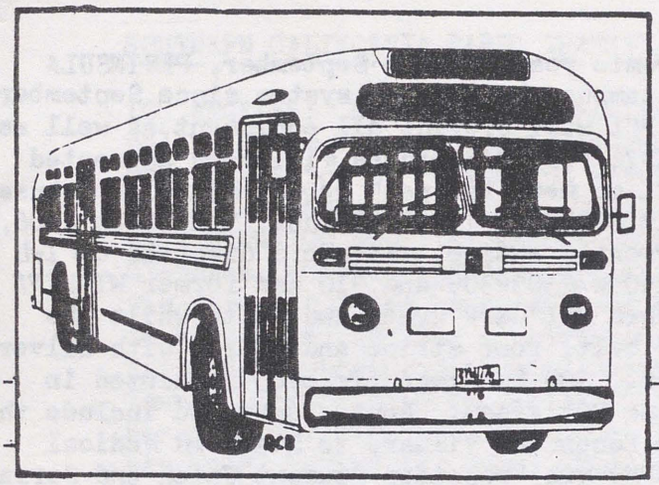


Western Transit

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SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: December 17th brought full MUNI Metro service through the Twin Peaks Tunnel with the K, L and M lines all being converted to LRVs. The coupling order of outbound Twin Peaks Tunnel trains is L-M-K. The lead L unit uncouples at West Portal and M and K separate at St. Francis Circle. Inbound coupling order is random depending upon who reaches West Portal Station first with a wait of no more than three minutes. After that the waiting LRV units are directed to proceed without the late unit (s). Two unit K trains run only at peak hours with single units middays and evenings as with L and M. The entire rail system continues to shut down at 1000 PM with motor coach substitution although this was originally a temporary measure during rerailing and rewiring of Twin Peaks Tunnel. With this change only J-CHURCH remains PCC operated full time and is the only Market Street surface rail line on weekdays, however, weekends is a different story with full PCC operation on all five rail lines (J, K, L, M and N) on Saturday with the M being replaced by motor coach from West Portal Station to Oceanview evenings and Sunday as before Full conversion to LRVs will probably take place sometime in 1981, but MUNI's Planning staff has suggested some sort of Market Street surface rail operation, possibly using vintage equipment, be retained permanently as a tourist attraction, an idea which downtown merchants seem to favor. Effective November 24 changes were made in routings of 43-MASONIC and 52-EXCELSIOR. 43 buses leaving the Presidio Gate at Lombard and Lyon turn right on Lyon then Greenwich, Broderick, Francisco, Divisadero to terminal at Chestnut. Returning buses travel Divisadero, Greenwich, Baker, Lombard to the Presidio and regular route. 52 has been changed thusly: southbound from Mission and Excelsior via Excelsior, Naples, Brazil, Prague, Russia, Moscow, Geneva to terminal at Mission and Amazon. Northbound buses leave Mission and Amazon, Geneva, Naples, Russia, Prague, Brazil, Mission and existing route.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: During the fall BART initiated a two stage alteration to train schedules primarily during commute hours. The first stage reduced the number of commute period trains from 43 to 41 which added ¼ minute waiting time between trains on the San Francisco-Daly City leg. On October 20th trains were reduced from 41 to 39. Unforeseen problems arose from the staging of the Close Headways train control system last July. Frequent breakdowns in equipment led to unreliable schedules. To help reduce the number of malfunctions two programs are under way. One program will allow a car to be operated despite a problem. Another, called Manual Cab Signaling, allows trains to operate at normal sppeds under manual control with full automatic protection. Currently when the automatic train control malfunctions the train is operated at 25 mph manually until it can be taken off the line. Last October 25 direct Saturday service began between Daly City and Richmond. Direct service operates 6AM-6PM and then along two lines (Daly City-Concord and Fremont-Richmond) until midnight. This has increased train frequencies to ten minute intervals between Oakland and Richmond and 6½ intervals between Oakland West and Daly City.

STANFORD CAMPUS TRANSIT SYSTEM ("MARGUERITE")

STANFORD UNIVERSITY: With the start of the 1980-1 academic year in late September, PENINSULA CHARTER LINES, which has operated Stanford's free intracampus shuttle bus system since September 1976, was awarded a new five year contract under which PCL will provide all equipment as well as operators. Previously, University owned open-benches 1976 Ford/Microbuses #1-4 were augmented by small to mid size transit type buses furnished by PCL to meet the peak requirements of 7 buses. The latter group has included restored 1945 Ford Transit #221, GM TGH 3102 #401, TDH 3612s #306, 308 and 309 and TDH 3714 #307, but only 306-309 are currently active. Stanford disposed of 1-4 and in their place PCL obtained former AC TRANSIT TDH 4509s #303-305 and 310 and former WICHITA TDH 4519s #312 and 313. The 4509s are painted in standard PCL dark green and white while the New Looks are painted Stanford colors of white with red belt, roof stripe and skirts with silver gray dash and have been fitted with TMT front door lifts. 308 has recently been repainted in Stanford colors with red window band and s irts replacing PCL green. Routes operated include the main two way Campus Loop Routes A (ccw) and B (cw) from Escondido Village to Stanford Medical Center (extended to Stanford Shopping Center 1130AM-130PM) via Tressides Student Union and Serra Street (only the Serra side of the loop is operated during the summer) which has existed in its present form since September 1978 and the Palo Alto S. P. Depot-Campus line, which was started in September 1979. The latter connects the S. P. Depot with the main entrance to the University Quadrangle via Hoover Pavilion (formerly Palo Alto Hospital) and the Medical Center on a route running from the Depot via University onto Palm Dr (Stanford Campus), Palo Dr (thru Hoover Pavilion), Quarry Rd to Med Ctr, Campus Dr, Roth Way, Lomita, Museum Way and Palm to Serra (Quadrangle Returns Palm and University to S. P. This route competes with SCCTD lines 24-SAN JOSE-STANFORD UNIVERSITY which runs straight along Palm and 86-MAYFIELD MALL-STANFORD which connects these points via the Stanford Shopping and Medical Centers. Service is offered from 630AM-930AM and 330PM-630PM approximately every 17 minutes and like the main Campus Route runs only weekdays. One bus is required with #307 usually assigned.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The following changes were effected September 18 with the Fall Schedules: 3B/3C-MISSION had their CBD loop changed to run from Walnut via Cedar, Lincoln, Pacific and Soquel to Front returning Soquel, Pacific and Walnut. 6-SEABRIGHT had alternate trips (outbound only) from Pacific & Soquel (on the hour) rerouted to serve Community Hospital by detouring off Seabright via Gault, Frederick and Broadway. 58-PARK AVE (Capitola) was rerouted slightly on inbound trips only to run 47th, Grace, 46th and Capitola Rd instead of via 47th and Capitola. 67-LIVE OAK VIA EAST CLIFF and 68-LIVE OAK VIA BROADWAY were simplified on the Capitola end end to run straight along 41st Avenue to the Capitola Mall terminal. Evening service (700-1100PM) was eliminated daily on Watsonville local lines 73-AIRPORT VIA BUENA VISTA, 75-BREWINGTON, 76-ARTHUR and 77-PAJARO while 79-EAST LAKE was changed to operate the East Lake/College Ave on outbound trips only and was slightly changed inbound (toward Main & Beach) to run Tuttle, Bronte, Hushbeck. The four T6H4523Ns of the 840-845 series equipped with bicycle racks on the rear engine door were shifted from 35-SANTA CRUZ-BOULDER CREEK where they had operated during the summer to 71-SANTA CRUZ-WATSONVILLE VIA SOQUEL DRIVE where they will be tested until December 10th.

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WT STAFF

Editor	Edmund Buckley
Senior Staff	Jack Perry Robert Higginbotham Warren F. Quon
Reporters	Bob Burrowes Henry Leinbach Marvin Martin

WTS OFFICERS

General Manager	Bill Vallow
Treasurer	Todd Terpening
Program Chairman	J. K. Drummond
Business Address	1009 Kendall Drive San Gabriel CA 91775

Editorial Adress: 2225 North Broadway #G, Santa Ana, CA, 92706

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: December 21st saw the second round of service changes, this time principally in the South Los Angeles and Glendale-Burbank areas, as part of the system wide reorganization of routes and services. Former lines realigned or replaced included 20, 22, 23, 27, 36, 39, 65, 95, 162, 760 and 770. Line 39-LOS ANGELES-GLENDALE-BURBANK-SAN FERNANDO operates as before from Los Angeles to Burbank and then is extended via Glenoaks, Hubbard and San Fernando to Truman & Mission in the City of San Fernando. The former 39X has been replaced by 410-GLENOAKS BOULEVARD EXPRESS which operates two am southbound and two pm northbound trips between San Fernando and Los Angeles via San Fernando, Hubbard, Glenoaks, Brand, Colorado, Golden State Fwy, Pasadena Fwy, Hill, Temple, Spring/Main to Venice Blvd. 410 is operated as a branch of 39 and both are based at Division 15. New Line 97-RIVERSIDE DRIVE-L. A. ZOO operates from Venice & Main via Main, Spring St Contra Flow, Ord, North Broadway, Pasadena, San Fernando, Figueroa, Riverside Dr, Griffith Park Dr, Crystal Springs Dr, Zoo Dr, Riverside, Victory, Alameda, Glenoaks, Olive and former Line 162 to Van Nuys and Ventura in Sherman Oaks. 97 is also based at Division 15. New Line 103-SANTA BARBARA AVE. operates from Santa Barbara & Crenshaw via Santa Barbara, Central, 41st/38th/37th to Soto. 103 and New Line 105 both operate from Division 5. 105-LA CIENEGA BLVD-VERNON AVE. begins outside Div. 7 at San Vicente and Santa Monica via San Vicente, Holloway, La Cienega, Rodeo, Santa Barbara, Hillcrest, Santa Rosalia, Marlton, Santa Barbara, Crenshaw, 43rd, 11th Ave, Vernon, Pacific, Leonis/District, Atlantic, Slauson, Alamo, Gage, Wilcox, Cecilia, Atlantic, and Santa Ana to Salt Lake in Cudahy. New Line 183-MAGNOLIA BL-KENNETH RD-EAST COLORADO follows former line 20 from North Hollywood into Glendale thence via Broadway, Brand, Colorado, Verdugo Rd, Acacia, Chevy Chase, Central, San Fernando and Los Feliz to Central. 183 is based at Division 15. New Line 201-SILVERLAKE BL-EAST GLENOAKS operates between Wilshire & Vermont and Glenoaks & Arcade Pl via Vermont, 1st, Virgil. Silverlake, Parkman, Silverlake, W. Silverlake Dr, Rowena, Glendale, Fletcher, Atwater, Glendale, Brunswick, Goodwin, Pacific, Broadway, Brand, Wilson, Jackson, Lexington, Adams, California, Chevy Chase and Glenoaks to Arcade. 201 is operated from Div. 3. 204-VERMONT AVENUE operates along Vermont from 120th to Hollywood Blvd. with selected trips extended to the Griffith Park Observatory and is based at Division 2. 401-LOS ANGELES-PASADENA-NO. ALLEN AVE. and 402-PASADENA PARK/RIDE operate over the same alignments as the two former branches of Line 770. 401 operates daily while 402 runs during weekday rush hours and both now transport local passengers along Arroyo Parkway in Pasadena. 456-LONG BEACH FREEWAY EXPRESS replaced former Line 36 and operates from Long Beach into downtown Los Angeles, then via 7th, Figueroa, Diamond, Fremont, Temple to Figueroa. 760-GLENDORA-EASTLAND PARK/RIDE was shortened to operate as far west as Wilshire & Figueroa instead of Western Avenue.

All of the 7500-7729 series Grumman Flxible Advance Design buses were removed from service the weekend of December 13-14 in order to have the buses undergo a program to reinforce the A frame undercarriage of the buses. Problems have developed on other properties and the news has received nationwide coverage, especially as related to New York City. Older buses scheduled for replacement were reactivated and up to 80 new General Motors RTS II buses just arriving were given priority inspections so they could be placed into service.

New Line 603-RTD STATION-DOWNTOWN SHUTTLE was established December 1 on a 90 day trial basis to provide downtown employees convenient peak hour service, particularly in the eastside area around Main Street. The line uses three buses and operates on a ten minute headway from 640AM to 900AM and 305PM to 545PM weekdays and is based at Division 3. Morning route from 7th & Maple via 7th, Main, 3rd, Spring/Main, Olympic, Hope, 6th, Hill, 4th, Wall, 7th to Maple. Afternoon route 4th & Main via 4th, Los Angeles, Olympic, Grand, 9th, Main, Temple, Hill, 4th to Main. The line was suspended with the removal of the 7500s from service and was scheduled to be reinstated December 29th as the vehicle shortage was being relieved. One way cash fare is 25¢ with no passes honored.

FTD Continued

The General Motors RTS II buses have entered service from at least three divisions (6, 15 and 18) and have been seen on 4-MELROSE-WEST OLYMPIC, 75-VENICE BLVD-ECHO PARK AVE, 24-LOS ANGELES-SAN FERNANDO, 39-LOS ANGELES-GLENDALE-BURBANK-SAN FERNANDO, 56-LOS ANGELES-SUNLAND, 3-WEST 6TH-CENTRAL, 20-WEST 7TH-SAN PEDRO ST, 34-L. A.-BELLFLOWER, 142-HAZARD-LORENA-120TH, 834-C NTURY BLVD, 836-IMPERIAL HWY, 840-ROSECRANS and 860-INGLEWOOD-PALOS VERDES PENINSULA. The buses feature the new paint scheme of white with a red over orange over yellow belt, digital head and side signs including a small display showing the Operator what the sign is reading, rear door lift equipped, 43 seats including two wheelchair positions, brown interiors, brown tween and leatherette seats, air conditioning, two way radios, microphones, push doors, touch tone buzzer cord and "Stop Requested' signs.

Public hearings were held January 13th on proposals to restructure service in the Hollywood, West Hollywood, Beverly Hills, Westwood, Santa Monica areas with the changes to become effec ive June 21, 1981 or later.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: SCAT Directors have voted to purchase fifteen Flxible 870 buses with delivery scheduled for this fall. The units, to cost $161,349 each, will be lift equipped 35 foot models. These units will join a fleet of mostly 35 foot General Motors and AM General buses.

SIERRA HIGHLANDS BUS COMPANY (SHBC)

FRESNO: Beginning December 15 Pass Lake received public transportation connecting it with Merced. Buses leave Pass Lake daily except Sundays and holidays at 600AM and 11AM) 1130AM arriving Merced 745AM and 115PM respectively. The bus departs Merced 900AM and 515PM arriving Bass Lake 1 hour 50 minutes later. The route also serves Planada, Mariposa, Boot Jack, Ahwahnee and Oakhurst. Passengers can travel to Fresno by transferring to the Oakhurst bus leaving at 630AM and 12 Noon arriving Fresno 730AM and 120PM. Stops are made on Blackstone Ave. and at the Courthouse. A special rate for commuters, "Pay for four days, get five" is in effect and a 10 per cent senior citizen discount is available until June. An 18 month $145,000 grant from the Mass Transportation Assistance Act of 1970 is being used to set up the service.

CENTRAL SAN JOAQUIN VALLEY TRANSIT EVENTS

The City of Los Banos has purchased, for $11,395, a 15 passenger van equipped with a lift to transport seniors and handicapped persons. A 1972 12 passenger bus will be retained as a back up unit.

The Modesto-Stanislus County Transit Committee has voted to recommend STORER TRANSPORTATION SERVICE's low bid of $16.24 per vehicle service hour to run the county's Rural Transit System and Modesto's Dial A Ride program. Due to a mix up in bid sheets Doug Carmody, Modesto's Parking and Transportation Director, has suggested the City Council reject the bid and renegotitate with STS and then will recommend the county accept the bid if the negotiations are successful.

In the City of Turlock COMMUNITY TRANSIT SERVICES, INC. will continue offering Saturday Dial A Ride service until at least June 30 under an amended contract agreement with the city. The additional service, implemented a few months ago on a trial basis, will cost the city another $4800. Ridership has been sufficient to warrant continued service and service hours will be extended to 500PM. Fiscal year cost is projected at $172,000 which, except for $23,000 generated in fares, is borne by the city.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT Directors have directed that studies be undertaken for a route from Marin and Sonoma Counties into San Francisco along 19th Avenue serving Stonestown and San Francisco State University even though there are no buses for such service presently available. They also recommended that a $233,600 federal grant be used to buy up to five reconditioned 26 passenger buses to replace similar buses leased for runs over narrow roads to West Marin. Rejected was a proposal by a group of commuters that standees get a fare break.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: A seven week strike by NCTD operating personnel represented by United Transportation Union Local 81 ended December 22 with the approval of a new three year pact calling for a 28.5 per cent wage increase over three years but with no COLA provision, an agency shop (union wanted a union shop) and an arbitration procedure for grievances (management wanted no such procedure). The strike was marked by turmoil throughout with both sides accusing the other of unfair tactics. Limited bus service was provided by newly hired operators and supervisory personnel.

AZTEC BUS LINES, INC. (ABL)

SAN DIEGO: The other San Diego County strike by Amalgamated Transit Union Local 1309 against ABL, started August 23, is still going on. During the course of the strike the National Labor Relations Board has made a determination that ABL had been guilty of unfair labor practices by failing to negotiate in good faith and also determined that the union was guilty of misconduct on the picket line. ABL has continued to keep operating for CHULA VISTA TRANSIT, COUNTY TRANSIT SYSTEM and some contract work for the San Diego City Schools.

ANTELOPE VALLEY BUS, INC. (AVBI)

LANCASTER: Bus service in the Palmdale-Lancaster-Pearblossom area was started last July 1st using funds provided by the County of Los Angeles and the cities of Lancaster and Palmdale. Route 1-LANCASTER-QUARTZ HILL uses two buses in peak (hourly headway) and one bus in base (120 minute headway) while Route 2-LANCASTER-PALMDALE and 3-PALMDALE-LITTLEROCK-PEARBLOSSOM both operate 120 minutely using the same bus. Routes 1 and 2 also run Saturday, each on a two hour headway using one bus each.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: The new downtown Sun Surrey Shuttle using new English double decker buses began during December and while patronage numbers started small the service is being consdiered successful. Not so successful is the special assessment district in the downtown area which is financing the shuttle as about 180 of the 500 businesses being charged have not paid their first installment and the Palm Springs City Council is considering a change in the assessment and enlarging the district to include 900 businesses. STA TEL-A-RIDE service in Palm Springs, which is for handicapped persons only, has been changed and now on Mondays and Thursdays provides service for medical trips to Desert Hospital, Palm Springs Medical Center, a medical facility in Cathedral City and the California Rehabilitation Center. The special shoppers bus will run Tuesday, Wednesday and Friday to the Palm Springs Mall and will travel in a circular path around the Palm Springs shopping areas with frequent stops in the downtown area.

WTS MEETINGS - SECOND SUNDAY OF THE MONTH - 272 ALPINE STREET IN THE BACK IN PASADENA MEETINGS BEGIN AT 730PM

METROPOLITAN AREA COMMUTER SERVICE (MACS)

FAIRBANKS: MACS is owned by the Fairbanks North Star Borough (an entity comparable to a county) and provides transit service in the Fairbanks area with a fleet of seven GMC New Looks, three Chevy van-buses, two Bluebirds acquired from the Alaskan pipeline project and one small bus. The GMCs received new engines this year. The borough has purchased eight 35 foot 39 passenger Gillig Phantoms with delivery scheduled for September. The borough has requested $1.2 million for the purchase and remodeling of a building at 2933 Peger Road for a transit mainitenance center which will provide additional space needed for the new equipment and enable the department to move out of leased quarters in Aurora. Ridership has been rising dramatically with October 1980 numbers of 52,547 showing a 54 per cent increase in one year. This coupled with a recent fare increase has caused a drop in the cost per rider from $2.50 to $1.90. With route alterations and reductions last summer the system was able to add a rush hour bus on Routes 1 and 11 which serve the University of Alaska along College Road and along Airport Road. During weekday rush hours a bus connects the campus and downtown every 15 minutes.

VANCOUVER WASH. TRANSIT SYSTEM (VTS)

VANCOUVER: Voters have approved a 0.3% increase in the sales tax and use tax countywide to expand transit service throughout Clark County. It is estimated to take up to one year to phase in the new county system and to coordinate VTS service with the newly formed Clark County Public Transportation Benefit Area. Planned is expansion to a 49 bus system with 30 fixed routes, a new maintenance facility and bus shelters. The system expects to lease vehicles about July and place an order for new Advance Design full size buses soon.

ROADRUNNER BUS LINES (Melvin W. Friesz, Owner)

COEUR D' ALENE: RBL is now providing service between Coeur d' Alene and Lewiston via Moscow, Idaho. One round trip daily except Sundays and holidays is operated and only intrastate passengers are handled.

BEAVER CREEK TRANSIT (BCT)

BEAVER CREEK, COLO.: BCT has taken delivery of eleven TMC City Cruiser buses which seat 32 passengers. The buses will be used to shuttle the skiers at Beaver Creek from the parking lots to the lifts as well as between Vail and Beaver Creek. They will have stereo cassette players that will provide music and tapes that will provide an introduction to Beaver Creek and give some history of the area.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: On November 10th Line 31-NORTHGATE EXPRESS was altered to deviate off Dyer Road and provide an additional Park/Ride stop at the Sunrise Shopping Center. Seventy parking spaces have been allocated for bus riders. Lin 16-EASTWOOD was altered November 17 to serve the Cielo Vista Mall by operating along Hawkins and Viscount instead of Gatewy Blvd. direct. El Paso's handicapped and elderly transportation is to be transferred from the Red Cross to the City and will use fifteen new buses built by Coach and Equipment Company of Pen Yan, New York. Due this August are thirty 31 passenger TMC City Cruiser buses for the lightly patronized lines and those which travel on narrow and winding roads. The City of El Paso is again seriously considering restoring streetcar operations by about 1985 for at least a short loop downtown extending from Seventh Avenue (almost next to the border) through the Central Business District to about Interstate Highway 10. This operation could use five or six of the streetcars in better condition.