 3110-3119 have been outfitted with advertisements concerning the King Tut exhibition and these buses are now regularly assigned to Lines 83-WILSHIRE and 89-FAIRFAX.

Public hearings are scheduled for April 29th on plans to increase fares beginning in July which plans (there are six alternatives) include raising the basic rate to either 45 or 50 cents, modifications in the "step increases" for freeway service, monthly pass changes, increases in elderly and handicapped fares or no fare for such persons during off peak hours. Directors have already approved cancellation of night service or reduced night and weekend service on 44 lines to become effective with the General System Shake Up on June 25th. At that time Lines 303-COMPTON VIA AVALON, 304-COMPTON VIA CENTRAL, 790-DOWNTOWN LOS ANGELES-HOLLYWOOD-BURBANK AIRPORT and 791-HOLLYWOOD-UNIVERSAL CITY-HOLLYWOOD-BURBANK AIRPORT will be discontinued while Sunday service on the Woodley Avenue leg of Line 156-BALBOA BLVD.-WOODLEY AVE. will be dropped.

SANTA CLARA COUNTY TRANSIT DISTRICT (CT)

SAN JOSE: Twelve additional leased SCRTD TDH 4801s joined the CT fleet during January bringing the total leased 4801s to 22 and ten new Plymouth vans were delivered in February. Delivery of six leased former MARTA TDH 5303s was also expected by the end of March. Early production problems experienced with the Gillig/Neoplan buses appear to be on the way to solution with the breakdown rate substantially improved after the first 17 buses were returned to Gillig for correction of defects. By the end of February 30 of the initial 81 bus order had been delivered and were providing all service on the "acid test" 21-ALUM ROCK and 22-MENLO PARK-HILLVIEW (El Camino Real) lines, the system's busiest as well as partial service on some other heavy lines. The CT Board of Directors (County Board of Supervisors) accepted the Transportation Commission's recommendation that the final 200 expansion program buses be 40 x 102 size and also decided to scrap the CT designed TE-2 handicapped lift (which involves installing a third door in the coaches mid section) in favor of the more conventional, commercially available front door step to lift design. Savings in retrofitting the current order of 81 Gilligs (being delivered without lifts) will be $3000 to $4000 per bus and about $500 each for factory installation on the follow on order for 102 Gilligs. 18 of the oldest GMCs, most of which had been out of service for some time, were finally sold and removed from the property. Grading, surfacing and fencing was completed in February on the second and final expansion of the Central Division storage yard (former SAN JOSE CITY LINES at San Carlos and Sunol Streets in San Jose). The yard was extended south over a wedge shaped parcel bordering a railroad spur track to Auzerais Street. UMTA has approved capital funding for the Agnew operations base and storage yard, to be built adjacent to the previously approved system coach maintenance facility. WT Senior Staff Reporter Jack Perry was elected Chairman of the 25 member Transportation Commission, taking office at the March 8 meeting.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The three leased MONTEREY PENINSULA TRANSIT TDH 4517s (105, 106, 108) have been returned to their owner and replaced by at least two ex SCRTD TDH 4801s. The six new handicapped lift equipped AM General 9635s (#846-851) were on the property by early March but not yet in service. One of the propane powered Fleetwoods (#809-810) is being used regularly on the lightly traveled Line 4-HARVEY WEST-COUNTY HOSPITAL-7-BEACH.

THE TRUCKEE STAGE COMPANY (PSC 991) (TSC)

TRUCKEE: This service, owned by partners Ted Langan and Donna Goodner, was started in February 1977 to provide bus service between Truckee Tahoe Airport and various locations on Lake Tahoe's northshore. Originally using an unmarked 12 passenger Ford Club Wagon 123 and operating on a schedule which consisted of 7 weekday (8 Friday) and 4 weekend arrivals at the Airport and two daily arrivals at the Truckee Amtrak Depot with all departures "on call", the scheduled departure times were dropped by summer - all operation switched to an "on call basis". Now equipped with a new Dodge Maxiwagon TSC connects Truckee with Crystal Bay and Incline Village, Nevada via Calif 267 and Kings Beach, with Tahoe City and Tahoma via Kings Beach and Calif 28 and 89, and with Granlibakken via Squaw Valley and Alpine Meadows (Calif 89). This is the service area covered by the original, but short lived, bi county TAPT in the winter of 1974-1975 before Nevada County dropped out of the agreement. Fares range from $1 to $3 depending upon destination.

TAHOE AREA REGIONAL TRANSIT (TART)

LAKE TAHOE: A third Mercedes Benz 0309D has been added to the fleet so that winter service, which requires four buses at weekend peaks (two on the TAHOMA-BROCKWAY main line and two on the TAHOE CITY-ALPINE MEADOWS-SQUAW VALLEY SKI BUS) can be provided with regular buses (the three Mercedes and a Minibus MB 711) instead of partially wi Checker stretch out station wagons or a Dodge van. Placer County's application for an UMTA grant last fall for new buses, a maintenance garage and bus shelters is in de because the county's practices regarding labor negotiations may be contrary to UMTA and federal government guidelines.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: An UMTA capital grant application for 60 buses of various sizes has been submitted. In February the remaining assortment of about 15 vintage GMCs acquired from NORTHGATE TRANSIT on January 1, 1977 but never used by SAMTRANS were sold and removed from dead st rage at South Base (Belmont). Many of the small bus types (Min bus, Gillig and Fleetwoods) which were recently replaced by AM Generals, have also been disposed of.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: A San Mateo County Superior Court judge has ruled that a 25 cent fare increase imposed last fall by GGT was illegal because the Environmental Impact Repo and public hearings held at the time did not mention that $1 million of the expected $5 million to be raised from the fare increases would go to the City of San Francisc through SAN FRANCISCO MUNICIPAL RAILWAY for inter county transportation benefits. Pre increase publicity spoke of keeping present levels of bus and ferry service and bridge maintenance. Marin and Sonoma Counties brought the lawsuit against GGT. Although the bridge directors have not yet decided on their official course of action it seems apparent that new public hearings, new EIRs and a possible appeal of the judge's decision will be in the works.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: A $2.84 million supplemental budget aimed toward MUNI-Metro service June 1979 was recently approved by the City Public Utilities Commission. This provid funds for hiring of 210 new employees for Metro service including 37 station agents, 6 station agent supervisors at seven of nine stations (Forest Hill and West Portal will not be ready), 57 operations workers, 70 maintenance workers, 73 ways and structures personnel and one associate electrical engineer. PUC commissioners also approv a six year capital improvement program beginning with FY 78/79 including $400,000 to equip 100 MUNI buses with public address systems, $150,000 for installation of an escalator at MUNI-Metro Van Ness Avenue station and unspecified amounts for completion of the track loop system at Embarcadero station, expanding Woods Division where housi will be demolished and extension of J-CHURCH track extension to the MUNI-Metro yards. First Light Rail Vehicle (LRV) operation will be on the N-JUDAH line next year.

CROWN AIRPORT COMMUTER (CAC)

PASADENA: The California PUC has granted CAC authority to operate service to the Hollywood/Burbank Airport from the Valley Hilton in Sherman Oaks ($3), Sportsman's Lodge in Studion City ($2) and Missall's Travel Agency in La Canada ($3). A request to serve Los Angeles International Airport from both Studio City and Sherman Oaks wa denied because of a federal restraining order issued in the bankruptcy proceeding of AIRPORTRANSIT which held such a certificate.

OMNITRANS (OT)

SAN BERNARDINO: After a two year delay federal approval has been secured and a contract awarded to Motorola for purchase of 101 two way radios and related equipment for all OT buses and service vehicles. The purchase also includes radio base station to be installed at the headquarters in San Bernardino and satellite maintenance facilities at Mentone and Ontario. (Ed. Note - Newspapers have reported disturbances and vandalism at an increasing rate on OT buses particularly in North San Bernardino and portions of Ontario). The San Bernardino City Council's transportation committee is considering a southern crosstown line to supplement the line started on Highland last year. OT staff and YELLOW CAB President Art Parlas are costing two plans, the first to extend the HIGHLAND line westward from Muscott to California and eastward from Victoria to Palm and instituting a new line from Base Line and California via Base Line, Waterman, Gilbert/Pacific to Palm which line would join the extended HIGHLAND line at both terminals which could allow for two way loop type operation.. Some talk of incorporating this loop, if successful, as a regular OT fixed route service was also heard. WEST VALLEY TRANSIT SERVICE AUTHORITY sponsored Dial A Ride which has been operating only in Upland and Ontario has now been expanded using additional vans with wheel chair lifts (YELLOW CAB had been operating previously using sedans and WT currently does not know the operator of the expanded service). Five service areas have been established which are, in essence, the corporate boundaries of Chino, Montclair, Ontario, Upland and Rancho Cucamonga. This service is for passengers requiring wheel chair lift services only. Service operates Monday thru Friday 715AM to 600PM with the last pick up at 530PM and no weekend service available.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Designated day service came to Orange County last February 16th as a one day a week service was instituted by OCTD. Known as Line 13°-SILVERADO CANYON and operated by Yellow Cab of Northern Orange County as an extension of its Orange Dial A Ride contract, service consisting of three round trips operates each Thursday. Buses (one 1721 series Transcoach) depart the Mall of Orange °00AM, 100PM and 500PM leaving their Silverado and Mill Road terminal 50 minutes later for the return trip. Routing is from the Mall of Orange via Tustin, Chapman, Santiago Canyon and Silverado Canyon to Mill. The Silverado area is very rural in nature and is located at the beginning of the Cleveland National Forest, quite a contrast to the growing portions of Orange County. Plans are currently in the works for institution of a six route Community Service system in Anaheim beginning in September to be operated under contract using a fleet of 22 OCTD provided Transocaches and the establishment of a Dial A Ride service area in the Anaheim Hills area. Present plans call for the six local lines to be run in central and western Anaheim on weekdays between 6AM and (AM and from 300PM until 600PM with those same buses operating in Dial A Ride fashion between 9 and 3 and during daytime hours Saturday. Fixed route service, when operated would run half hourly. Another CS system, this one in Garden Grove, plus institution of reduced headways and new lines in planned for February 197° when the 65 Flxible 870 buses, presently on order, will be placed into service.

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: SCAT will soon be operating from one facility in the City of Oxnard at C Street and Hayes Avenue. Present buildings on the site will be remodeled for equipment storage and a new office building will be constructed. SCAT presently contracts with the cities of Ventura and Oxnard for bus storage and administrative space which is actually using the headquarters the former VENTURA TRANSIT LINES and OXNARD MUNICIPAL TRANSIT LINES used prior to their mergers into SCAT.

LOS ANGELES CITY DIAL A RIDE OPERATIONS

LOS ANGELES: The Board of Grants Administration has awarded a one year $538,000 contract to Golden State Transit Corporation d/b/a Yellow Cab for operation of a Dial A Ride in the Hollywood, Westlake, Silverlake, Beverly/Fairfax areas. Overall boundaries of the service area will be Franklin Avenue on the north, Hoover, Temple, Broadway on the east, Adams Boulevard on the south and Robertson Boulevard and the County line on the west. Three separate DAR systems are planned with transfers between the zones. A 15 cent fare is planned and the aim of the service is to provide vehicles for trips for seniors and handicapped persons who have trouble using existing transit systems.

CITY OF HERMOSA BEACH

HERMOSA BEACH: UMTA has approved the city's application for a grant of $90,000 to purchase two small buses, one of which will be equipped with a wheelchair lift for use in operation on a city wide Dial A Ride operation to begin later this year.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)

RIVERSIDE: A scaled down plan of transit goals for the next five years was recently approved by RCTC Commissioners. Highlights of the plan included an expansion in the City of Riverside's van program thru the Parks and Recreation Department for $200,000 for five vans, five full time and seven part time drivers; agreement with the cities of Banning and Beaumont about their desire to remain as is in regards to level of service provided; an RTA Line 7 to Highgrove and Hunter Park in 1980; free bus service in a one mile square area of downtown Riverside; having RTA study the desirability of having buses enter downtown Riverside on other streets in addition to Market and University; the start later this year of bus service on two fixed routes in Blythe and the Palo Verde Valley, expansion of such service in 1981 to five buses and twice a week buses to Indio in about one year. The area presently served by SUNLINE TRANSIT AGENCY received few, if any, changes.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: A new budget has been adopted for FY 78-79 in the amount of $8.6 million, $3.4 million higher than present. The bulk of the increase is by funds expected from the federal government although such monies will not be released until settlement of a labor dispute between RTA, SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and the United Transportation Union over payments to RTD operators whose employment was affected by institution of RTA service last year. The bulk of the budget - $5.2 million - is earmarked for capital expenses including purchase of 35 new buses, 24 new vans, maintenance equipment, two way radios, bus shelters and bus stop signs. RTA has appropriated $2,000 to join an RTD line in Pomona linking Riverside with the various prisons in the City of Chino. Directors took action after receiving requests from prison officials for such a service. RTD Line 194-CHINO currently operates two round trips on Sundays and holidays between downtown Pomona (Mission and Garey) and the California Institute For Men in Chino. RTA officials also approved asking RTD to study extending the trips past the prisons and into the City of Corona and institution of Saturday trips.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: The Los Angeles County Transportation Commission has allocated $94,000 to the City of Gardena to begin a Dial A Ride service within the city using three specially equipped vehicles possibly starting this July with a fourth back up vehicle. The vehicles, costing about $24,000 each, will have wheelchair lifts. Federal approval of the funding has yet to be received.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: The first of HOUTRAN's 151 GMC RTS 2 buses began arriving in the Texas cit in mid January but they were not placed into revenue service until February 23rd. The buses are being referred to as "Omnibuses". Construction has begun on a Contra Flow Lane on the North Freeway which lane will be linked to a Park and Ride operation which is expected to eventually use 40 buses. Because of a critical shortage c space at HOUTRAN's one operating division, older buses presently not being used in service were being shifted to other city owned storage lots to make room for the RTS 2 buses and at the same time the City of Houston Legal Department has begun eminent domain proceedings to acquire about 10 acres at 5700 Polk near downtown for an interim operating division to relieve the overcrowded Milby Street facility and would be used until a brand new permanent facility is constructed. The City Council has awarded a $9.8 million contract to the Gruman-Flxible Company for purchase of 100 Advance Design Buses (Model 870). Their bid of $98,780 per bus compared with GMC bid of $103,360 per unit which buses will contain wheelchair lifts and may be lowere at the curb to assist entry. Earlier this year HOUTRAN purchased an additional 25 small buses from Grumman, fleet numbers 700-724. The large advertising billboards o the side roofs of thirty buses are presently being removed. Buses so equipped included 8, 29, 36, 227, 301-324, 405 and 438. The Houston City Council has so far refused to approve a record $33.1 million operating budget for HOUTRAN which include a subsidy of $16.9 million beyond what the system generates in revenues. The defici is $5.6 million more than last years. Presently deficits are made up by a combination of revenue sharing funds and UMTA operating assistance monies and the Council is concerned over the fact that revenue sharing could be used to finance other city projects. The largest increases in costs came as a result of a labor contract signe after a long strike last year. It is anticipated that $2.5 million of the increased 1978 budget would go toward additional park/ride lines and expanded minibus and cro town services.

HOUSTON METROPOLITAN TRANSIT AUTHORITY (HMTA)

HOUSTON: The HMTA, charged with devising a transit plan for all of Harris County that will meet the needs of the area, be financially realistic and acceptable to rid is currently studying plans to be put forth to area voters, possibly this Augst and it appears that the logical first step is to concentrate on continued expansion of the HCUTRAN fleet, establishment of more contra flow or busway lane on present freeways and those on the drawing boards. There has been some talk of light and/or heav rail operations, but all concerned see this as a future consideration.

CONTINENTAL BUS SYSTEM?CONTINENTAL DIXIE LINES (CBS-CDL)

HOUSTON: A brand new Trailways bus terminal was opened on March 11. The two story building at 2121 Main Street is three times the size of the former station and incorporates the comfort and security features of a modern airport. The terminal provide a passenger only waiting room to seat 120 and automated baggage handling procedures. At a press conference prior to the opening Trailways, Inc. President J. Kevin Murphy called for federal assistance in the revitalization and consolidation of ground tran port systems - bus, taxi, rail - at a central downtown facility in every major city and pointed out that present air terminals and Amtrak rail facilities, which are the competitors of intercity buses, are presently heavily subsidized.

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EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
South Coast Area Trnst	4505-4516	AMGeneral	9635R-6/342-353	
Santa Cruz MTD	846-851	AMGeneral	9635R-8/450-464	36 seat, wheelchair lift front door
Municipal Railway Improvement Corporation	5003-5345	Flyer	CE10240/644-986	
San Antonio Metro Trnst	(200-215	GMC	TH8201/026-041	RTS buses
	(216-320	GMC	TH8201/043-146,425	"
HOUTRAN	1701-1851	GMC	TH8201/-	"
Greyhound Lines-West	(1103-1156	TMC	MC8/-	43, PP
	(7800-7875	TMC	MC8/-	43, PP
Franciscan Lines	101-103	MCI	MC8/-	43, PP
Tahoe Area Regional Trnst	3	M-B	0309D/-	
Santa Clara County Trnst	40-49	Plymouth	Custom/-	Vans
Northstar At Tahoe	5	Ford	Club Wagon/-	Van
USED				
Santa Clara County Transit District	(2313-2319	GMC	TDH4801/079-085	Leased from RTD
	(2326	GMC	TDH4801/092	"
	(2330-2333		TDH4801/096-099	"
Santa Cruz MTD	2336, 2370	GMC	TDH4801/102,145	Leased from RTD
DISPOSITIONS				
Santa Clara County Transit District	65,67	GMC	TD4506/023,028	to private party
	1778,1814,1837	GMC	TDH4507/1509,1543,1541	"
	6501,6504,6509	GMC	TDH4507/2426,2429,2434	"
	6604,6616-6619	GMC	TD3609/200,251-254	"
	6623,6628-6630	GMC	TDH3610/419,416,424, 422	"
	6644	GMC	TDH3612/1041	"

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WTS Monthly Meetings are held the second Sunday of each month at 730PM in the Directors Room of the Pasadena Chamber of Commerce, 181 South Los Robles Avenue in Pasadena, California. Meeting dates - May 14, June 11, July 9

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