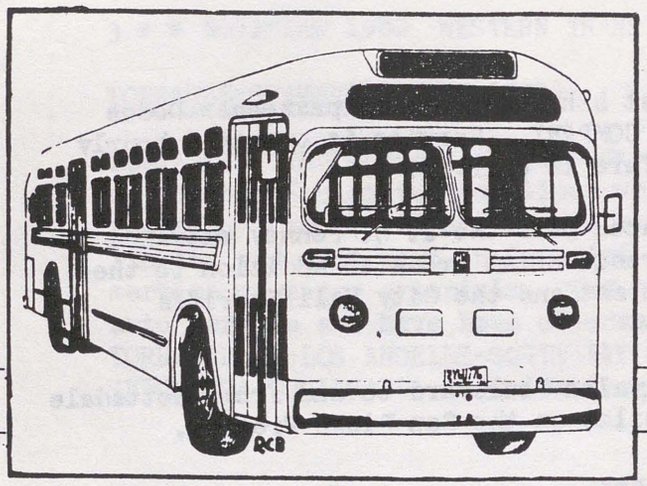


Western Transit

Monthly Publication of The Western Transit Society

VOL. 18 NO. 11 NOVEMBER 1980

TRANSIT IN STANISLUS COUNTY

MODESTO: INTRACITY TRANSIT, the city bus service in Modesto underwent an expansion program in September (WT 9/80) followed by a series of other new services within other areas of the county beginning in October.

STORER TRANSPORTATION SERVICE, a Modesto based charter and school bus carrier, began service on October 1st between Modesto and Hickman also serving Empire, Hughson and Waterford. Two round trips Monday through Friday will be provided using one 15 passenger van with provision for a larger vehicle if demand warrants. CALTRANS is funding operation of this service. The schedule calls for the first round trip to depart 9th and I Streets in downtown Modesto at 735AM arriving Hickman Post Office 58 minutes later immediately departing for Modesto with a 933AM arrival. The afternoon trip will depart Modesto at 305PM and Hickman at 503PM. Fares range from 50 cents to $2 and some fifteen stops are made enroute.

The Ceres City Council has approved a fare increase for the CERES DIAL-A-RIDE from 50¢ to 75¢ and a new agreement with the Red Top Cab Company who has had the Dial A Ride contract for the last three years. The increase was needed to cover the cost of operating two vehicles where one had previously been used. Unlike Modesto where customers must call 24 hours in advance the CERES D-A-R accepts calls anytime. The service is provided from 700AM to 600PM in an area bounded by the Tuolumne River, Mitchell, Service and Morgan Roads and Herndon Avenue.

The County Board of Supervisors has called for bids for a county transit system composed of three parts; a Dial-A-Ride service area including Westley, Patterson and Newman; a combination fixed route and Dial A Ride service between Patterson and Turlock; and a fixed route operation between Turlock amd Modesto. Four southbound trips from Modesto to Turlock also serving California State University-Stanislus and three northbound trips from Turlock to Modesto are planned using a route along Yosemite Blvd, Santa Fe Ave, Monte Vista and Lander while discussion with GREYHOUND LINES, INC. officials goes on concerning the county's using the Highway 99 routing GL uses. The bid specifies the contractor use Wayne Transette XT model buses or approved equal with a capacity of 20 unless handicapped persons are transported which will reduce the number of persons able to be carried. Fares for the services have yet to be set. Bid opening is set for November 12th.

Stanislus County has been funding (starting summer 1980) a weekday only one round trip per day service between communities on the west side and Modesto although the bus begins/ends in Fresno and serves a number of Fresno County communities as well. This service is operated by GREYHOUND LINES, INC. and is shown in their public timetables just as other service is.

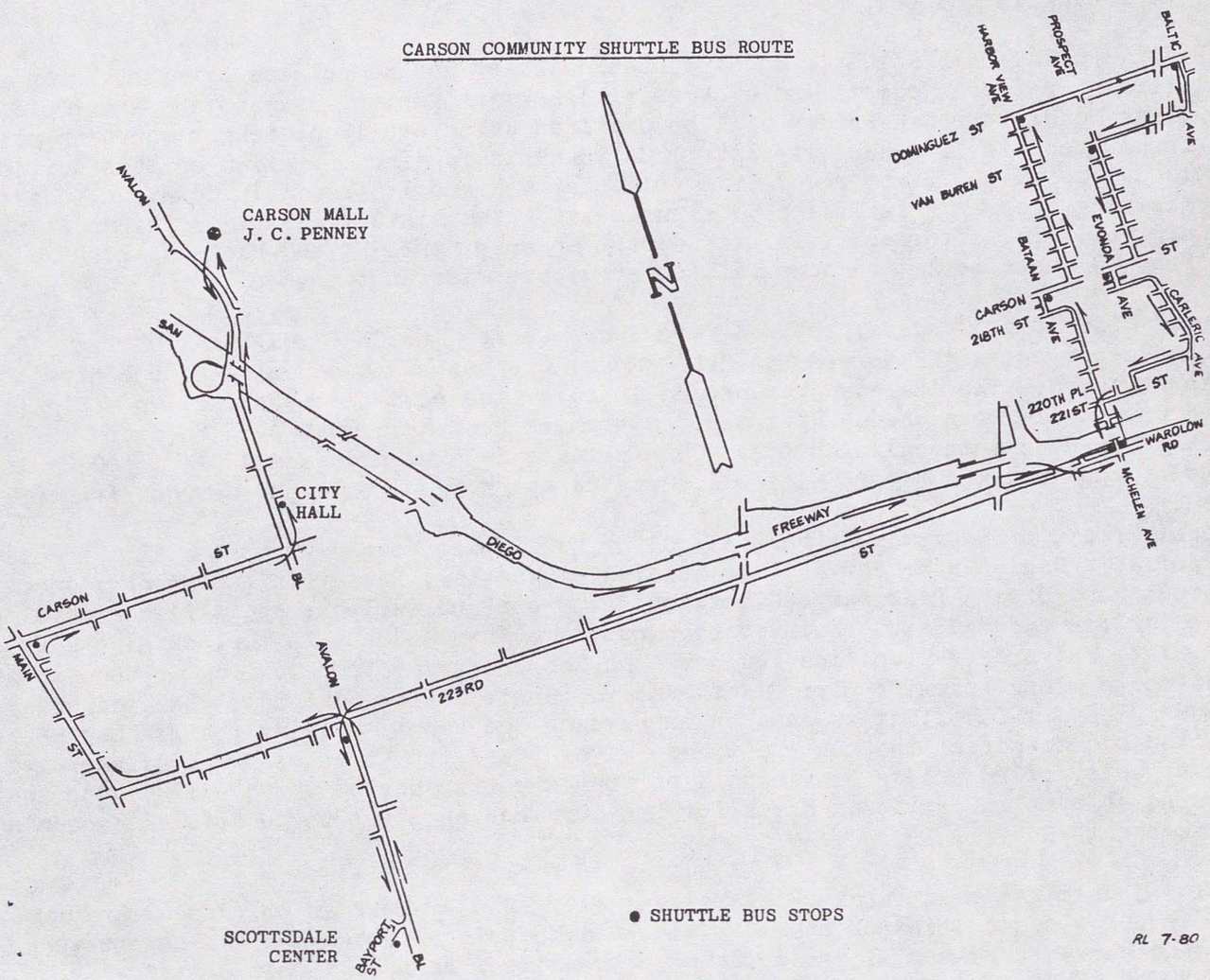
CARSON COMMUNITY SHUTTLE BUS (CCSB)

CARSON: The City of Carson began this service on August 4th using one 14 passenger Dodge van operated under contract by PINETREE TRANSPORTATION COMPANY. Service is operated hourly between 1000AM and 600PM Monday through Saturday. No fare is charged.

Eleven stops are made in addition to the main stop located near the J. C. Penney entrance of the Carson Mall and service is provided to several residential areas in addition to the Scottsdale Center, the commercial areas along Carson Street and the City Hall/Sheriffs Station.

The route is all one way except for the portion along Avalon Boulevard to and from Scottsdale Center and the bus spends about three of its fourteen miles on the San Diego Freeway.

Route map provided to WT by City of Carson representatives.



TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: The largest service expansion and route realignment in TTS history occurred on October 5th as two new lines were inaugurated and the six existing lines were re-routed. A semi grid system was established (north/south on Hawthorne, Crenshaw, Arlington and east/west on Torrance, Carson, Sepulveda, Lomita) to provide uninterrupted service on major arterials. The thirteen new Flyer Industries buses were also placed into service and have been observed primarily on Lines 1-LOS ANGELES-HARBOR HOSPITAL-TORRANCE, 2-LOS ANGELES-SOUTH BAY CENTER-TORRANCE, 3-LONG BEACH-REDONDO BEACH and 7-SEPULVEDA BOULEVARD. Service frequencies either remained stable or were increased.

SERVICE TABLE

Line No. and Name	Wkdy Hdwy & Rqmt	Sat Hdwy & Rqmt	Sun Hdwy & Rqmt
1 LOS ANGELES-GARDENA-TORRANCE	60 - 5B	60 - 5	60 - 2
2 LOS ANGELES-SOUTH BAY-TORRANCE	60 - A	60 - A	- -
3 LONG BEACH-REDONDO BEACH	30 - 7	30 - 7	50 - 3
4 HWD RIVERA-DEL AMO-CIVIC CTR	60 - 1	60 - 1	- -
5 CRENSHAW BLVD-ARLINGTON AVE	60 - 2	60 - 2	60 1C
7 SEPULVEDA BOULEVARD	30 - D	30 - D	- -
8 HAWTHORNE BOULEVARD	30 - 2	30 - 2	30 - 2
9 FASHION SQUARE-LOMITA	60 - 2	60 - 2	- -
	19	19	8

A - See Line 1 for vehicle requirements
B - One extra bus weekday rush hours
C - North on Arlington and south on Crenshaw only
D - See Line 3 for vehicle requirements

MERCED TRANSIT SYSTEM (MTS)

MERCED: A mix of Dial A Ride and Fixed Route service began September 2nd after a period of dormancy. There are three fixed routes which operate between the hours of 715AM and 515PM weekdays only. Routes 2 and 3 have half hourly headways while Route 4 has a twenty minute headway. The DAR system is available to the general public. Fixed route fares are 25¢ with a $7.50 Monthly Pass available. Dial A Ride fares are 50¢ for adults and children with seniors 25¢. The three fixed routes operate as: Route 2 - Beginning at Childs and M north on M to Merced College, then south on G, west on 16th, south on J to Childs (beginning). Route 3 - Beginning Childs and R north on R to Merced College, then south on M to Childs (beginning). Route 4 - Begin 13th and V Sts east on 13th to Merced Community Medical Center, west on 15th, north on G, west on 18th to V (beginning). The Merced County Board of Supervisors have set aside TDA money to help finance expansion of the MTS Dial A Ride service to county islands and some fringe areas surrounding the city. The service would be evaluated after six to nine months of operation to determine if the service contract should be continued. Merced officials have recommended a joint powers agreement with the county to carry out the service.

DESERT STAGE LINES (DSL)

TWENTYNINE PALMS: Although the third daily round trip between Palm Springs and twenty-nine Palms has not been successful in attracting new riders (WT 8/80) the service continues as DSL talks of plans to expand service to the Morongo Basin and Apple Valley/Victorville area as well as service to the Johnson Valley and Landers area.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Beginning September 14 Line 3-LINCOLN BLVD. was extended from the UCLA Hospital at Le Conte & Tiverton to the regular UCLA Bus Terminal via Le Conte & Hilgard to Strathmore. All weekday trips were extended from the Marina to the LAX Terminal providing 20 minute instead of hourly service! Line 7-PICO BLVD. was rerouted in Santa Monica to operate directly along Pico to Ocean, then north on Ocean, Santa Monica, 6th and Broadway to Ocean Avenue instead of operating along Main terminating in Ocean Park at Pier and Main. Weekday headways on 7 were improved from 12 to 10 minutely. A revised fare structure was placed into effect November 1st. Basic fare is now 35¢ (10 tokens for $3); seniors/handicapped 15¢; Line 10 - $1 or 3 tokens, 50¢ seniors, 15¢ handicapped and no acceptance of student cards; transfers - free within SMMBL and 20¢ to RTD or Culver City; Ten ride punch card for elementary, junior high and senior high now $1.75; Ten ride card for college was retained but is priced at $2.25 increasing to $3 on 9-1-81.

MOUNTAIN AREA TRANSIT COMPANY (G. E. Hanford and JoAnne Hanford dba)

BIG BEAR LAKE: MATCO has been granted a certificate by the Public Utilities Commission to operate between San Bernardino, Big Bear Lake and intermediate points (WT 12/79). Actual start up of operations has yet to commence.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Line 36-COLLEGE AVE-LEMON GROVE was cut back from Trace Rd and Jamacha Blvd. in the La Presa area and now only operate as far south as Gillespie Dr and Jamacha Blvd. Service was expanded to operate until 1030PM (was 900PM).

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: MPT has ordered ten new Advanced Design buses without air conditioning but with ten full height sliding sash assemblies. Each window assembly will consist of two halves, both of which will slide open for ventilation. The 35 foot buses will be Grumman Flxible units with delivery expected in October 1981.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: GET officials indicate that bus fares may rise to help pay for new wage increases recently approved by a Board of Arbitrators who decided upon a 10.5% wage hike which will bring up wages from $7.23 to $7.96 increasing to $8 in March 1981. The contract is retroactive to September 8, when the GET strike ended, and expires on the same date next year. The increase will cost the district $50,000 this year and $60,000 next year and places wages in line with Fresno and other properties. Present 35¢ fares would probably increase 5¢ and the monthly card would rise by $1 to $15. GET will soon be moving from its present 16th Street location to new facilities on Golden State Highway near Rancho Bakersfield to allow room for expected expansion. Twelve used Twin Coaches from SANTA CLARA COUNTY TRANSIT and fourteen new buses are expected to be added to the present fleet, the Twins next February and the new buses in 1982. Neighboring areas may be annexed to the district and plans call for extended service in the southwest out to District Boulevard.

FRESNO TRANSIT (FT)

FRESNO: The City of Clovis, after being asked by FT to increase their share of transit costs on the three FT lines in the city from $70,000 to $128,976, has asked for service cutbacks instead. Pending negotiations Clovis has suggested eliminating Line 49 on Shaw and reducing Line 9 from 30 to 60 minutely and reducing Line 45 from 30 to 60 with possible peak hour 30 minute service. Hearings have yet to be scheduled.

COUNTY TRANSIT (CT)

SAN JOSE: Service to the rural Santa Cruz mountain area south of Los Gatos was begun September 2 with the introduction of 76-LOS GATOS-SUMMIT ROAD, operated under contract by PEERLESS STAGES SYSTEM which also provides regular daily intercity schedules between Oakland, San Jose, Los Gatos and Santa Cruz and owns suburban type, manual transmission equipped buses better suited to the route's hilly topography than CT's city type automatics. Route begins in Los Gatos CBD at Santa Cruz & Main (loops cw Main, Montebello, Broadway & Santa Cruz to Main) via Main, Los Gatos, Saratoga, Cal Hwy 17 to Summit Rd, then south on Summit to Villa Del Monte (just across the Santa Clara County line into Santa Cruz County), looping ccw Sunset & Del Monte to Summit. Returns north via Summit & Old Santa Cruz Hwy passing thru the communities of Holy City and Chemeketa Park to Hwy 17, then reverses southbound route to Los Gatos. Two morning, two mid afternoon and the last pm trip serve the Redwood Estates area on the west side of Hwy 17 running north on Summit and looping cw Bayview and Virdelle to Summit with two of these trips also serving the Villa Del Monte leg. Service is offered weekdays only with 15 trips departing Los Gatos from 517AM to 600PM. 2 buses are used before 800AM and after 2PM providing irregular headways (geared to school hours) ranging from 16 to 60 minutely with 1 bus operating about 90 minutely during midday. Equipment seen in use includes SDM4501 #181 (one of reportedly two such types acquired for this service from a Reno area operator) painted white with black window trim all around, TDM 4512 #246 (one of the 245-248 series used on PSS Santa Clara County suburban service prior to CT takeover January 1, 1973) painted solid white with light green belt stripe and lettered for PSS "Thrifty Econo Bus", and even an occasional intercity-type in peak service (PD 4107 #330 has been seen). These additional CT service changes occurred with the October 6th Sign Up: EXPRESS 3-SAN JOSE-BART/FREMONT had AM peak headways improved from 20 to 10 minutely. 18-STANFORD-EASTRIDGE HANDI-COACH was rerouted to serve San Jose S.P. by diverting off West San Carlos. 20-MOUNTAIN VIEW-MILPITAS had weekend/holiday service (830A-630P) improved from 60 to 30 minutely. 22-MENLO PARK-EASTRIDGE had Sunday/holiday headways improved from 30 to 15 minutely 9AM-6PM, same as Saturday. 26-SUNNYVALE-EASTRIDGE had first four weekday am trips extended to originate at Curtner & Monterey in south San Jose instead of the Pruneyard in Campbell. 52-MOFFETT FIELD/AMES-FOOTHILL COLLEGE had four am and three pm weekday peak trips extended thru Moffett Field Gate 18 to better serve the NASA/Ames complex and all evening trips now extend the full length of the line. 60-LOS GATOS-GREAT AMERICA had Sunday/holiday daytime service improved from 60 to 30 and added earlier weekday am trips to Great America Industrial Park. 62-LOS GATOS-PIEDMONT HILLS had its Piedmont Hills routing become a large ccw loop and weekend/holiday headways imrpoved from 60 to 30. 64-SANTA CLARA-ALMADEN VALLEY had all remaining trips extended from Almaden Expwy & Via Valiente south on Almaden to New Almaden. 75-SAN JOSE-ALVISO was rerouted thru Agnews Hospital same as 58. 88-PALO ALTO SOUTHERN LOOP had its ccw loop routing on Foothill Expwy Between Hillview and Arastradero changed to run on Miranda and selected weekday peak trips were extended to operate between Vets Hospital and California St. S.P. Depot. Also, on October 6 operations began out of the partially completed Chaboya Station yard on S. 10th north of Tully Rd and the County Fairgounds in south central San Jose. Originally intended to replace Central Division in downtown San Jose, Chaboya instead will be used for system expansion. Initially 50 buses are assigned with 37 needed to fill peak schedules. Routes assigned include half of EXPRESS 2 and 66 (from Agnews Div.), 1/3 of 22(from North Div.), ¼ OF " (from Agnews & North) and all of 27, 90 and 91 (from Central). When fully completed Chaboya will house 250 buses. 2 more used Mercedes Benz 0309Ds (#209 & 210) were received in September for use in South County Dial A Ride and on Mini Routes 15G & 15M where they will join 1977 0309Ds 200-208, acquired last November. They are low mileage 1974 models acquired from Dub Shaw Ford Leasing of Fort Worth and were last registered for operation in Brighton, Colo. by the Western Company of North America. Unlike their predecessors they are air conditioned. CT is searching for six more MBs for lightly patronized lines. The first of the 82 rebuilt second hand 4800 series GMC New Look buses from Nimco began entering service in September. A mixture of 5301s, 5302s and 5304s some are air conditioned and include units from HOUTRAN, WMATA and TRANSPORT OF NEW JERSEY.

SAN JOSE PARK & RIDE

SAN JOSE: On October 6 service was expanded on this route operated by CT (as their Pt. 17 on employee timetables) under contract to the City of San Jose using four Twin Coach TC-31s specially painted tan with brown and orange trim, to connect the S. P. Depot, as well as San Jose CBD, with the city owned parking lot under I-280 at Vine St during am and pm peak periods. Route is from Vine and Grant via Grant, Almaden Ave onto Almaden Blvd, W. Santa Clara, Montgomery, Crandall & Cahill to Depot. Returns Cahill, W. San Fernando, Almaden Blvd onto Vine to Grant. Service is 10 minutely 630A-715A and 600P-710P using 2 buses which join 2 others on the regular CBD route to provide 5 minutely headways from 730A-900A and 430P-600P, as before.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: The first of the six European style double decker buses which will operate on the Sun Surrey routing through downtown Palm Springs has arrived in Palm Springs. Painted in graphic wavy shades of yellow to brown the units seat 21 on the lower level and 29 on the open air upper deck. Beginning December 1 and operating until April 30 the buses will operate every 15 minutes between 11AM and 11PM Monday thru Saturday and 11AM to 7PM on Sunday on an alignment from South Palm Canyon Drive to East Palm Canyon, a turnaround at Sunrise Way and back to Vista Chino and North Palm Canyon via Indian Avenue. STA will operate this service under contract with the City of Palm Springs.

TRANSIT IN THE NOVEMBER 1980 ELECTION

LOS ANGELES: The Los Angeles County Transportation Commission placed onto the ballot a measure known as Proposition A which was approval of a one half per cent increase in county sales tax for three purposes: maintain county bus fares at 50¢ basic fare (20¢ for seniors, handicapped, students), ten cent transfer, $20 basic monthly pass ($1 seniors, handicapped, students) with proportional reductions in express fares - available to all carriers; 25% of revenue generated would be returned to each jurisdiction to be spent on improving public transportation; the LACTC would oversee the construction of a rapid rail system serving major transportation corridors in the county. The measure received a 54.2% favorable vote and while supporters were claiming victory opponents contend that any tax measure must be approved by 2/3 of the voters and a court challenge is expected.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD has received a $8.8 million grant toward purchase of 60 wheelchair lift equiped buses which are expected within 18 months and will be used for fleet expansion. Bids have not yet been tendered. Originally OCTD sought a grant covering purchase of 105 large and 95 small units. The small buses would have replaced most of the existing small buses including 65 Transcoaches purchased in 1975.

GREAT AMERICAN STAGELINE (GAS)

THOUSAND OAKS: GAS expanded service on November 3rd by extending three of its trips between Ventura, Oxnard, Thousnad Oaks, Woodland Hills and Los Angeles International Airport to originate/terminate in Santa Barbara (J. K. Frimples). The Oxnard stop was relocated to the Hilton Inn on Esplanade Drive.

CHULAVISTA TRANSIT (CVT)

CHULA VISTA: The City Council has approved using $30,000 originally intended to buy a small bus for mechanical rehabilitation of CVT buses. Prices quoted would allow rehabilitation of all ten buses. Additional funds will be sought from the state for purchase of two minibuses.

ANCHORAGE PUBLIC TRANSIT (PEOPLE MOVER)

ANCHORAGE: The Anchorage City Council has approved a $7 million budget for operating the transit system for 1981. Although the cost of operating will jump 45% over present costs it will take only a fraction of a cent from this year's tax dollar. The increase is necessary to drive and maintain 15 new buses expected next year. Fares will bring in $725,000 while the balance will come from left over money from past city budgets, contributions from the general fund, $3.6 million from the federal government and $21,000 from property taxes. The new budget will pay 145 employees to drive and maintain 53 buses (including the 15 new ones), expanded routes and increased frequencies on heavy lines. The system plans to expand into Eagle River and South Anchorage and increase operating hours by 300 from the 2281 hours weekly. APT expects, after the new expansion, to transport 3.3 million passengers annually. Present fare is 50¢ with children paying 20¢.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: September 14th brought a number of route and schedule changes. 6A-HIGHLAND and 8-MESITA now operate every 35 (was 30) minutes while 10-PAISANO has a third all day bus and an 18 minute (was 25) headway. 11-PARK was divided into 11A-PARK VIA RAYNOLDS and 11B-PARK VIA SAN JUAN, each branch operating on a 44 minute headway with 22 minutes on the trunk (was 40 and 20). 40-UPPER VALLEY SPECIAL was throughly overhauled. All trips now operate between the downtown San Jacinto Plaza and Anthony and four round trips are operated Monday through Saturday. From the Plaza buses travel Mesa (invound via Oregon), Schuster, I-10, Mesa, Doniphan, Vinton, I-10 Access Road and Franklin to Doniphan. Travel within either the county area or the city is 50 cents while trips across the line (at Coates Avenue) cost 75 cents with no transfer being issued or honored. The County has been subsidizing this line and changes were made in order to attract additional riders in order not to cancel the line. The RTS II buses have been renumbered from 1-84 to 001-084. Current 85-103, the T8H5307As EL PASO CITY LINES purchased, may become 085-103 or 141-159. 4204-4214, former Dallas TDH 5303s and former COUNTRY CLUB 109, a T6H4523 have not as yet been refurbished nor renumbered.

AUTOBUSES INTERNACIONALES (AI)

EL PASO: AI or the "Red Buses" has been ordered by the United State District Court to follow only those routes through El Paso designated in AI's Interstate Commerce Commission certificates and to stop picking up and discharging passengers within El Paso city limits for local trips. The court has also ruled that AI can continue to use the "free bridge", the Pridge of the Americas, and can service the El Paso-Juarez loop line once served by EL PASO CITY LINES streetcars. The City of El Paso had brought suit against AI claiming that SCAT service levels and financing were being threatened by AI's operations.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD bus operators and maintenance personnel, represented by United Transportation Union Local 81, went on strike November 5 after last minute negotiations failed to bring an agreement on a new wage package. The walk out involves about 250 employees, but some service was offered on certain lines by use of management and non union personnel. The walk out not only affects regular routes (31 of them) but also school routes in the Carlsbad Unified School District.

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: PVVTA has dropped the trial route to the 6th Avenue trailer park area due to lack of ridership. Only eight persons rode during the four week trial period despite a petition bearing numerous signatures indicating a great need for the bus service. PVVTA, not desirious of disrupting the rest of the county line, used a separate unit for the twice a day service.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
La Mirada Dial A Ride	(unkn	Wide One	B35KTAX/105299,111481	16 psgr, 1
	(	Corp	111486,111487	with lift
City of Woodland	(unkn	Wide One	B35KTAX/111484	16 w/lift
	(	Corp		
City of Healdsburg	(unkn	Wide One	B35KTAX/104525	16 w/ramp
	(	Corp		
City of Merced	(unkn	Wide One	B35KTAX/111483,111485	16 w/ramp
	(	Corp	112599,102904	
City of Shafter	(unkn	Wide One	B35KTAX/111482	16 w/lift
	(	Corp		
City of Santa Maria &	(unkn	Wide One	B35KTAX/104526,104529	12 w/lift
Santa Barbara County	(	Corp	104530-104532	
Mendocino Transit Authority	(17	Wide One	B35KTAX/103697	15 w/lift
	(	Corp		Dodge
USED				
American Pacific Stage Co	(923,-	Prevost	LM103-2550-78	
	(		LM103-2542-78	
Peninsula Charter Lines	unkn	GMC	PD4106/1217	Southshore 2117
Peerless Stages System	131	GMC	SDM4501/079	A/C, 1 door
Santa Rosa Transit	120	GMC	TDH4517/508	SCMTD 887
Sonoma County	(unkn	GMC	TDH3301/054	Chinook 103
	(unkn	GMC	TDH4517/505,1359	Sun Valley
	(			Stages 5, Nevada
	(			Transit 21
Lane Transit District	409-410	GMC	TDH5301/1496,1473	Rogue Rapid
				Trnst -, 473
All West Tours	320	Prevost	PH592034?1	
	440-441	MCI	U30551S10883,U-S-	Indian Trails
			MC8/	170-171
	444	MCI	MC8/-	
	520	GMC	P8M4905A/626	
	550	GMC	PD4903/232	
	552	GMC	P8M4905A/002	SVRL 203
	554	GMC	PD4905/092	IT 150
	557	GMC	P8M4905A/178	Villani 37

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