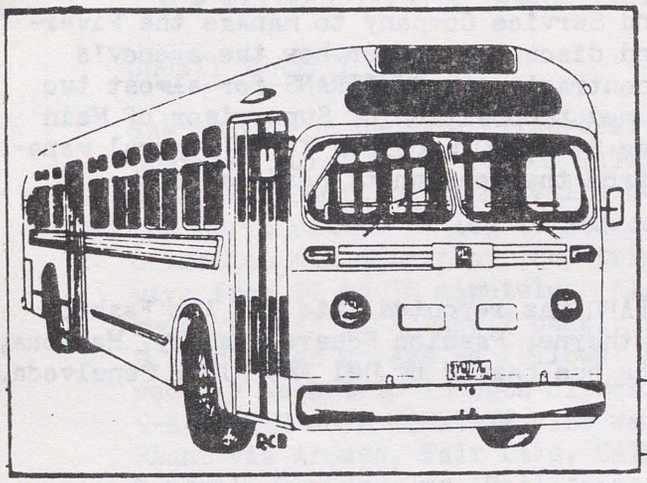


Western Transit

Monthly Publication of The Western Transit Society

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ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD bus service resumed on February 27 following a twenty two day work stoppage by bus operators and maintenance personnel, members of United Transportation Union Local 19. This was the first such stoppage in OCTD's nine year history. OCTD Directors and UTU members approved a 34 month pact ending October 31, 1983 which will provide increases in wage rates and certain health and welfare provisions. Operators will receive a six per cent increase the first year and four per cent in each of the next two years plus cost of living adjustments not to exceed seven per cent annualized. Mechanics and service workers will receive a nine per cent raise the first year plus a special five per cent adjustment, six per cent the second year and five per cent the third year. There will be no COLA the first year and COLA adjustments the second and third years will not exceed seven per cent. The average Operator wage had been $9.46 and mechanic wage $10.03. OCTD retained the right to sub contract maintenance work under certain conditions and the maximum allowable number of part time operators was increased from five to ten per cent of the full time operator classification. The General System Shake Up originally set to begin February 8 took effect with the resumption of service. It includes four new lines, two local and two Park/Ride plus several other changes. Line 62-WESTMINSTER-SANTA ANA VIA HAZARD/5TH starts at the Westminster Mall via Edwards, Bolsa, Golden West, Hazard, Harbor, 5th, Bristol, Civic Center, Broadway, Santa Ana and Flower to 6th. Line 68-WESTMINSTER-TUSTIN VIA BOLSA/1ST also begins at Westminster Mall via Edwards, Bolsa/1st to Larwin Square in Tustin. 62 operates on a 45 minute headway 500AM-800PM weekdays and 1000AM-600PM Saturdays. 68 operates half hourly on weekdays during rush hours only. 205-LAGUNA HILLS-DOWNTOWN LONG BEACH operates one round trip on weekdays north to Long Beach in the morning and south in the afternoon. From Laguna Hills Mall via El Toro Rd, San Diego Fwy, Culver, Michelson, Jamboree, San Diego Fwy, Bristol, Sunflower, Bear, Corona Del Mar Fwy into San Diego Fwy, 7th Street (Long Beach), Pacific, Ocean, Queens Way, Golden Shore and Ocean to Queens Way/Magnolia. 206-SAN CLEMENTE-NEWPORT CENTER PARK/RIDE begins at K Mart Plaza in San Clemente via San Diego Fwy serving Mission Drive In in San Juan Capistrano and Crown Valley Center in Mission Viejo, Alicia, Paseo De Valencia serving Laguna Hills Mall, El Toro Rd, San Diego Fwy, Culver, Mich lsonm Jamboree serving Aeronutronic Ford, San Joaquin Hill San Miguel and Santa Rosa to Newport Center. 206 operates two morning northbound and two afternoon southbound trips. All four new lines operate from Division 7 (Irvine). Former Line 22-TUSTIN-ROSE-LAMBERT was combined with 67-WANDA-HEWES-NEWPORT allowing thru service between La Habra and Tustin via the Mall of Orange. 29-BEACH BLVD was extended from La Habra via La Habra/Central, Brea and Birch to the Brea Mall while 49-STATE COLLEGE BLVD was shortened to terminate at Brea Mall. The former 41 was renumbered 43B and rerouted in La Habra via Harbor, Whittier, Idaho, La Habra to Beach. Several lines or branches were also renumbered although the alignments stayed constant - 51 became 53A, 62 became 58 and 158 became 72. 185-CROWN VALLEY PARKWAY was discontinued due to very low patro age after eighteen months of operation. The last of the 3001-3175 GMC RTS II buses were placed into service on 30-ORANGETHORPE, 49-STATE COLLEGE BLVD, 78-MICHELSON and 91-LAGUNA HILLS-SAN CLEMENTE. Accessible buses were withdrawn from 71-TUSTIN AVENUE due to almost no usage and were replaced with 1800 series Flxible 53102-8-1 units.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA Directors have selected ATE Management and Service Company to manage the Riverside bus operations ending several months of questions and discussions over how the agency's management could be improved. (ATE has had a management contract with OMNITRANS for almost two years). Frank King, former RTA General Manager, has assumed theposition of Supervisor of Maintenance and Operations. ATE's three year contract costing $390,000 provides for a general manager, an assistant and other technical advisors supplied from the Concinnati headquarters.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: Beginning January 11th Line 7-SEPULVEDA BOULEVARD was rerouted into Del Amo Fashion Square Center bus shelter on all trips via Sepulveda, Hawthorne, Fashion Square roadway, Madrona, Carson, Del Amo Circle East and Sepulveda. Previously the bus passed by Del Amo along Sepulveda.

CITY OF CARSON SHUTTLE BUS

CARSON: On February 16 COCSB operations were increased as a new routing to the northern part of the city was instituted. The original alignment, now called Route 1-EASTERN ROUTE, was revised to operate every two hours departing the Carson Mall at 10AM, 12Noon, 200PM, 400PM and 600PM Monday through Saturday (WT 11/80). The new service, Route 2-NORTHERN ROUTE, departs the Carson Mall at 1100AM, 100PM, 300PM and 500PM. From the Carson Mall the bus travels via Avalon, Victoria, Central, Walnut, Avalon, 190th Street, Wilmington, Del Amo, Leapwood and into the Mall. The service continues to be provided free of charge and is operated by the PINETREE TRANSPORTATION COMPANY.

ROADRUNNER TRANSIT (RT)

LANDERS: RT serves the Tri Community (Landers, Flamingo and Johnson Valley) two days per week with transit service. The Community Services Department of San Bernardino County announced increased fares on RT beginning February 2nd. Fares are: adult 50¢, child 35¢, senior/handicapped 25¢ or $6.50 for 30 rides, Palm Springs $3, San Bernardino/Loma Linda $5 and free passes are available for low income participants.

TULARE COUNTY TRANSIT (TCT)

TULARE: In a few weeks four modified 16 passenger vans will be arriving to increase service in rural communities. The Board of Supervisors has budgeted $135,000 for the vans, being built by the Wide One Corporation of Anaheim. The system has been subsidizing the cost of bus tickets for passengers who ride GREYHOUND LINES and ORANGE BELT STAGES through Tulare County since July 1st. $75,000 was set aside for the program, but the cost has been about $1400 for 1150 tickets each month. The vans will constitute the second phase of development. The third phase will provide service to the county's health clinics when they are established. The county hospital closed several months ago and a system of clinics are being set up to provide health care to residents and $25,000 has been set aside for the program. A contest is now being run with prizes to design a distinctive logo to be placed on letterheads and on the buses as well as all forms of advertising. Cash prizes will be awarded.

LONG BEACH TRANSIT (LBT)

LONG BEACH: On February 8th former Line 1-EASY AVE-PACIFIC COAST HIGHWAY was divided into new Line 1-EASY AVENUE operating between Gale and Maddox and dontown Long Beach via Easy Avenue and new Line 17-PCH-PALO VERDE-STUDEBAKER operating over two branches to Cerritos Center via Palo Verde and to the Long Beach Naval Hospital and Hawaiian Gardens via Atherton and Studebaker. Service frequencies remain as before.

COUNTY TRANSIT (CT)

SAN JOSE: On December 1 several service improvements were made on PEERLESS STAGES operated rural route 76-LOS GATOS-SUMMIT ROAD including operating all 15 weekday trips south on Summit over the Villa Del Monte leg, increasing the number of trips over the north Summit Rd leg to Redwood Estates from 2am-3pm to 3pm-5pm, adding a reverse direction mid afternoon loop trip to serve Lexington School and improving midday headways from 90 to 70 minutely. All of this was accomplished without increasing coach requirements of 1 base/2 peak. Route and service changes effective with the January 5, 1981 Sign Up are as follows: EXPRESS 3-SAN JOSE S.P.-FREMONT/BART added one am weekday peak trip in each direction to extend duration of ten minute headway. EXPRESS 5-EAST SAN JOSE-MOUNTAIN VIEW was rerouted in Mountain View to serve the Westinghouse Plant via Arques, Fair Oaks, California, Mathilda, Indio, Central Expway westbound/ Central, San Anselmo, California, Fair Oaks, Arques eastbound instead of entering/exiting Central at Fair Oaks/Arques interchange. EXPRESS 7-WEST SAN JOSE-MOFFETT/AMES had its West San Jose (south) terminus shortened to originate at Westgate Shopping Center instead of former terminal at Bollinger and Miller. Service on Bollinger replaced by extension of 25 which conn cts with E7 at McClellan and Stelling. 20-MILPITAS-MOUNTAIN VIEW had weekday evening service added from 730 to 900PM (60 minutely from Milpitas/45 minutely from Mtn View/Mayfield Mall). 25-EAST SAN JOSE-CUPERTINO was extended on its west end from Saratoga & Williams to Stelling & Stevens Creek (De Anza College) in Cupertino replacing most of Rt 95 via Williams, Bollinger, De Anza and Stevens Creek to Stelling returning on a figure 8 loop via Stelling, Alves, Saich, Stevens Creek, Stelling, McClellan, Bubb and Stevens Creek to De Anza. Weekday am trips to 915 operate a simpler large cw loop from De Anza & McClellan via McClellan, Bubb, Stevens Creek and De Anza and weekend trips merely terminate at Stelling & Stevens Creek returning cw Stelling, Alves and Brandley to Stevens Creek with no service on the Stelling/McClellan/Bubb loop. The East San Jose terminal loop was also changed to run east of White Road from Story cw via White, Easthills, Meadow and Story to White. In addition weekend/holiday headways were improved from 60 to 30 (same as weekdays) and requirements increased from 4 to 6 weekdays and 2 to 5 weekends/holidays. 40-NORTH COACH YARD-MAYFIELD MALL SHUTTLE had daily headways lengthened from 30 to 35 minutely to improve schedule performance. 67-ALMADEN EXPREEEWAY-SANTA TERESA began operation replacing the east end of 91-CAMBRIAN PARK-SANTA TERESA and providing new service on Pearl Ave and Capitol Expway to Almaden Expway. From Capitol makes figure 8 loop Hillsdale, Gardendale, Foxworthy, Almaden (layover point), Newberry, Hillsdale onto Capitol, Pearl and Santa Teresa to Bernal and finally making a large ccw loop via Bernal, Flintwell, Silver Leaf, Ford, Monterey Hwy interchange, Cottle, Hospital Pkwy (Santa Teresa Hospital), International Circle and Camino Verde to Santa Teresa. Weekday am trips reverse this loop and selected weekday trips detour off Cottle to serve the huge IBM Plant. 3 coaches operating from Chaboya Division provide 30 minute headways from 6AM to 10PM weekdays and from 7AM to 7PM weekends/holidays. 68-SAN JOSE-GILROY had weekend/holiday service improved from 70 to 30 minutely (buses increased from 3 to 8) and operating hours on those days expanded from 730A-730P to 630A-730P. 70-MILPITAS-EDENVALE and 71-MILPITAS-EVERGREEN had weekday peak headways improved from 30 to 15 minutely and Sunday/holiday service increased from 60 to 30, same as Saturday. Coach requirements increased from 5 to 8 on 70 and 6 to 10 on 71 weekdays and from 3 to 5 on both lines Sundays. 83/83A-WILLOW GLEN-KELLY PARK (San Jose local rte) was extended on its East San Jose (Kelly Park) end from S. 7th & Alma to S. 10th & Phelan and now loops ccw from E. San Carlos via S. 7th, Alma, S. 10th, Phelan, Senter, Keyes and S. 11th to San Carlos and changes south of Lincoln & Husted from two separate alternating branches (83 to Meridian & Blossom Hill and 83A to Union & Branham) to a large two way loop operated alternately and extended to Good Samaritan Hospital. From Lincoln & Husted 83 runs Husted, Marsha, Koch, Cherry, Kimberly, Electra, Willowmont, Meridian, Hillsdale, Union, Woodward and Bascom to Samaritan returning to central San Jose as 83A via Samaritan, Elester, Brnaham, Union, Los Gatos-Almaden, Harwood, Branham, Ross, Foxworthy and Almaden Expwy to Lincoln. Alternate buses operate outbound to Good Samaritan as 83A returning as 83 reversing the aforementioned loop.

CT Continued

In addition four weekday midday trips (two outbound from San Jose and two inbound) are detoured off the regular route from Coastland & Curtner to serve Hilltop Manor via Curtner, Almaden Rd and Ironwood to Hilltop and return replacing four detour trips formerly provided by 93-ALMADEN FASHION PLAZA-CAPITOL/ROSENBAUM. Weekday headways on basic route continue at 30 minutely and evening service added from 6PM to 9PM while Sunday/holiday service improved from 60 to 30 minutely, same as Saturday. 87-SAN JOSE-SANTA CLARA VIA PARK AVE. had the Valley Fair Shopping Ctr loop modified to serve Forest Av by looping Winchester, Forest, Redwood, Stevens Creek, Winchester, Forest (again) to Redwood and regular route. The following midday routes, operated weekdays only, were also changed: 91-CAMBRIAN PARK-SEVEN TREES was rerouted extensively to serve Branham Lane and Seven Trees instead of Blossom Hill and Santa Teresa Blvd and to replace most of Rt 93. New route is cw loop Camden, Union, Foxworthy, Leigh thence Camden, Branham, Pearl, Hillsdale, Narvaez, Albion, Bluefield, Vistapark nd Capitol Expway to Monterey Hwy, looping cw Monterey, Skyway and Snell to Capitol. Headways remain 30 minutely and coach requirements at 3. 92-MTN VIEW SP DEPOT-MAYFIELD MALL had headways lengthened from 30 to 35 minutely to improve on time performance. 93-ALMADEN FASHION PLAZA-CAPITOL/ROSENBAUM discontinued due to low ridership and replaced partially by 91. 95-DE ANZA COLLEGE-WINCHESTER/HAMILTON was eliminated due to extension of 25 from Saratoga and Williams and service eadtward on Saratoga and Payne Aves discontinued without replacement. 96-KAISER HOSPITAL-DE ANZA COLLEGE merged with 99-SUNNYVALE SP DEPOT DE ANZA COLLEGE, with which it was already thru routed and combined line redesignated 99-SUNNYVALE SP-DE ANZA-KAISER HOSPITAL. Headways remain 50 minutely with three buses. In other CT news the widely publicized structural defect problem was discovered on the Grumman Flxible 870s just before CT's order of 219 coaches went into production and is expected to delay delivery by six weeks. An UMTA funded life cycle cost procurement study contract has been awarded to UTDC (USA), a recently formed subsidiary of the Canadian consulting firm which developed the CLRV light rail car used in Toronto. Under this study CT will procure 30 articulated coaches with the order divided between 3 or 4 manufacturers and 20 mid size (30') coaches from 2 or 3 sources and UTDC will analyze the operating cost of the various makes over an 18 month period to determine which vehicle has the lowest life cycle cost (initial cost plus expected operating cost over service life of the coach). Results of the study could determine future UMTA procurement policy, wherein life cycle cost rather than low bid price would be the basis for equipment contract awards.

NIGHT BUS SERVICE IN HUMBOLDT COUNTY

EUREKA: Students at Humboldt State University and College of the Redwoods have petitioned for bus service for night classes at the two schools. The petitions were presented to the HUMBOLDT TRANSIT AUTHORITY Directors and the Humboldt County Association of Governments. An Ad Hoc Committee was set up and studied the problem and recommended service be established and found ways to fund the project. Service would operate for the spring semester. Besides funding problems the HTA Board felt the present buses are too old (average age 22.1 years) to add any additional mileage to the over million mileage now put on each bus and voted to postpone night service until delivery of new buses. Meanwhile, HSU students arranged to have the city owned ARCATA & MAD RIVER TRANSIT SYSTEM operate two buses at 10PM, one north to McKinleyville and one south to Eureka. The University has agreed to guarantee a certain amount, to be paid out of parking fines on campus, plus the revenue through the farebox. New buses for HTA appear to be further and further away. Several months ago Eagle had talked about five months delivery for six Eagle model 10s, configured for suburban operation, since then Eagle had a work stoppage at the factory coupled with the unusually heavy demand for the popular coach has placed Eagle on the list for delivery in 1983.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: New bus stop signs have started appearing throughout the service area. Still shaped as a triangle the signs have a white background with the letters "RTD" in black and the four directional arrows in red.

The new General Motors RTS Model 04 buses continue to enter service. Unit 8623 has been seen in service although the buses are not necessarily going into service in numerical order but rather as they are received and made ready for use. Divisions 2, 5, 6, 12, 15 and 18 are now using the units.

Beginning February 8 Line 6-SOUTH VERMONT-HIGHLAND PARK was shortened to operate only as far south as Florence and Vermont. Between 730PM and midnight Line 6 will operate only to Venice and Broadway and owl service will only operate to 7th and Broadway. For passengers formerly traveling between downtown and South Vermont points free continuation transfers are being issued by Lines 5 and 204, good only on the other line and at Santa Barbara and Vermont Avenues.

On February 15 Line 435-BALDWIN AVE WASHINGTON BLVD was extended, weekday peak hours only, from Woodbury and Lincoln via Woodbury and Oak Grove Rd to the Jet Propulsion Laboratory. On the same date Line 831-LAKEWOOD-PARAMOUNT-PICO RIVERA was rerouted to operate continuously along Paramount Blvd from Candlewood to Whittier, thence via Whittier and Durfee to Beverly Blvd. MONTEBELL MUNICIPLA BUS LINES Line 60 will be extended via Durfee, Passons, Telegraph to Paramount. Line 441-CITRUS AVE-PUENTE AVE was rerouted to serve West Covina Fashion Plaza by traveling via Sunset Ave., West Covina Parkway and Vincent. Lines 34X-BELLFLOWER EXPRESS, 456-LONG BEACH FREEWAY EXPRESS and 755-SOUTH COAST PARK/RIDE were rerouted to exit/enter the Santa Ana Freeway to allow stops at 7th and Soto and 8th and Soto for interchange with Lines 14 and 50.

On February 22 former Line 2 became known as 55-BROOKLYN-HOOPER-COMPTON AVES as part of the ongoing line renumbering system. Public information documents now show the line extended from Greenleaf and Wilmington via Wilmington, Walnut, Anderson, Artesia and Central to Walnut in the new Compton Industrial Park area which also allows for connection with Line 846-ARTESIA BOULEVARD.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: MTDB Directors have authorized application for $34.1 million from the state to complete adding a second track on the south line, purchasing ten more trolleys, and beginning land acqusition along the proposed 16 mile line to El Cajon. Also approved was a policy which would make trolley fares analogous to express bus fares as part of a plan to have a uniform fare structure within the metropolitan area.

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"AS THE GM SEES" BY BILL VALLOW

We had a good meeting in January. It was nice to see more members attending. Hope you can continue coming. Memebers are encouraged to submit items for auction. In the past we have had available slides, pictures, timetables, catalogs. If you have some items you wish to donate for auction (proceeds go to WTS treasury) please attend a meeting.

Do not forget the Motor Bus Society convention in San Francisco this October. Large numbers of WTS members would make a good convention even better.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Santa Monica Muni Bus Lines	(471-472	MCI	MC9/S15345 U35386, S15346 U35387	47,RR
Airport Service, Inc.	4005-4009	MCI	MC9/-	
Greyhound Lines, Inc.	8492-8529	MCI	MC9/-	43,RR
USED				
American Pacific Stage Co	(923-924	Prevost	LM 103-2550-78 LM 103-2542-78	
DISPOSITIONS				
County Transit	(419,467, (489,528	Twin	TC31/25623,25671, 25693,25732	To Santa Cruz MTD
County Transit	(406,408,421, (424,438,442, (460,481,503, (517,519,522	Twin	TC31/25610,612,625, 628,642,646, 664,685,707, 721,723,726	To GET (Bakersfield) " "
Santa Monica Muni	(4570,4572	GMC	TDH4519/989,986	To NIMCO
	(5325-5326	GMC	TDH5301/3643-3644	"
	(5327,28,30	GMC	TDH5303/1540,41,43	"
	(5336-45,47	GMC	TDH5303/1549,2281-89,4785	"
Utah Transit Authority	(4500	GMC	T6H4521A/627	To Natl Coach
	(5101,07,22	GMC	TDH5103/316,097,117	"
	(5124,29,30	GMC	TDH5103/326,579,022	"
	(5131,34,39	GMC	TDH5103/013,017,118	"
Utah Transit Authority	(4101-4125	GMC	TDH4517/mixed%	To NIMCO

%-Serial nos 194,183,1016,200,181,369,377,199,1529,1534,1005,1013,1538,180,098,1530, 187,198,1539,1541,370,010,375,105,188

San Francisco MUNI	(1104,07,12,14,16,17,19 (1120,26,29,32,33,37,38 (1147,49,51,52,54,57,65	PCC Cars	Pvt party
San Francisco MUNI	1146,1150,1159	PCC Cars	Museums-unkn location

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