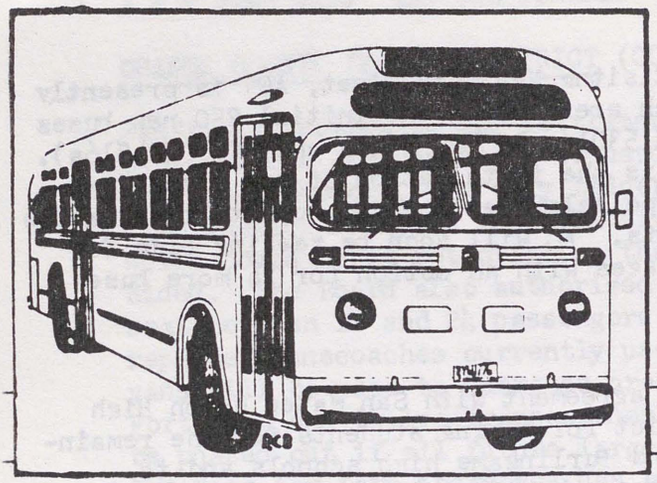


Western Transit

Monthly Publication of The Western Transit Society

Vol. 17 No. 6 JUNE 1970

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The MTDB Board has voted to proceed with purchase of fifteen used buses, Flxible model F2D6V-401-1, from the REGIONAL TRANSPORTATION DISTRICT in Denver after receiving a report from an independent appraiser that the units were in reasonably good condition and worth the individual purchase price of $4725. TRANSIT ADVISORY & MANAGEMENT SERVICES of Sacramento which firm inspected the buses in both Denver and Fort Worth indicated that the buses which are 1962-1964 models of the RTD 3100 series still have a normal life expectancy of nine years with proper maintenance and that exterior and interior cosmetic work and miscellaneous repair work will be required. MTDB is purchasing the buses for several purposes - for use as feeders to the MTDB international rail line which is to be built between San Diego and San Ysidro, for lease to the new NATIONAL CITY TRANSIT which will begin local service in that city July 1st and to keep some in reserve in the event of a severe fuel crisis. The buses in question were part of a group of 60 which the American Machinery and Equipment Company of Fort Worth purchased from PTT for further sale as either buses or for spare parts. McDonald Transit Associates acting as broker for MTDB located these units and proposed to MTDB that they purchase up to 40 of the buses.

NATIONAL CITY TRANSIT (NCT)

NATIONAL CITY: The City Council of National City has contracted with McDonald Transit Associate of Fort Worth to operate the new NATIONAL CITY TRANSIT which service will replace Lines 12 and 12A of SAN DIEGO TRANSIT CORP. although the routing will be different. MTA using a California corporation of SOUTH BAY TRANSIT MANAGEMENT CORP. will provide the city a "turnkey" operation over two routes. Route A consists of a large continuous loop using Plaza Boulevard and East 4th Street with service every thirty minutes in both directions. Route B operates along East 18th Street as well as East 30th Street/Sweetwater Road where a thirty minute headway will also be operated. All service will operate from 600AM to 1000PM seven days per week. Both lines will make connections with the new light rail line to be operated by MTDB through National City. Five buses will be required to fill the schedules and eight buses will be leased from MTDB. SDTC has been rendering service on a contractual basis (at $2.50 per mile) and has threatened to pull out. National City feels it is able to perform the service at a lower rate and have a greater degree of local control.

ROESCH LINES, INC. (RL)

RIVERSIDE: RL has filed an application with the PUC for revocation of its certificate to operate between Riverside and Hemet. Presently operating as HEMET BUS LINE this service operates one round trip daily using a ROESCH LINES bus and also serving San Jacinto and Gilman Hot Springs.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: In continuing its program of rebuilding the exisitng New Look fleet, ACT is presently extensively refurbishing the 50 TDH 4516s (400-449) which are part of the initial 250 new buses AC purchased in 1960 (57 SDH 4501s, 5 SDM 4501s, 125 TDH 5301s, 13 TDH 4517s and 50 TDH 4516s). In addition to a complete interior and exterior repaint is the installation of new cloth upholstery, new brown marble flooring, new white marble type melamine extended down to the standee windows (excludes ads) and front and rear step well lights. AC will soon be seeking bids for purchase of 142 Advance Design buses and spare unit packages with an option for 24 more buses.

SAM BUS

SAN MATEO: Earlier this school year SAMTRANS reached an agreement with San Mateo Union High School District and Hillsborough Elementary School District for busing students for the remainder of the academic year from Foster City to San Mateo and Burlingame high schools and to elementary and junior high schools from throughout Hillsborough. Some 850 students are involved in the program with most using SAMTRANS Youth Discount Books or monthly Student Passes which provide daily transportation at 15¢ per ride. The school districts are able to offset Prop. 13 budget cuts by using the fares to help cover costs of operation. Under this arrangement GREYHOUND drivers, under a contract with SAMTRANS, are operating the Gillig school buses owned by the San Mateo Union High School District, which have had their "School Bus" markings and district lettering replaced by the words "SAM BUS". SAMTRANS General Manager John Mauro said the agreement "sets the pattern" for future school busing strategy in San Mateo County and other districts have expressed interest in similar arrangements with SAMTRANS for school bus service in 1979-1980.

COUNCIL OF FRESNO COUNTY GOVERNMENTS

FRESNO: Public hearings were recently held in several rural Fresno County cities to determine feasibility of transit services connecting the various communities using a mix of buses, vans, minibuses and taxis. Five fixed route corridors are recommended for a rural network as follows:

Firebaugh-Mendota-Kerman
Fowler-Selma-Kingsburg
Sanger-Parlier-Reedley-Orange Cove (presently served by ORANGE COVE-PARLIER TRANSIT SYSTEM although Sanger is not participating)
Coalinga-Helm-San Joaquin (presently served by COALINGA MINI-BUS)
Riverdale-Laton-Caruthers-Easton (Coalinga has proposed to serve this corridor)

A rural system has been in the planning since mid 1977 but impetus was recently increased when the council noted that under state law an agency such as CFCC cannot allow state funds expended for streets and roads until all reasonable transit needs are met. The current Regional Transportation Plan for the county recommends public transit for all areas but only FRESNO TRANSIT meets the needs in the Fresno-Clovis area. The plan notes a number of alternatives to be analyzed including expansion of existing services, city owned and operated vans, shared use of social service vehicles, volunteer ride sharing, contracting with private transportation companies and cooperative funding and operation of transit among two or more public entities.

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: Eleven new General Motors RTS-II buses all with the kneeling feature and two equipped with wheelchair lifts have been arriving in Ventura County. They are 35' by 96" units and will be spread around the system to allow all riders to sample them. The standard buses cost $107,852 each with the wheelchair lift units costing $110,673 each. Last SCAT equipment purchase was twelve AM General 9635s in 1977.

MOVING? SEND US YOUR NEW ADDRESS AS FAR IN ADVANCE AS POSSIBLE SO YOU DO NOT MISS YOUR WT

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Following the settlement of the State Attorney General's suit against OCTD over vehicle accessibility to handicapped persons the OCTD Board has awarded a contract to General Motors, the only bidder, for purchase of 75 Advance Design buses equipped with wheelchair lifts for delivery in 1980. The class action suit in the federal court which could force retrofitting the new Flxible buses with lifts has not yet been decided. The Board also authorized the solicitation of bids for 20 heavy duty vans to seat between 12 and 24 passengers and be air conditioned. Twelve standard vans will replace Transcoaches currently used in Dial A Ride services and eight lift equipped vans will be used to increase present Dial A Lift service. Presently eight Dodge/ Fortivans and twelve Transcoaches are used in DAL service which service may eventually be phased out if all future large buses are ordered and purchased with lift devices. The date for fare increases has been postponed to September 9, 1979 (WT 5/79) and may be further postponed to January 1, 1980 with consideration of a fifty cent fare at that time. The Summer Shake Up will take place on June 17 and in addition to the traditional extension of 38-LA PALMA to downtown Seal Beach and summer cesession of 82-WEST NEWPORT-UCI VIA COAST HIGHWAY and institution of extra summer oriented services this year Saturday service (summer only) will be added on 21-VALLEY VIEW, 50-KATELLA will be rerouted in Seal Beach to replace the now discontinued LONG BEACH TRANSIT Line L which was funded by the City of Seal Beach and ran from inside the Leisure World gates up to Rossmoor Center and to downtown Seal Beach. Westbound Line 50 will travel as now to Leisure World, then Seal Beach, Ocean and 8th to Central returning eastbound via Central, Main, Bolsa and Seal Beach. In Santa Ana Line 144-TUSTIN-SANTA ANA VIA EAST 1ST is to be changed to operate via Flower, Santa Ana, Ross and First to serve several senior citizens residences in the area and Line 60CEA-OPERATORS SHUTTLE will be discontinued on Saturdays and rerouted weekdays via Cardinal, Harbor, 1st, Flower, 17th, Harbor and Cardinal. West of Division 4 the routing along Westminster will be the same

CALIFORNIA PUBLIC UTILITIES COMMISSION

SAN FRANCISCO: The Commission took official action recently to advise the legislature of its feelings on a number of bills presently before either house which would affect present PUC operations and among them were two affecting passenger stage corporations. AB 931 (Bane & Robinson) would, if passed, amend the Public Utilities Code to 10 remove PUC jurisdiction over fares or rates charged by passenger stage corporations, 20 remove the requirment that the PUC must find existing bus service inadequate before it grants a certificate to a new passenger stage carrier (Sec. 1032 or passenger charter party certificate (Sec. 5375.1) to provide service in a given area and 30 provides that PUC shall not restrict the commencement of operations by a passenger stage corporation as to routes or type of service offered except that no carrier shall abandon any route or discontinue any passenger operations without authority of the Commission. AB 1589 (Ellis), by contrast, only removes the requirement that the Commission find inadequate existing service as a pre-condition to certifying a new bus operator. By a 2-1 vote the PUC voted to oppose AB 931 but support such if amended as Commission suggests and by a 5-0 vote they chose to support AB 1589. These bills are part of the present general governmental trend toward less regulation of the utilities industry.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD Directors have voted to implement Sunday service on a 3 month trial basis beginning June 17 by offering hourly service on 15 lines which presently do not have such. The service will run between 10AM and 6PM on Lines 8, 10, 11, 12, 13, 20, 21, 30, 40, 50, 60, 71, 81, 85 and 97. The Board has also voted to contract with the county and the City of Oceanside to build a $3 million transit center in downtown Oceanside at the present AMTRAK station as part of a redevelopment project.

TRANSIT IN THE MAMOTH LAKES AREA

MAMMOTH LAKES: For the 1978-1979 Winter ski season a new service was started by QUICK SILVER STAGE LINES (QSL) connecting the residential and commercial areas in the villag of Mammoth Lakes with Mammoth Mountain Ski Area. Route was from Sherwin Plaza at the southwest end of the village on Old Mammoth Rd looping clockwise via Old Mammoth and Chateau Rds, thence east via Old Mammoth, Main St (Cal 203), past Village Center Mall and Minaret Summit Rd to the Mammoth Mountain main ski lodge. Daily service using 2 buses 30 minutely 730A-1000A and 300P-500P and one bus hourly midday was offered at a $1 fare. Equipment observed were Chevrolet conventional school bus types painted dark blue with silver lettering, one of which was #84. The Ski Area itself also offered free shuttle service between residential developments and ski lift stations in the large Mammoth Mountain complex over two fixed routes as follows: LAKEVIEW LOOP from Warming Hut #2 (at the base of Ski Lifts 7, 8 and 16) looping clockwise via Canyon and Lakeview Blvds. back to Hut #2 and WARNING HUT #2-SHERWIN PLAZA VIA LIFT #15 from Hut #2 via Lakeview, Lake Mary Rd., Kelly Rd., Silver Tip Dr., Majestic Pines Dr. to Lift #15 base station, thence Meridian Blvd. and Old Mammoth Rd. to Sherwin Plaza. Each route operated daily from 8AM to 5PM on 30 minute headways using one bus (augmented with additional equipment to meet demands on weekends/holidays). Buses are 4 wheel drive, high capacity TTM-bodied Ford conventionals painted white with orange and yellow striping and were previously lettered "Sierra Pacific" but have been relettered "Mammoth Mountain Ski Area" since Mammoth Mountain owner Dave McCoy has sold his Sierra Pacific Airlines within the past year. Other service operated includes a shuttle serving the vast parking area along Minaret Summit Rd. between the main lodge and the base of Ski Lift #2 using standard, aluminum bodied International Metro Van panel delivery trucks, which accommodate standees only (large, open platform stake trucks with metal stairways at the rear have been used on this service in the past) and a route from Mammoth Lakes Village Center to Mammoth Lakes Airport via Cal 203 and US 395 connecting with all scheduled Sierra Pacific arrivals and departures using an intercity type Crown.

ALPINE MEADOWS SKI SHUTTLE

TAHOE CITY: This Tahoe Basin ski area operator initiated direct free shuttles between North and West Shore Lake Tahoe resort communities and Alpine Meadows for the 78-79 season. Buses leave Hyatt Lake Tahoe Hotel at Incline Village, Nevada daily at 830AM and 930AM picking up at nine designated stops along Nev and Cal Highway 28 (Lake Shore and North Shore Blvds) to Tahoe City, then operate express via Cal 89 and Alpine Meadows Rd arriving Alpine Meadows Ski Lodge 1 hour after departure. Return trips leave Alpine Meadows for Lakeshore points at 330PM and 430PM. A third bus makes two trips from the Granlibakken Ski Area (at 9 and 10 AM) via Tonapah Dr and West Lake Blvd (Cal 89) thru Tahoe City and continuing on 89 to Alpine Meadows with 4 enroute stops and a 30 minute running time. Afternoon return trips from Alpine Meadows are made at 330 and 430.. A third route, SHERWOOD SHUTTLE, operated weekends and holidays only from the Tahoe City Wye (junction Cal 28 and 89) at Fanny Bridge via 89, Tahoe Park Upper Pineland and Ward Creek Blvd to the base of the Sherwood Forest chairlift. One vehicle was used with morning departures from Tahoe City at 9 and 10 AM (25 minute running time) and afternoon returns at 3 and 4 PM. Equipment operated by the Ski Area included PD 4106s (#45 and 47), Bluebird suburban type (#48) and at least 1 Dodge Sportsman Maxiwagon with roof mounted ski locker. The Tahoe Area Regional Transit (TART) SKI AREA route continued to connect Alpine Meadows and Tahoe City with 7 daily trips (50¢ fare) serving additional local stops along Cal 89 and Alpine Meadows not made by the shuttle.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: On May 7 50C-UNIVERSITY-CAMELLIA and 50V-UNIVERSITY-IVY were extended from Palo Alto S.P. Depot to Stanford Shopping Center eliminating need to transfer to CT Lines 23 or 86 for the short, one stop trip. Increased running time caused an additional bus to be added to each line. As replacement for CT buses 50V did run to Stanford Shopping Center but was cut back in April 1977.

GENERAL MOTOR CORPORATION (GMC)

Word has it that GM of Canada was the successful bidder on 200 articulated transit buses for the TORONDO TRANSIT COMMISSION (TTC). The buses would be produced by GM of Canada at their Montreal facility which presently is geared to manufacture buses of the pre ADB "New Look" design. The articulated units would also be of the "New Look" design with the forward section similar to a standard 35 foot GMC transit bus and the trailer being designed along the same lines. All components would be compatible with the "New Look" series coaches. In another vein GMC has indicated that the United States produced P8M4905A may be on its way out. A new line of parlor coach will be introduced at the American Bus Association meeting in Hawaii in October.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: A number of route and service changes took place March 4th as refinement continued of the major route restructing which occurred last fall. Line 3-ALAMEDA now operates alternate trips to or thru the Windsor Gardens. Former Lines 6 and 16 were combined into a new 6-6TH-PECOS. Thirty minute service is provided from Del Mar to Northglenn and return with 10 minute peak, 15 minute off peak between Del Mar and downtown. On 15-COLFAX downtown routing will be on 14th and 15th Streets instead of 16th and 17th. Branch 15A will serve Lowry AFB via 6th Avenue while 15B will serve Aurora Mall via Colfax and Sable. A new express line, 78X-CHERRY KNOLLS EXPRESS was started providing one trip in the predominant direction. The line begins at the Southglenn Mall to Yosemite via Dry Creek to downtown Denver. Circulatoe line AURORA W now operates Saturday from Windsor Gardens to Buckingham Square every 30 minutes between 1000AM and 530PM. In both Boulder and Longmont moves were made from former temporary operating divisions to new locations. In Boulder all the Regional services continue to operate from the 9th and Canyon terminal while in Longmont Lines L and M originate at the 8th and Coffmann Park-N-Ride with stops at the new facility. A number of small changes were made in Boulder local lines in addition to the change on 7-ARAPAHOE ROAD which now deviates to Range and Western to serve Boulder Industrial Park on eastbound service only during the morning peak and westbound only during the PM.

SNOHOMISH COUNTY PUBLIC TRANSPORTATION BENEFIT AREA CORP (SCPTBA)

LYNNWOOD: SCPTBA has taken delivery of 17 of the 24 newly purchased Flyer Industies D800B buses and they have been placed into revenue service. With the final delivery of the 24 Flyers the system will have 43 units including 16 buses previously leased and three Mercedes Benz 0309Ds which will continue to be leased. All operations and maintenance functions were consolidated April in Lynnwood to achieve better efficiency. Previously five buses were housed and maintained in Everett. The 45 passenger Flyers which cost about $75,000 each were purchased totally with local funds after an UMTA grant application was withdrawn last year after it was learned that the buses could be purchased cheaper with local funds because in order to qualify for UMTA funding the buses would have had to be designed to federal standards which had the effect of increasing the per unit cost.

SEATTLE METRO TRANSIT (METRO)

SEATTLE: Seattle will be the second Washington to receive Flyer Industries buses this year as 143 Flyers, seating 47 and equipped with wheelchair lift devices are to be delivered beginning this month. The Metro Council's Transit Committee will take action on a proposal to buy another 120 Flyers later this year. METRO will be entering the school bus business next year as special routes will be created to help transport Seattle School District pupils. While members of the general public will be able to use the school routings by paying the regular fare it is doubted that many adults will actually ride these buses. ASSOCIATED CHARTER BUS COMPANY will continue its large school bus contract as well.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Houston MTA	800-899	Flxible	53102-8-1/90582-90681	
Intermountain Lines	247	GMC	P8M4905A/1883	
Scenic Hyway Tours	(7524-7525	Prevost	LM-103/2553-78,	47 RR
	(		LM-103/2565-79	
USED				
Franciscan Lines	(106-108	MCI	MC7/U10179S7724,	GLW 7051, 7069,-
	(		U10226S7741,	
	(192-195	GMC	PD4107/834,836,837,859	GLW 7954, 7956,
	(			7957, 7979
DISPOSITIONS				
Gardena Municipal	(759	GMC	PD4106/743	for sale
Bus Lines	(761	B&C	05SE/19553	for sale
Airporter	313-314	GMC	PD4106/2675-2676	leased to Falcon
Greyhound Lines-West	(7988	GMC	PD4107/901	to West Tours
	(7276, 8735,	MCI	MC5/6032-6546,	to Guiton
	(8740	MCI	6449-6971,	
			6457-6976	

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

WT STAFF

Editor — Edmund Buckley

Senior Staff — John McKane, Robert Higginbotham, Warren F. Quon, Jack Perry

Reporters — Bob Burrowes, Todd Terpening, Neil Bjornsen

WTS OFFICERS

Acting General Manager & Secretary- Edmund Buckley

Treasurer — Todd Terpening

Program Chairman — J. K. Drummond

Business Address — P. O. Box 4211, Santa Ana, CA, 92702

Editorial Address — 1148 W. Civic Center Drive, #4, Santa Ana, CA, 92703

Western Transit Society meetings are being held, effective June 13, 1979 at a new location but still in the City of Pasadena. The new location is Walter Abbenseth's home located at 272 Alpine Street, Pasadena in the back. RTD transportation available includes Line 770 to Glenarm and Marengo - 1 block east to Marengo, 2 blocks north to Alpine, left ½ block. Also Line 423 on Los Robles - 2 blocks west on Alpine.

Films are to be featured at the June and July meetings provided through the efforts of Program Chairman J. K. Drummond. Film at June meeting will be "Hiw Clean Do You Want Your Air ?" and in July two General Electric color sound films will be shown. We will be in need of either a 3/4 inch or Betamax play back device and a viedo projector. If you have such you may wish to come to the meetings.