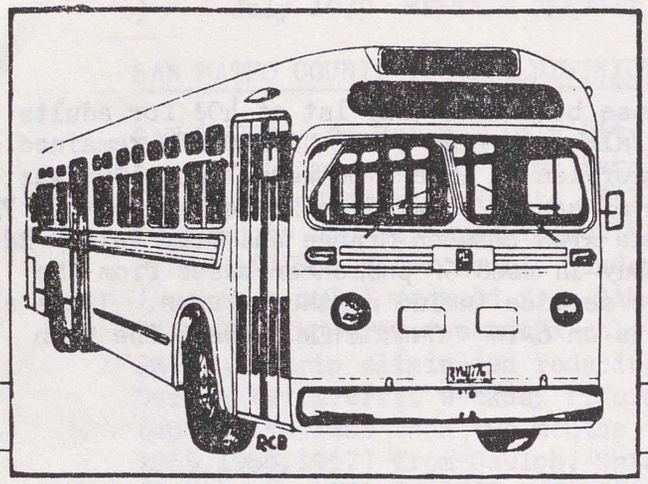


Western Transit

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: A number of routing changes have taken place over the last few months including two new services. 512-CRENSHAW-HOLLYWOOD-WARNER CENTER and 514-VERMONT-HOLLYWOOD-WARNER CENTER began May 1st as substitutions for the former Subscription Service between Blue Cross facilities in Hollywood and the new office complex in the Warner Center. 512 begins at Santa Barbara and Crenshaw via Crenshaw, Wilshire, Rossmore/Vine, Sunset, Highland, Odin, Cahuenga, Hollywood Fwy, Ventura Fwy, Canoga Ave, Oxnard, Owensmouth and Erwin to Canoga operating two north/westbound trips in the morning and two returning in the afternoon. 514 starts at Vermont and Wilshire via Vermont, Sunset to Vine and following the 512 routing to Warner Center with three round trips. Both lines operate from Division 7 (West Hollywood) using 1000s ("8HF307As).

On June 17th Line 42-SUNSET BLVD-TEMPLE STREET had its Temple Street leg extended westward from Fountain and Edgemont via Fountain to Western looping via Serrano, La Mirada, Western and Fountain.

Line 17-ARIZONA AVE-TEMPLETON ST-EASTERN AVE was extended beginning July 1st from its former Atlantic and Telegraph terminal via Atlantic, Eastern and Garfield to Firestone in South Gate. Thirty minute weekday and forty minute weekend headways remained constant.

Line 194-POMONA-CHINO which operates the majority of its mileage in San Bernardino County under contract with OMNITRANS was altered substantially July 1st to operate in a loop fashion and expanded to serve the California Institute for Women at Chino. The line now starts at Indian Hill and Holt (Indian Hill Village) traveling via Holt, Central (serving the California Institute for Men), Kimball, Euclid, Pine, Chino-Corona Rd (seving the California Institute for Women) Chino-Corona, Pine, Euclid, Mission, Central and Holt to Indian Hill. Three round trips are operated on Sundays and the six major holidays.

Labor contracts with the United Transportation representing Bus Operators, with Amalgamated Transit Union representing mechanical personnel and with the Brotherhood of Railway, Steamship and Airline Clerks representing certain clerical personnel all expired May 31st and as there was no new agreements the matter was automatically referred to a fact finding commission to be appointed by Governor Brown which commission has 60 days in which to hold hearings and recommend the terms of a settlement. If the parties do not accept the proposed terms the unions would be free to strike ten days after the commission's recommendations are reported but both sides feel an agreement can be reached. It is understood that three year contracts with a 10 per cent base pay increase each year plus quarterly Cost Of Living adjustments have been demanded along with a 40 minute paid lunch period and a 50 cent per hour differential for driving a bus more than 40 feet in length or with more than 52 passengers.

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: The City Council approved a fare increase beginning July 1st of 40¢ for adults with 20¢ for students, those over 60 and handicapped although Line 6-THE DOWNTOWNER remained at a dime. Service changes also took place as evening service on Line 7 between 7 and 10PM was discontinued and Line 1 received 30 minutely in lieu of hourly service weekdays from 6AM to 7PM and the line was extended to serve the Cleander Avenue area between Orange and Otay Valley Rd Monday thru Saturday. The city is also planning to buy 14 used 52 passenger buses from the East but AZTEC BUS LINES will continue to operate the service including those buses. It is also planned to buy two used 20 seat small buses to operate on 6-THE DOWNTOWNER between the Town Centre and the Chula Vista Shopping Center.

SAN DIEGO DIAL-A-RIDE

SAN DIEGO: This city DAR service using twelve SAN DIEGO TRANSIT CORP 0309D Mercedes Benz buses has been in financial trouble and in considering which monies should be used to aid the system (the hotel/motel tax and revenue sharing were considered) it was discovered that due to a quirk in the state law the DAR could be funded by the state if the city pulls out its share of funding which is the approach that was taken although this is only allowed for one year.

CITY OF EL CAJON AND NORTH COUNTY TRANSIT DISTRICT

OCEANSIDE: Following on the heels of the resignation of former General Manager Jon Jontig the NCTD Board under the direction of Acting Manager Sol Pandolfo has notified El Cajon they plan to withdraw from service in the El Cajon-Santee-Lakeside area possibly by September although they would allow the area to pursue alternatives before withdrawing. Eight minibuses serve Lines 46, 47, 48 and 51 and the new philosophy of the NCTD Board is that serving El Cajon was out of the district (although they plan to keep the Poway service for now) and necessitated having to plan for a field office at Gillespie Field although there are unmet transit needs in the North County. Last May 24th a contract for providing this service for FY 79-80 was approved at a cost of $31,537 (up from $28,000) which meant the mileage cost had risen from $1.12 to $1.65 and also required a fare increase from 25 to 35 cents.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: The STA Board approved a fare increase to take effect this month: Basic fare 50¢, Senior/handicapped/under 13 25¢, blind reduced from 25¢ to free and children under 5 with parent also free. A new budget for FY 79-80 of $1.9 million was also adopted. The City of Palm Desert has now switched to Dial A Ride from a fixed route bus (STA Line 8-PALM DESERT LOCAL) which had been minimally used. The City of Rancho Mirage has continued its practice of not joining STA although it will request STA to serve Highway 111 in the city (presently bypassed) and will expand the areas and hours of availability of its Dial-A-Cab. Under study is daily service 7AM to 7PM and expansion to transport children who are handicapped to Fetch Center in Palm Desert.

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: A $184,121 budget for the next year has been approved after criticism from three directors the agency was only formed in response to a state mandate. Approved were purchase of ten bus benches, a 65/35 county/city funding as more miles are consumed in the county, a resolution to apply for Social Security coverage for employees in response to a petition and discussed the possibility of beginning service at 7AM rather than 8AM. Trial period service using the agency van is being operated between 7th and Hobsonway and 26th Avenue for persons spending the day at the Colorado River and may be made permanent if selected trips to the Riviera Drive area are lighted patronized these would be diverted. A bus outfitted with lifts is due on the property as is a 12 passenger van which will double as a utility vehicle and a bus whenever the occasion demands.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: On March 5 Daly City division 20C-BART-SERRAMONTE VIA SOUTHGATE had 4 am inbound/4 pm outbound trips rerouted near its Serramonte end to run Serramonte, Higate, Lakeshire, Clarinda, Higate, Bellhaven and St Francis to Southgate instead of regular Serramonte and St. Francis route. A number of changes occurred May 7: 22D-BART-SOUTH SAN FRANCISCO added hourly Sunday/Holiday service 1020AM-520PM, 24G-BART-BRISBANE (weekdays only) reduced from 3AM-4PM trips to 2AM-2PM trips (hourly) and 90E-BART/HAYWARD-SAN MATEO (weekdays only) had 120 minutely midday service (10AM-3PM) and one PM round trip eliminated reducing the service to hourly rush hours only using 2 buses. During May average weekday ridership on the Mainline and local buses rose to 60,000 (up 22% in less than two months) prompting SAMTRANS to purchase six TDH 4519s (two each 1965,1966,1967) from Guelph, Ontario and these were placed in service from South Base (Belmont) still in their Canadian dark red and yellow (similar to the fast disappearing MUNI scheme). Lease of an additional 20 buses was authorized by the Board and the following AC TRANSIT buses are known to be included in that number: Flxible 53102-6-0 #220, 265 and 266 and GM TDH 4801s 2102, 2104, 2106, 2112-2114. All were being operated from North Base (South SF) except 2106. Seven 1976 and 1977 model lift equipped Mercedes-Benz 0309Ds (#207-213) have been purchased for the county wide "Redi-Wheels" DAR handicapped service in addition to the six new models (#214-21o) received in late 1978. Flyer Industries of Canada was sole bidder with their model D-2001 for 100 mid size (318 x 96") lift equipped diesel buses with a December 1979 delivery date. Following generally favorable response to operation of the Ikarus 286 demonstrator in San Mateo and Daly City this spring SAMTRANS proposes to advertise for bids for ten articulated buses.

COUNTY TRANSIT (CT)

SAN JOSE: Average weekday ridership was close to 62,000 in April (45% increase over April 1978) rising to over 75,000 daily by the end of May. Peak patronage increased dramatically and hardest hit were the four Express Routes and despite use of PTS IIs second sections had to be added to certain trips or portions of trips. The Agnews major overhaul base was occupied May 14 and availability of this facility will allow refurbishing and placement into service of the 56 leased TNJ GMC TDH 5302s. These units along with 18 other leased New Looks and the 66 PTS IIs were to have replaced the Twin Coach TC 31s but, instead, will be used to increase fleet capacity and the 90 odd remaining serviceable Twins will be reatined on the active roster rather than be put up for disposal. Gillig/Neoplans have replaced all PTS IIs weekdays on the systems El Camino Real trunk 22-EASTRIDGE-MENLO PARK since it was found that running the two types in mix adversely affected schedule performance due to their differing operating characterisitics. Line 22 uses the largest number of buses of any of the 44 lines with 26am/26base/29pm weekdays (10 minutely) and 9 nights/weekends (30 minutely).

SAN JOSE PARK & RIDE

SAN JOSE: In order to relieve a temporary shortage of off street parking during construction work on its CBD redevelopment the City of San Jose constructed a 400 space parking lot under I-280 elevated structure west of Vine to the south of the CBD and began operation of a Park & Ride Shuttle loop route connecting the lot with the central area June 1. Operated under contract by CT on a direct cost recovery the 2.5 mile route is from the parking lot at Vine under I-280 via Vine, Grant, Almaden, W. San Fernando, S. Market, W. Santa Clara and S. 2nd to San Fernaddo returning S. 2nd, W. San Carlos and Vine. Service operates 620AM-740PM weekdays with headways of 5, 10 or 20 and buses needed of 4, 2 and 1. Fare is included in the Park & Pide permit of 75¢ daily or $12 monthly. CT provides 4 TC-31s with a back up bus from the Central Division. #452-455 repainted tan with dark brown over orange over dark brown belt and lettering "Park & Ride" inside a large oval arrow on each side are used. The agreement is for one year renewable for another. City is using Article 4.5 TDA funds to fund.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: A special shuttle service, 74-KING TUT SHUTTLE, began operating June 1 and will continue throughout the four month King Tutankhamun exhibit at the De Young Museum. Service operates every half hour from Great Highway and Cabrillo (old Playland) via Great Highway, Lincoln Way, 8th Ave, Irving, 9th Ave and Concourse Dr inside Golden Gate Park. The City PUC has also authorized three additional services to be partially funded by other agencies. Two recreation shuttle lines starting July 4 and operating every weekend thru Labor Day will be 75-PARKLANDS SHUTTLE serving Cliff House area, Lincoln Park, Legion of Honor, Baker Beach, Presidio and Fort Mason and 76-FORT CRONKHITE VIA GOLDEN GATE, both lines receiving subsidy from the National Park Service. The State DOT also is helping to underwrite an experimental express service -Line 87- for peak hour travel between the SP Depot and Civic Center starting July 16. Commissioners accepted the CALTRANS proposal with little enthusiasm because the experiment will serve commuters at the expense of existing city bus service. The cable car system shut down May 29 when an 18 foot long 13 inch thick shaft broke in the winding mechanism in the Washington & Mason Division was scheduled to reopen July 4. It will be shut down again in late 1980 for about two years for a $20 million renovation.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: AC has decided not to buy Advance Design buses and has authorized seeking bids for 200 "New Look" buses which kinds of units are still available from Flyer Industries and General Motors of Canada. AC estimates they can purchase the standard units for about $115,000 while ADBs will run $140,000 and for the difference in price they could purchase about 35 more units. AC's Five Year Plan for both service refinements and facility improvements which has yet to be adopted by the Board calls for a new maintenance facility to be developed apart from current Emeryville Division, a new division yard to be established in Concord, acqusition of a site to replace the Newark Division and refurbishing of the Emeryville, Richmond and Seminary Divisions. Service wise plans call for a downtown Oakland shuttle, midday weekday shuttle from Oakland City Center to medical facilities area known as "Pill Hill", incrase of Contra Costa County services, extension of service in Hayward and Union City, elimination of 84-CASTRO VALLEY and reductions in service on 12-OAKLAND ARMY BASE-GRAND AVE, 38-BANCROFT EXPRESS, 46-ARTHUR-BANCROFT, 87-55TH AVE-MAXWELL PARK and T-TREASURE ISLAND with fare adjustments on Line T. Increased fares are planned for FY 1981-82.

KERN COUNTY EVENTS

The City of Delano is moving closer to starting its DAR as four Checker sedans equipped to seat 5 in the rear are due by the end of summer from Tri County Checker Sales in San Bernardino. Four proposals for service are currently under study which will include the sedans and a van with wheel chair lift. A petition with 500 names was presented to the Board of Supervisors from residents of the Lamont area expressing need for public transit.

MERCED COUNTY EVENTS

The County Board of Supervisors is studying proposals to provide transit to unincorporated areas around Merced either through joint operation with the city or by contracting with the city to expand its Dial A Ride. Alternatives include continuing present practice of 27 different agencies providing some type of service, maintain DAR in Merced and expand to countyareas as needed, have both city and county provide separate service, county contract with city to provide fixed route service outside city and provide for county to establish two fixed routes and contract with the city for service to E & H groups.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: SBMTD has made a number of changes at varying dates during the first half of 1979 including: 5-MESA night service (after 615PM) abandoned January 1979 and 6-GOLETA-WINCHESTER CANYON was changed in April to provide express service over an additional route operating along Highway 101 Freeway between downtown and Stroke Avenue and then into the Winchester Canyon area ending at Brandon & Evergreen. 9-UCSB AIRPORT-FAIRVIEW CENTER was extended from Pescadero and El Colegio along Los Carneros to, to New Married Student Housing and a loop routing was added in the Stow Canyon area but was altered to operate into downtown Santa Barbara only during rush hours. 11-GOLETA-UCSB-ISLA VISTA's weekday headway was decreased from 20 to 30 minutely.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Bus service linking Sun City with Murrieta Hot Springs and Temecula was scheduled to begin July 1 under contract with Sun City Bus Company which currently operates two intracity lines in Sun City. SCBC is operated by the Sun City Ambulance Service. Plans call for three day per week service but time schedules were not yet available. SCBC will be paid $6.95 per hour for each bus it puts into service but the budget provides for only one bus. Fares will be adults 35¢, students 25¢, seniors/handicapped 15¢.

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT instituted a number of changes on June 17 including rerouting 1-EASY AVE-PACIFIC COAST HIGHWAY at the Los Alamitos Circle via PCH and Ximeno to Atherton, operating 2-SANTA FE-CHERRY on Third downtown instead of Ocean, return to a figure eight operation on 3-DOWNTOWN ELECTROBUS instead of two separate east and west loops, extension of all Line 15-DEL AMO trips to Bloomfield and Del Amo and elimination of the morning shuttle service on Line 14 between San Pedro and Fish Harbor directly with service still available although a transfer would be required.

EAST LOS ANGELES DIAL A RIDE

LOS ANGELES: The Board of Supervisors has approved continuing this service for E & H groups and has set a new lower fare (10¢) when the new contract goes into effect on July 9. During the past year the boundaries as destinations were expanded to include USC County Medical Center and White Memorial Hospital. The contract was put out for bid. TELACU (The East Los Angeles Community Union) had the past contract.

BUS OPERATIONS LOS ANGELES INTERNATIONAL AIRPORT

The Flyaway Bus Service between the Van Nuys Airport and LAX is still being operated under contract by GRAY LINE OF LOS ANGELES and during March this service saw introduction of two new MC 9s, automatics with 49 reclining seats and no restrooms, along with a group of MC 8s, some former GLOLA units renumbered and repainted, some former ASSOCIATED CHARTER BUS units. The Neoplans are now being used on the Parking Lot Shuttles, using the Lot C route, and have been outfitted with additional interior baggage racks and now seat 37. All these buses as well as the twenty Argosys are painted white with a blue and a green stripe. A new shuttle service between LAX and the West Imperial Terminal has been started operating daily 7AM-1130PM on a thirty minute headway using Argosys.

MOVING? NOTIFY WT IN ADVANCE SO WE CAN SEND YOUR ISSUES TO THE PROPER ADDRESS

WTS MEETINGS - July 8, August 12, September 9 - 730 PM
272 Alpine Street, Pasadena in the back
RTD Lines 423 and 770 provide transportation

PROPERTY	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Orange Belt Stages	174, 176	MCI	MC9/-	47, RR
Fun Bus (San Jose)	7901-7903	MCI	MC9/-	
SAMTRANS	(II214-219	M-B	0309D/309382-10-299500, 297344,297182, 297360,297636,297872	Lift equipped units
USED				
Sierra Lines	(II452,unnum	GMC	PD4104/2298,3923	Academy Bus Co 130, Mayflower Coach Corp M96
	(503-506	GMC	PD4107/154,156,066, 917	Vmt Trnst -,-, Napa 137, GLW -
	(600-601	GMC	P8M4905A/008-009	Bluebird Coach (NV)
Napa Charter	242	GMC	PD4107/920	GLW 1731
Salinas Transit Sys	(812,814-816	GMC	TDH4509/046,049,051, 030,051	AC 1919,1922, 1903,1924
SAMTRANS	(182-187	GMD	TDH4519/C145,C250-252, C324-325	Guelph, Ontario 71-76
	(II207-213	M-B	0309D/309382-10-27822, 29063,29080,28733, 28665,30606,26107	Lift equipped all but 212 a/c
SAMTRANS	(220,265-266	Flxible	53102-6-0/59021,076,077	AC same nos
	(2102,2104,2106,	GMC	TDH4801/529,531,533, 539-541	AC same nos leased
	(2112-2114			
DISPOSALS				
Peerless Stages	(273-276	GMC	PD4107/494-495, 569-570	to Sun Valley Stages
SAMTRANS	283	Twin	TC25B/25840	scrapped @ damage

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EX PACIFIC ELECTRIC #2150 SCRAPPED

Twin Coach Model 52S-2, Serial 52S-2-1, built January 1950 as a demo and subsequently purchased by PE and passed along to Metropolitan Coach Lines and Asbury Rapid Transit was scrapped by Starrow Steel Co. in Cerritos on May 13-16, 1979. The bus had passed to private ownership for conversion as a motor home, however the owner suffered from ill health and sold the unit to Starrow where it sat in operable condition for some time. In fact, Starrow employees used to drive the bus around the lot to keep it in running condition and would have required only a minimal effort in restoration.

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