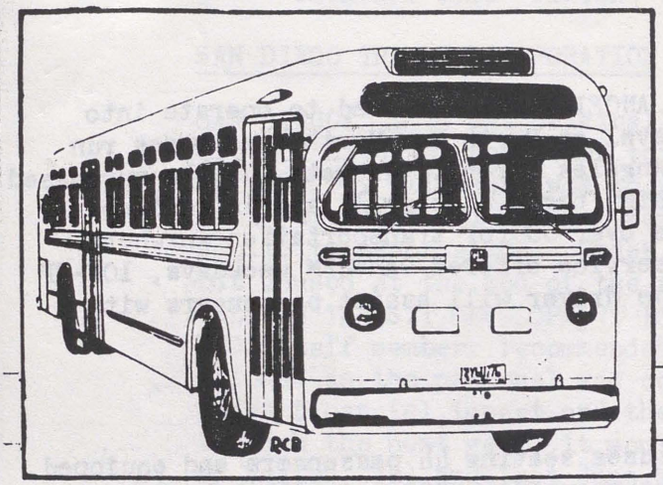


Western Transit

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD officials have signed a $143,141,132.00 contract with General Motors for the purchase of 940 Advance Design buses scheduled to be delivered by spring 1981. All the buses will be 40 footers equipped with wheelchair lifts and seating 43 passengers. Each unit will cost $141,280. The bus purchase will allow retirement of a number of buses up to twenty five years old and the establishment of a reserve fleet of up to 500 buses for emergency use in case of further energy crisis. To finance the local share (20%) of the purchase price RTD will sell equipment trust certificates each valued at $5000. Under the plan Lloyds Bank of California will own the buses as the agent for investors who buy the certificates and RTD will lease the buses from the agent. The financing plan allows investors to get the tax advantages of depreciation as well as investment tax credit.

The 940 GM buses plus the 230 Grumman-Flxible buses due to arrive this spring will not arrive in the familiar chrome yellow and saddle tan but instead in a new scheme which is part of a new graphics identification program. The new colors will feature a white roof, black window effect, a three color belt rail of yellow over orange over red and white below. Gone too will be the "boomerang" symbol and in its place will be a cluster of four multi-directional arrows in red with the district's monogram, the letters RTD, upright beside it in black. Certain public information documents have already appeared with the new logo. To introduce the new paint scheme and the new Advance Design buses to the area RTD repainted 3260, a GMC T8H5307A, in the new colors and borrowed two buses, ORANGE COUNTY TRANSIT DISTRICT 2034 (a Flxible 870) and MONTEBELLO MUNICIPAL BUS LINES 9377 (A GMC RTS II) and outfitted these units in the new colors. Interestingly all three buses were numbered "5865".

Add 4043 to the group of small Flxible buses reconditioned and repainted for the new shuttle service in Hollywood (WT 1/80) and then subtract Line 603-HOLLYWOOD STARSHUTTLE as the line was discontinued with the close of service on January 19. Average daily ridership was only 110 and the Los Angeles City Council did not feel the cost to the city who was subsidizing the line to the cost of $15.38 per person was a wise use of tax monies.

Beginning February 4 Line 764-MONTCLAIR-POMONA PARK/RIDE was extended eastward from Pomona Fair Grounds via McKinley, Garey, Burdick, Orange Grove, San Bernardino Freeway, Monte Vista and Moreno to Montclair Plaza. Four of the ten daily round trips were so extended.

Line 770-LOS ANGELES-PASADENA PARK/RIDE began serving a second Park/Ride lot in Pasadena, the Ralph M. Parsons Company Parking Lot at Pasadena Ave. and Corson St. Trips begin at the lot and operate via Corson, Walnut, Fair Oaks, Colorado to Los Robles, then regular 770 routing to Los Angeles. Eight trips in the predominant direction and four in the reverse are operated in each rush hour. Alternate trips serve the new lot and service along North Allen was correspondingly reduced.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: Beginning February 1 GMBL Line 1-GARDENA-LOS ANGELES was rerouted to operate into the RTD/Greyhound Station and load/unload on the RTD level at Berth 9. Northbound buses run via Main, 7th, Maple, RTD station, Maple, 5th and Los Angeles Street. Tickets must be purchased at RTD ticket windows. The GARDENA SPECIAL TRANSIT SYSTEM began January 11 and is designed for those unable to use conventional transit or seniors over 60 for transportation anywhere within the City of Gardena. Three vans are used with service offered 9AM-4PM weekdays, 10A-7P Saturday and 9A-530P on Sunday with a 50 cent fare. The driver will assist passengers with packages but will not assist in lifting people.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA will be receiving eighteen GMC RTS II buses seating 44 passengers and equipped with wheel chair lifts by December. The buses will cost about $155,000 and will be painted in the existing RTA scheme. A new line between Hemet, San Jacinto and downtown Riverside should be in operation by next July since ROESCH LINES certificate to serve the area was cancelled by the Public Utilities Commission in response to an RL application. Public hearings will be held soon to receive input on routing ans service needs. The number of potential riders will help determine the size of buses to be used but it is expected the buses will have space for luggage and other pacakages. Present service from the area to Tyler Mall would continue to operate.

OMNITRANS (OT)

SAN BERNARDINO: San Bernardino city councilmen approved a tentative out-of-court settlement of a lawsuit challenging their creation of the new downtown bus transfer locations. The agreement provides the city will provide benches, shelters, trash cans and at appropriate locations bus turnouts. In return the attorney for the other side would drop the case. A City Council committee has recommended that the city's desire to withdraw from OT by June 1980 be delayed six months because the present General Manager, Robert Chafin, has done an outstanding job in curing the system's ills in ten months. The OT Board has approved the revamping of job assignments in the maintenance division and the hiring of 4 mechanics. While ATE has improved the condition of the fleet many of the units are aged in terms of mileage and the arrival of 41 new buses in March 1981 will cure many of the fleet problems. In other action the Board reduced transfer charges for handicapped persons riding Dial A Ride vans among three East Valley zones to 5¢ per transfer from the successive 40¢ and 15¢ charges previously approved, awarded a contract to Tri County Checker Sales Co. of San Bernardino to provide 12 new Dial A Ride sedans to replace old ones including 3 in Colton, 2 in Redlands, 1 in Rialto and 6 in the West Valley and transferred contracts for East Valley Dial A Lift and Redlands Dial A Ride from the Holy Deliverance Church of Redlands to Billy Hodge's Transportation Services, Inc. which was already operating on behalf of the church. A new service, MUSCOTT SHUTTLE, has been started which is designed to serve several north area schools and provide direct service from the residential areas rather tha requiring patrons to travel and transfer downtown. Beginning at 21st and E buses travel E St., Baseline, Muscott, 16th, G St. and 21st to E, a one way loop. Service is operated weekdays between 630AM and 815AM and 225PM to 315PM.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: The Public Utilities Commission has authorized this Trailways, Inc. subsidiary intrastate operating rights between San Diego and Winterhaven, across the state line from Yuma serving El Cajon, El Centro and Holtville as well as operating rights between Los Angeles and Calexico serving El Centro, Brawley, Calipatria, Niland, Durmid, Salton Beach, Mecca, Coachella, Indio, Banning, San Bernardino, Pomona, West Covina, El Monte, Azusa and Pasadena. The application had been actively protested by GREYHOUND LINES, INC. but the PUC awarded the application citing the energy shortage and noting that competition could stimulate innovative fare schedules cleaner and better maintained depots and courteous, accommodating personnel.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: SDTC was originally scheduled to begin a four bus service funded by the City of El Cajon operating throughout the city on January 28th - 56-EL CAJON SHUTTLE -(WT 12/79). El Cajon was to use about $220,000 in surplus Transportation Development Act funds which come from the 0.25 percent of sales tax money set aside for public transportation. Under the law 75 per cent of such money allocated to a city but unused at the end of the fiscal year reverts, in San Diego County, to the METROPOLITAN TRANSIT DEVELOPMENT BOARD and after plans for the shuttle bus were announced MTDB staff members recommended to the MTDB Board that the use of the funds be disallowed as the proposal was contrary to MTDB policies on at least three counts, long range financial impact and the city will not have enough money to extend the system through the next year, it would duplicate the El Cajon Express (Dial A Ride provided by Yellow Cab) and last June MTDB conditionally approved a transportation terminal for El Cajon, one of the conditions being that surplus TDA funds would be used to improve regional transportation and the shuttle bus was local. El Cajon and SDTC officials expressed surprise that MTDB had to approve the city's action since the money had already been allocated to the city. On January 28, several routing changes took place including extension of Line 5-UNIVERSITY CITY-MARKET STREET from University Towne Center to University City Village. 12-BAYVIEW HILLS-PARADISE HILLS was extended to College Grove Shopping Center via Lemon Grove on an hourly headway and 34-LA JOLLA was rerouted away from Scripps Hospital and instead will serve La Jolla Village Square and University Towne Center. 50-UNIVERSITY CITY EXPRESS will now go into University Towne Center and begin serve to the Veterans Hospital and La Jolla Village Square.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: STA buses are now sporting a new name, "SunBus" and the refurbished ex Washington, D. C. TDH5304s have been assigned to Line 9/10-DESERT HOT SPRINGS-COACHELLA. The Palm Springs Chamber of Commerce and the Desert Hospital have both formally requested that bus service be provided to the Banning-Beaumont area and to Yucca Valley. Many hospital workers and other low income workers, unable to find affordable housing in Palm Springs, are now driving from the Pass and the Morongo Basin. STA officials have indicated that should such service be provided that consideration be given to having such on a subscription basis with monthly payment made in advance. Tel-A-Ride (using one lift equipped van) started in Rancho Mirage on February 4. Service hours are 8-12 and 1-6 weekdays and 10-2 Saturday charging 50¢ adult fares and 25¢ for youths, senior and handicapped. The Sun Surrey Shuttle, a downtown/hotel/motel shuttle using up to five specially designed vehicles at a cost of $300,000, is now awaiting a decision of the City Council. Five small vehicles which would resemble the Laguna Beach "Village Trolley" but built by the Micro Bus Corporation and designed with more of a Palm Springs theme in mind would be used.

WESTRANZ (WT)

TRANQUILLITY: WT began operating December 19 serving Mendota, San Joaquin, Tranquillity, Helm, Three Rocks and Cantua Creek. The lift equipped buses run from 630AM until 730PM on weekdays. The new system is a joint project of the cities of Mendota and San Joaquin, Fresno County, Tranquillity Union High School District and Fresno County Economic Opportunities Council and is administered by the Fresno County Rural Transit Agency, recently formed to establish rural transit in the county.

COALINGA TRANSIT SYSTEM (CTS)

COALINGA: CTS has started their new bus service to Fresno via Huron, Lemoore Naval Air Station, Riverdale, Caruthers, Easton, downtown Fresno and the Fresno Airport with one daily except Wednesday round trip. When Kings County begins their service this summer there will be a connecting bus from LNAS to Hanford.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Beginning January 16 five different lines were changed: 2-CLEMENT was extended southward from 33rd and Balboa via 33rd to Fulton returning via Fulton, 32nd, Cabrillo and 33rd. 18-SLOAT was extended from 48th and Point Lobos via Point Lobos to 41st while Owl service on 22-FILLMORE is now being provided by trolley coaches (was motor coaches) over the entire length of the line. 28-NINETEENTH AVE. was extended from Greenwich and Fillmore via Fillmore and Bay to Laguna returning via Laguna, Chestnut, Fillmore and regular route. 82-CHINATOWN, formerly a motor coach line supplementing 30-STOCKTON from Columbus & Union to 4th & Folsom, will now use trolley coaches and was extended to Van Ness and North Point on the north end and to the S. P. Depot on the south side. 30 and 82 will alternate on the common part of their routes - Van Ness Avenue to S. P. Depot. Weekend service on 31-BALBOA was extended northward from 5th & Market to the Ferry Building beginning January 26. MUNI 4190, an AM General 9635 equipped with a wheel chair lift, has been placed into service on 66-QUINTARA to test accessible bus use. Line N-JUDAH was scheduled to become the first of the five rail lines converted to the new Light Rail Vehicles and operating in the Market Street MUNI Subway beginning January 28. The Public Utilities Commission will be holding a series of community meetings this spring to discuss possible MUNI fare increases. MUNI fares were last increased in 1970 and revenues presently total $26 million yearly while expenses have increased to $87 million. The recommended rates were (current fares in parenthesis): Cash Fare: 50¢ (25¢), Senior/handicapped/student: 25¢ (05¢), Fast Pass $19 ($11), senior/handicapped Pass $7 ($2.50), Sunday Pass $1 (50¢), Daily Pass to $1, Roundtrip Candlestick Park fare $1.50 (75¢) and charter rates would also be increased.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The 6th Annual System Shake Up took place February 10 and brought with it three new lines - 28-BASTANCHURY, 67-WANDA-HEWES-NEWPORT and 80-VICTORIA. 28 begins at the La Mirada Mall (Adelfa & Ocaso) via Adelfa, Santa Gertudes, La Mirada/Malvern, Gilbert (peak hour trips via Hughes Plant), Rosecrans, Euclid, Bastanchury, State College, Nutwood, Placentia, Chapman, Kraemer, Yorba Linda, Valencia and Bastanchury to Kraemer. 28 is based at Division 4 using two 1600s (45102-8-1). 67 is the former eastern end of 42-LINCOLN but on a different alignment. From the Mall of Orange it travels Tustin, Taft, Santiago/Wanda, Collins, Prospect, Walnut, Hewes, Foothill and Newport to 1st (Larwin Square). 80 begins at 6th & Flower in Santa Ana via Flower, Civic Center, Ross, 1st, Flower, Sunflower, thru South Coast Plaza, Bear, Baker, Fairview, Newport, Victoria/Hamilton, Magnolia, Atlanta, Lake, Orange, 17th and Main to Yorktown (Huntington Beach). 67 is based at Division 7 using 1300s and 80 is also based at 7 using 1600s. 28 and 80 operate hourly Monday thru Saturday while 67 runs every 75 minutes seven days per week. 25-KNOTT/GOLDEN WEST was altered at the south end to terminate at Beach Parking Area (Line 80 taking over the Atlanta segment) and rerouted in Fullerton from Hughes Plant via Malvern/Chapman into downtown Fullerton and on to CSUF (28 line operating via Euclid and Rosecrans). 30-ORANGETHORPE was extended west from Bloomfield along South and Gridley into Cerritos Center and 33-MAGNOLIA received half hour rush hour service. 47-ANAHEIM BLVD and 49-STATE COLLEGE BLVD. were operationally separated and 49 received a third branch, 49L, which operates as the 49 to Birch and Brea, then via Brea, Central, Harbor, Whittier, Idaho and La Habra to Beach. 51-MAIN-ORANGE was rerouted to operate along Main and MacArthur (as 53) to South Coast Plaza and 57-LAGUNA BEACH received a ten minute week day headway between Santa Ana and Fashion Island. 71-RED HILL-TUSTIN was rerouted in Irvine area to operate along Red Hill, Main, Jamboree, Michelson, Von Karman, Campus, Jamboree, San Joaquin Hills into Fashion Island and received half hourly rush hour service. Saturday service on 141-NEWHOPE-SEGERSTROM was discontinued.

COUNTY TRANSIT (CT)

SAN JOSE: On December 3 service began on CT's sixth weekday peak express line, EXPRESS FIVE-EASTRIDGE-MOUNTAIN VIEW: Eastridge Shopping Center north via Quimby, Tully, Capitol Expressway onto Capitol Ave, Autumnvale, Trimble onto Montague Expway, Trimble onto De La Cruz, Central Expway, Bowers, Scott, Lawrence Expway, Kifer, Wolfe, Arques, Central (via Fair Oaks Interchange), Middlefield (via Mary Ave. Interchange), Whisman and Evelyn to Mountain View S. P. Depot at View Ave. Returns south via same route to Capitol & Quimby to Eastridge. There are 6 northbound am trips and 6 southbound pm trips, half of which deviate from the route in the Sunnyvale industrial area by operating straight along Scott onto Arques instead of detouring Lawrence/Kifer/Wolfe. There is also one "counter direction" short turn trip from Mt. View S. P. to 1st & Trimble in North San Jose am and reverse in pm, both of which connect with an S. P. Commute train to/from San Francisco. The five buses required operate from the Agnews Division. Several service changes were effected with the January 7, 1980 Sign Up including: EXPRESS TWO-SANTA TERESA-STANFORD INDUSTRIAL PARK service was improved from 6NB/5SB am trips and 5NB/6SB pm trips to 10NB/6SB am and 6NB/8SB pm with bus requirements raised from 5 to 9am/8pm. The routing of 3 NB am/SB pm trips which deviate to serve National Semiconductor was further rerouted to better serve the Memorex Plant in Santa Clara and runs from Arques via Wolfe, Kifer onto Walsh and Scott to Central Expway. EXPRESS FOUR-PIEDMONT HILLS-STANFORD INDUSTRIAL PARK was increased to 5 trips each rush requiring one more bus and EXPRESS TWELVE-GILROY-SAN JOSE (2am/pm trips) had its San Jose terminus extended from N. 1st & Gish via 1st and Trimble to Orchard Pkwy. 15M-MORGAN HILL-JACKSON OAKS (South County Mini Route) had the 1 am/pm trips which extend south from the normal Morgan Hill CBD terminus to Watsonville Rd & Monterey Hwy extended further south to San Martin via Watsonville, Olive, Middle, Native Dancer, Santa Teresa, California, Harding and San Martin to Monterey Hwy. 20-MILPITAS-MOUNTAIN VIEW had weekday peak service between Milpitas and Lockheed improved from 30 to 12-14 minutely and weekday base over entire route improved from 45 to 30. Weekend and holiday service (hourly) hours lengthened from 930A-530P to 830A-630P. Peak hour trips now alternate serving Moffett Park or the regular Lafayette, Tasman, Fair Oaks routing. Bus needs increased from 5am/pm to 7am/9pm and base from 3 to 5. 23-SAN JOSE STANFORD SHOPPING CTR and 24-SAN JOSE-STANFORD UNIVERSITY had their downtown San Jose terminal extended north 2 blocks to 2nd & St. James looping No. 1st, St. James and N. 2nd. 52-FOOTHILL COLLEGE-MOFFETT FIELD/AMES added one weekday pm short trip connecting with an S. P. commute train and operating from Mountain View S. P. to Foothill. In equipment news bids for 134 40' x 102" Advance Design buses with an option for 85 more pending UMTA approval were opened November 28 with Grumman/Flxible low bidder with their model 870 at $135,103 per unit lift equipped at front door. GMC's bid was $137,438 for the RTS II. The CT Board has approved refitting four Ford engined propane fueled Gillig/Neoplans with diesel engines with a view to eventual conversion of the entire 133 unit Gillig fleet to diesel. CT's January 1980 revision of their bus replacement schedule calls for retention of 62 Twin Coach TC 31s thru 1980 with their retirement upon delivery of the 870s in 1981 and purchase of 20 GMC "New Looks" now being leased from Hausman Bus Sales in 1981. The latter include two ex Sacramento 4517s (4561-4562), one ex Richmond Va 4517 (4601), ten ex GREYHOUND 5301s (4602-4611) and seven ex HAWAIIAN SCENIC TOURS 5303s and 5305s (4612-4618). Leased 4600s were renumbered 4700s and the 55 ex TNJ 5302s will be renumbered 4600-4654. Procurement of 30 articulateds and 20 30' units has been moved to 1982. The 3 ex Bettendorf Iowa Mercedes 0309Ds (200-202) and the first of the 50 GMC T7H203s (1100-1149) entered service January 2 replacing the last of the TDH 4512s in service including exSJCL 6511-6512 and ten former Sacramento buses in the 4541-4558 series although the AC TRANSIT 4801s (2103,2111,2115) remain active as training buses. The first 3 of the six "like new" 1977 model 0309Ds (203-205) from Dominic Motor Co. of Charlottesville, Va arrived in January. Unlike the Iowa units which have headsigns and a blinker type air operated door these buses are standard 0309Ds with manual intercity type panel door and no headsign boxes. CT will add handicapped lifts at a later date.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Billings Metropolitan Transit	1825-1839	GMC	T7H203/A051-A065	
Colorado Springs Transit	1651-1664	GMC	T7H603/075-088	
Metro Tulsa Transit Auth	7901-7925	GMC	T7H603/119-143	
Peninsula Charter Lines	(326	GMC	P8M4905A/1379	
	(330	GMC	H8H649/100	
Peerless Stages, Inc.	335-337	GMC	H8H649/034,104,114	
Falcon Chtr Service	(86-88	MCI	MC9/S14552 U34701, S14553 U34702,	
	(		S14551 U34700	
Abbey Charter	207	MCI	MC9/-	
Trans Cal	60	MCI	MC9/-	
California Chtr Buses	(4502-4503	Prevost	LM103/2718-80,2719-80	Le Mirages
	(4504-4505	Prevost	LM103/2721-80,2722-80	Le Mirages
All Cal Tours (Santa Rosa)	723-724	Prevost	LM103/2723-80,2724-80	"
Joye Tours Fresno	unkn	Prevost	LM103/2615-79	"
Roberts Holiday Lines	235-236	Prevost	LM103/2729-80,-	"
USED				
Peerless Stages, Inc.	329	GMC	PD4106/2214	Great Western Stg
San Simeon Stages	unkn	GMC	PD4106/010	Citizens Auto Stages
Golden Gate Transit	498-499II	GMC	TDH4517/1164-1165	AC Trnst 709-710
Sunshine Chtr & Tours	71	GMC	PD4905/312	Peerless 287
County Transit	203	M/B	0309D/30938?-10-300043	Dominic Mtr Co
Gray Line of Monterey	210	MCI	MC5/-	
Guiton Charter Lines	(4220-4221II	MCI	MC7/- ,-	GLW -, 7064
	(unkn	MCI	MC7/-	Mid American 109
CHANGES				
County Transit	(4701	GMC	TDH4517/106	former 4601
	(4702-4711	GMC	TDH5301/2197-2206	former 4602-4611
	(4712-4715	GMC	TDH5303/3116,4060,6042,6043	4612-4615
	(4716-4718	GMC	T6H5305A/421,420,419	former 4616-4618

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WT OFFICERS

General Manager — Bill Vallow

Treasurer — Todd Terpening

Program Chairman — J. K. Drummond

Business Address — 1009 Kendall Dr
San Gabriel CA 91775

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

Editorial Address — 2225 N Broadway "G"
Santa Ana CA 92706

WT STAFF

Editor — Edmund Buckley

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

Staff Reporters — Allen Copeland
Marvin Martin
Lazear Israel
Todd Terpening

MEETINGS: March 9, April 13, May 11
272 Alpine Street in back
Pasadena, CA 730 PM start