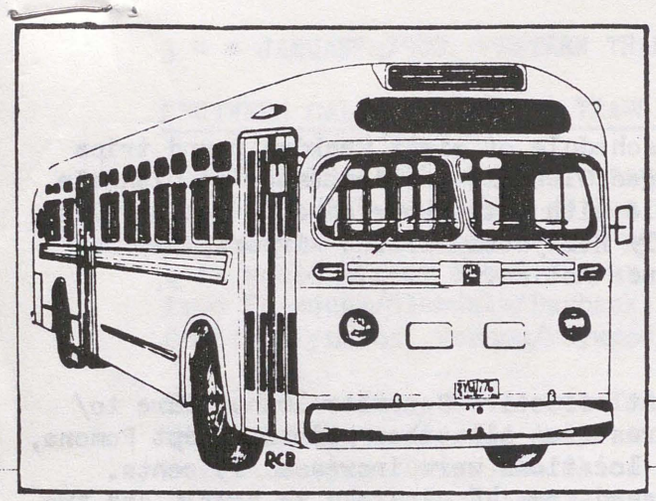


# Western Transit

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## SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: SMMBL received its order of fifteen wheelchair lift equipped Flxible 870 buses in the fall and placed them into service during December. They have been observed on Lines 1-SANTA MONICA BOULEVARD and 10-SANTA MONICA-LOS ANGELES BLUE DIAMOND EXPRESS. Numbered 4701-4715 the buses are painted white except for a two tone blue stripe (dark over light) with black window treatment and white roof and have SANTA MONICA MUNICIPAL BUS LINES lettered in gold on the sides. They have 47 two tone blue padded American seats with one wheelchair position on the right near the front just next to the first longitudinal seat. This three person seat folds up to accommodate one wheelchair. The floors are dark blue, the sides are simulated wood grain paneling, the ceiling panels are spotted gold and there are five extra vertical standee bars at the side seats. The buses also feature a four digit run number box, one piece electric headsign and sidesign, touch tape buzzers, two way radio and public address system.

## NORWALK TRANSIT SYSTEM (NTS)

NORWALK: NTS became the first Los Angeles area property to purchase Gillig Neoplan buses and so far at least four of an order of nine have been observed and are believed to be numbered 331-339. The buses have 31 blue fibreglass seats with padded backs and seat cushions on T mounts. Between the first longitudinal seats and the first pair of forward facing seats there is an open area for two wheelchairs although the first forward facing seats are folded up to accommodate the chairs. The floors are black with white spots with yellow DOT line and trim and metal lower sides. The are Luminator car card racks, touch tape buzzer, double bar push doors and all sealed windows except first and last side windows which slide open. The buses are powered by Caterpillar 3208 diesel engines and usually hold down the assignments on Line 1-RIO HONDO-BELLFLOWER. NTS Line 4-BEACH EXPRESS which runs during the summer months has been altered to travel between Norwalk Square and the Bolsa Chica State Beach aka Sunset Beach operating four round trips departing Norwalk 930AM, 1100AM, 1230PM and 300PM with the last departure from the beach at 530PM. Line 5-INTERNATIONAL AIRPORT has also been changed to have only one pick up point in Norwalk at the Saddleback Inn and operate to Parking Lot C for connection with the Airport shuttle service. Buses operate at two hour intervals from 630AM to 1230PM and between 200PM and 800PM. Using three lift equipped Dodge Sportsman Vans NTS Hustle Bus Dial-A-Ride provides door to door service to qualified elderly and handicapped persons in Norwalk. Advance reservations are required.

IF YOU MOVE LET US KNOW IN ADVANCE SO THAT YOU WILL CONTINUE TO RECEIVE WESTERN TRANSIT AS THIRD CLASS MAIL IS NOT FORWARDED

METRO COMMUTER COMPANY, INC. (MCC)

PASADENA: MCC has made permanent its "Energy Crunch" schedule of eight weekday round trips and five weekend round trips and at the same time changed Glendale service (stop at Glendale Holiday Inn) to an On Call basis for trips from Glendale with a two hour advance notice with service from Burbank-Glendale-Pasadena Airport, formerly Hollywood-Burbank Airport, to Glendale accommodating passengers on any trip with no advance notice.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: All fares were revised upward about 3 per cent effective December 16th. Fare to/from Los Angeles increased from $2.50 to $2.60 with fares from all other points except Pomona, Montclair and Ontario Airport rising ten cents. Those locations were increased 15 cents. Service on the HOLLYWOOD-UNIVERSAL CITY line was decreased from 45 minutely to hourly and two stops (Sheraton-Towne House and Hyatt Wilshire Hotel) were added on the WILSHIRE DISTRICT line. DOWNTOWN LOS ANGELES service was divided into two services with one branch serving RTD/Greyhound Station, Biltmore/Mayflower Hotels, Hotel Figueroa, Los Angeles Hilton and Bonaventure with the second serving New Otani Hotel, Biltmore/Mayflower Hotels, Hyatt Regency, Los Angeles Hilton and Bonaventure. Points served by both routings have half hourly service while those on one route have hourly service. Between midnight and 600AM a special combination routing is operated serving all downtown points with the terminal at the RTD/Greyhound Station.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: In October TTS changed Line 5-CRENSHAW BLVD-TORRANCE BLVD to operate through the Del Amo Center Terminal in both directions and altered Saturday/Sunday service to operate on a 50 minute headway only between Redondo Beach Pier and Crenshaw Blvd & Pacific Coast Highway with no weekend service along Crenshaw between Pacific Coast Highway and El Camino College at Manhattan Beach Blvd and Crenshaw. Previously hourly service was operated the full length of the line. Two buses are required for both operations.

DEL AMO FASHION CENTER (DAFC)

TORRANCE: DAFC which is divided by Carson Street separating two formerly independent centers (Del Amo Fashion Square and Del Amo Shopping Center) started a Christmas Shuttle Service linking the two centers. The shuttle could be boarded on the Fashion Square side of the street in the south parking lot in front of Lindberg Nutrition or at the corner of Ohrbachs and on the Del Amo Center side at the corner of Joseph Magnin or Sears. The free bus made a continuous loop traveling across Carson from 1015AM until the stores closed. A Mercedes Benz 0309D numbered M-2 with 17 wraparound seats and air conditioning and a Dodge Sportsvan painted blue and white are used. The operation may be made permanent as discussion of installation of a moving walkway has indicated construction costs greater than the merchants wish to pay.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Last summer as part of MUNI's Five Year Plan certain routing changes were made in the Richmond area and after recent public hearing the City's Public Utilities Commission has ordered changes in operation of Line 38-GEARY. During the day all express and limited trips will operate directly out Geary to 48th Avenue while all local trips will operate via Geary, 32nd Avenue and Balboa to the ocean. After 700PM alternate trips will operate to either 48th Avenue or via 32nd and Balboa. The Board of Supervisors has given the green light on total abandonment of the J, K, L, M and N rail lines and replacement by Muni Metro service. They felt that operation of both above and below ground lines was a costly duplication of service. However, the PUC has agreed to keep overhead trolley wires and tracks intact in case a back up system is needed.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD Directors have approved the 1980 Sector Improvement Program which calls for 135 new miles of bus service, 151 local, limited and express and a new line numbering system with a projected start date of September 14, 1980. The program would affect about 75 per cent of the present daily riders in an area stretching from Pasadena/Glendale/Burbank through Hollywood, the West Side, the South Bay, Compton/Lynwood, Vernon/Maywood/Bell, the eastside and downtown.

Two service changes accompanied the December Shake Up. First, Line 762-DIAMOND BAR PARK/RIDE had selected trips extended eastward from Diamond Bar (Diamond Bar Blvd. & Golden Springs Drive) to Chino serving a Park/Ride Lot at the County Fair Shopping Center at Philadelphia Street and Central Avenue.. Morning inbound trips operate via Central, Francis, Vernon, Philadelphia, Central, Pomona Freeway and Diamond Bar Blvd to Golden Springs and the former terminal. Eastbound trips run via Diamond Bar, Pomona Freeway and Central to Philadelphia. Local passengers are handled between Chino and points between Diamond Bar and Puente Hills Mall. Fare from Chino to Los Angeles is $1.90. Three of the ten trips on the line now serve Chino. The other change involves Line 873-LONG BEACH-SANTA MONICA. Previously the line was routed through downtown Santa Monica to serve the Surf Rider Inn, Royal Inn, Holiday Inn, Georgian Hotel and Miramar Hotel to Airport passengers and this change had come about as a result of the discontinuance of Line 781-AIRPORT-SANTA MONICA EXPRESS. The new alignment discontinued service to all the hotels with buses arriving town via Lincoln and Santa Monica Blvds. looping the block bounded by Santa Monica, Ocean, Arizona and Second.

The following buses are now in the black window paint scheme: 2313, 2354, 5003, 5061, 5071, 5078, 5237, 5500, 5702, 5724, 5729, 6110, 6168, 6267, 7030, 7117 and 7176.

Some of the black windo units plus a number of other buses are now sporting a new front end paint scheme which is the same as the AM General buses are painted - white around the windshield with a yellow over white over saddle tan below. These units include: 3108, 3112, 3209, 3220, 3225, 4324, 5015, 5028, 5061, 5078, 5090, 5092, 5237, 5963, 6037, 6103, 6114, 6166, 6168, 6205, 6225, 6252, 7020, 7029, 7037, 7047, 7111, 7117, 7186, 7212, 7213, 7228, 7243, 7249, 7257, 7348, 7381, 7449 and 7450.

After the Los Angeles County Transportation Commission rejected a request by RTD for $5.2 million in supplemental operating subsidies from the Transit Development Fund (state sales tax) for the present fiscal year and instead allocated $3.3 million RTD General Manager Jack Gilstrap announced that another fare increase of perhaps 5 cents and starting this March would be necessary to maintain current service levels for the remainder of the fiscal year. Public hearings by the RTD Board on this matter will be held later this winter.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Starting last October 22 selected trips on Line 185-CROWN VALLEY PARKWAY-MISSION VIEJO MALL were diverted into the Crown Valley Center during commute hours to provide connections with the four Park/Ride lines serving that location. Trips involved are the 616AM northbound and 516PM and 616PM southbound trips. Line 276-HUNTINGTON HARBOUR-IRVINE INDUSTRIAL EXPRESS which started October 22 and provided one eastbound peak hour trip and one westbound afternoon peak hour trip was discontinued with the close of service on December 21 because of low patronage. OCTD staff continues to work with major employers to expand the Bus Pool concept which started this past summer.

OMNITRANS (OT)

SAN BERNARDINO: A new OT fare structure took effect January 2 calling for the first rate increases in OT history. The new structure is: Adult fare 35¢, senior and handicapped with Omnipass 15¢, student 630AM-300PM on school days 25¢, transfers 5¢ except senior and handicapped, adult Dial A Ride $1, senior and handicapped with Omnipass 50¢, Saverpass $16, Saverfare Pass (senior/hc) $6, Omnipass Yearly in East Valley $1 and non expiring in West Valley $3. OT Directors approved an application for federal funds to pay 80% of the $5 million cost of acquiring 33 new 41-45 seat buses. OT GM Robert Chafin commented that this and another eight bus purchase recently approved will greatly improve the OT fleet condition and increase the operational buses from 82 to 97. The primary aim of the purchases is to replace the Mercedes Benz 0309D buses. Delivery of the two orders - pending grant approval - will occur in early 1981 and mid 1981. The board accepted the low bid of $189,760 by National Coach Corp. of Carson on ten new lift equipped vans for OT's paratransit service. This will increase that fleet from 13 to 16 and seven of the new units will replace those now being leased.

MORONGO BASIN TRANSPORTATION COMMITTEE/29 PALMS COMMUNITY COUNCIL

These groups along with other are now soliciting citizen input on a proposed bus system which could be the backbone system linking the 29 Palms Marine Corps Base with Desert Hot Springs with loop type routes operating within the communities of Yucca Valley, Joshua Tree and 29 Palms. A later extension dependent upon hard surfacing of the road would be to the community of Landers. A grant application in the name of Joshua Tree Municipal Advisory Board is to be filed in the next month to the U. S. Department of Agriculture and the grant monies, if approved, would be allocated thru CALTRANS District 8. Service is proposed from 5AM to 10PM. Four buses would be needed initially along with a garage, a dispatcher and bus operators. Later on stations in 29 Palms, Joshua Tree and Yucca Valley would be established for transfer purposes.

AIRPORTER (APTR)

SAN FRANCISCO: APTR has started a free shuttle service with used 36 passenger buses operating on a three loop route from the present downtown terminal, a parking lot at Ellis and Taylor Sts, to better service the Union Square area. Eventually a $1 million landscaped terminal will rise on the lot. The service operates from 600AM to 630PM with no addition to the APTR $1.95 fare.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Full service resumed on December 3rd with first day ridership not much under prestrike levels. In the meantime the PUC modified an earlier order upon BART's request in which a second uniformed attendant must ride trains during commute hours through the Bay tube and through the Berkeley Hills tube. BART maintained that the polyurethane seats in the rail cars have to be replaced with urethane seats and the floors must be hardened to reduce fire spread and toxic gas generation. A special discount fare for the month of December for Saturday, Sunday, holidays, Christmas Eve and New Years Eve. BART riders will pay no more than 75¢ maximum with a twenty per cent discount on the lesser fares.

CITY OF FIREBAUGH

FIREBAUGH: This city is the latest in a string of Fresno County cities to offer subsidized GREYHOUND bus tickets to seniors going to Fresno, $1 one way, $3 round trip. This is the first phase of the city's Transit Development Program which will also include service to Fresno for handicapped and van service within Firebaugh for residents.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Termed "Lifeline Service" a new rural transit service began last October 15th with the NCTD rural route serving four Indian reservations along the 80,5 mile loop. Four round trips are offered weekdays only. The early morning and late afternoon trips are for work and school trips between the rural and commercial areas while the two midday trips operate over the same basic routing with jogs to cover mobile home parks and dispersed pockets of population. The original request came from the unincorporated area of Valley Center, and the service is the first if its kind in the San Diego area and the first to qualify for Section 18 federal funding. NCTD Executive Director Dick Fifer has said that he will not recognize Local 81 of the United Transportation Union formed by the district's 250 bus operators and mechanics without a National Labor Relations Board vote to determine if the employees want to switch from the non union North County Transit Employees Association to UTU. The association has been the sole bargaining agent since NCTD's creation in 1976. The present labor contract which expires on June 30 provides pay increases in increments of 3 per cent every six months with a maximum of $7.12 per hour after two years experience. UTU driver representatives have indicated they plan to call for wage increases to bring NCTD more on a par with SAN DIEGO TRANSIT CORP. $9.53/hour rate.

LONG BEACH TRANSIT (LBT)

LONG BEACH: Next month a series of route and schedule changes will be made in response to known capacity and schedule problems and/or the gradual implementation of the most useful results of the ATE system wide evaluation of service performed in 1978. Line 5-LONG BEACH BLVD-EAST 4TH will be extended on the north end from Greenleaf and Long Beach Blvd via Long Beach to Alondra Blvd. After 6PM buses will terminate at Artesia instead. On the east end service to 72nd & Ocean will be transferred to Line 8 with all trips operating to 2nd & Pacific Coast Highway, then alternate trips to Seal Beach via PCH, First, Ocean to Main returning via Ocean, 12th, Bolsa, Main, Electric and First. Opposite trips will turn north onto PCH and operate thru the Veterans Hospital, Cal State-Long Beach and College Park Estates on a one way loop. These changes will allow 40 foot buses on the entire line. Line 8-EAST 10TH will be rerouted downtown via 10th, Long Beach, 1st, Pine and Seaside and will be extended from 10th and Park or 2nd & Bayshore via 2nd, Granada and Ocean to 72nd. Line 10-CARSON STREET CROSSTOWN weekday headway will be reduced from 30 to 20 minutely. Line 13-PACIFIC AVE-EAST 3RD will terminate at the Marina Pacifica Shopping Center all day long. Line 16-CERRITOS CENTER night service will operate as a crosstown shuttle between Los Cerritos Center and Long Beach & Del Amo. On Line 8 service beyond 10th and Park will operate only between 7 and 10AM and 2 to 6PM weekday days and weekend service will be less frequent than now.

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RIMROCK STAGES (RS)

HELENA, MONTANA: Service formerly operated as two separate units (Billings to Helena, Missoula to Helena) now has a through schedule daily between Billings and Missoula via Helena. Additionally another round trip has been added to the two daily trips between Missoula and Helena. All changes were begun on December 1st.

CROWN TRANSPORTATION, INC. (CTI)

LIMON, COLORADO: Operating for many years as the COLORADO SPRINGS-LIMON TRANSPORTATION COMPANY between the named communities in Colorado CTI was taken over last year by a relative of CROWN TRANSIT LINES (Terre Haute to Davenport via Peoria). The name was changed to CROWN TRANSPORTATION. In September CTI acquired from GREYHOUND LINES the route between Limon, Colorado and Oakley, Kandas and one round trip per day is operated over the route. GL now stays on Interstate Highway 70 bypassing the local communities. Beginning December 4 an additional round trip per day was added between Limon and Colorado Springs for the holiday season.

CITY OF ALBUQUERQUE, NEW MEXICO

The City received four proposals for the operation of the city bus syste, SUNTRAN. The bidders were ATE Management and Service Company, McDonald Transit Associates, American Transit Corporation and City Coach Lines. Edwin Beck, City Director of Transportation said the CCL proposal was about four times greater than the other bidders. As of November 21st ATE had not been offically selected but had been recommended by Beck. The ATE proposal included an option for a study of the system which was not included in any other proposal. ATE bid $112,000 for the first year, $128,700 the second and $115,800 the third and would provide two employees. ATC bid $103,800 the first year, $111,060 the second and $118,800 the third. MTA bid $126,000, $136,800 and $147,600.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: On December 2nd RTD's ninth exclusive Park-N-Ride went into service offering additional downtown express service to Aurora residents. It is located at East Alameda and South Havana and provides space for 230 cars with service from 2 express and three local lines. Lines 1-1ST AVENUE, 3-ALAMEDA, 3X-ALAMEDA EXPRESS and 105-HAVANA CROSSTOWN were altered to serve the Smoky Hill Cutoff Transit Center while a new line, 4X-SMOKY HILL EXPRESS, was inaugurated providing non stop service between the Center and downtown Denver traveling via Alameda, 1st and Speer with downtown circulation on 16th and 17th Streets downtown. Line 51-SHERIDAN CROSSTOWN was extended from Bear Valley into the Pow Mar Heights area on the south end and Saturday service was instituted on that portion of the line between Westminster Mall and Bear Valley Shopping Center. Other minor changes were made in Denver and Boulder lines and the entire Longmont minRide system was extended, on an experimental basis, to operate an extra two hours of service ending at 900PM each evening.

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WTS MONTHLY MEETINGS - SECOND SUNDAY OF EACH MONTH - FEB 10, MARCH 9, APRIL 13
272 ALPINE STREET IN THE BACK - PASADENA, CALIFORNIA
ENTERTAINMENT FOR FEBRUARY MEETING WILL BE FRENCH RAILROAD FILMS

ANYONE CLOSE TO PASADENA IS ENCOURAGED TO ATTEND THE MEETINGS TO MEET THE OTHER WTS MEMBERS, PARTICIPATE IN THE AUCTIONS AND ENJOY THE ENTERTAINMENT PROGRAMS