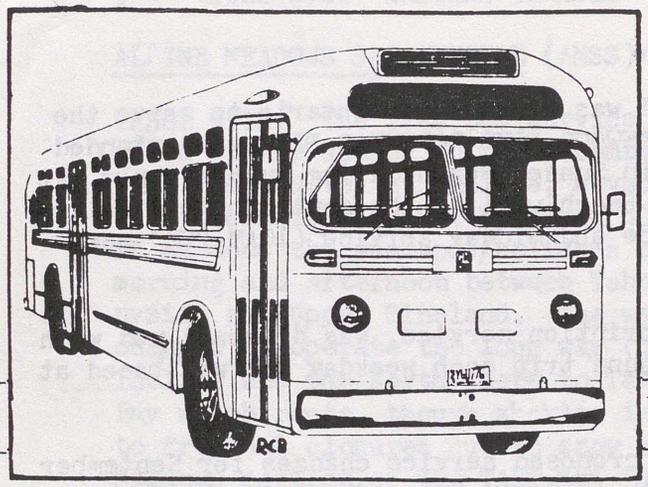


Western Transit

Monthly Publication of The Western Transit Society

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Billed as the most ambitious revamping of bus service in Los Angeles transit history and aimed at upgrading public transportation in the heavily travelled areas of Hollywood, West Hollywood, West Los Angeles and Santa Monica, service changes affecting former Lines 3, 4, 10, 15, 16, 17, 18, 26, 28, 34X, 41, 42, 56, 76, 78, 89, 91, 94, 175, 434, 608 and 877 were implemented June 21st with the beginning of the 21st Annual System Shake Up. Below is shown a listing of the new services:

Line No.	Name	Div	Wkdy Peak	Wkdy Base	Sat Hdwy	Sun Hdwy
1	HOLLYWOOD BOULEVARD	2,7	6	10/20	12/36	12/36
2	SUNSET BOULEVARD	7	20/40	24/48	60	60
3	SUNSET BLVD-BEVERLY DR	7	10/20	24	30	30
4	SANTA MONICA BOULEVARD	6,7	8-10	12	15	15
10	TEMPLE ST-MELROSE AVE	7	8-10	15	20	20
11	TEMPLE ST-CITY COLLEGE	7	8-10	15	20	-
16	WEST THIRD STREET	1,7	5/10	8/16	8/16	15
18	WEST SIXTH-WHITTIER BLVD	1	5	8	10	12
26	7TH-VIRGIL-FRANKLIN	1	6/12/24	10/20/30	10/20/30	15/30
27	WEST OLYMPIC-BURTON WAY	3,7	8-10	15	15	30
28	WEST OLYMPIC BOULEVARD	3,7	8-10	15	15	30
30	WEST PICO-EAST 1ST-FLORAL	1	6	5-10	5-10	5-10
31	WEST PICO-EAST 1ST	1	10	15	15	15
41	ADAMS-48TH ST-INGLEWOOD	5	35	35	35	-
53	CENTRAL AVENUE	18	8/16	10/20	12/24	15/30
90	LA-SUNLAND VIA PENN. AVE	15	20	60	120	120
91	LA-SUNLAND VIA LA CRESCENTA	15	30	60	120	120
102	EAST JEFFERSON-COLISEUM ST	1	20	20	30	40
175	FOUNTAIN-TALMADGE-HYPERION	3	20	25	25	45
177	GLENDALE-PASADENA-CITY OF HOPE	3	30	40	-	-
200	ALVARADO STREET	2	8	12	15	15
217	FAIRFAX AVE-HOLLYWOODLAND	7	8/15/30	8/15/30	8/15/30	10/20/30
220	ROBERTSON BL-CULVER BL-LAX	7	20/60	20/60	30/60	60
255	ROWAN AVE-COUNTY HOSPITAL	3	20	20	20	20
258	ARIZONA AVE-ALHAMBRA	9	30	30	-	-
259	EASTERN AVE-ARIZONA AVE-EMERY PK	9	30	30	40	40
311	OLYMPIC BLVD LIMITED	3,7	8	-	-	-
406	SUNLAND EXP VIA PENNSYLVANIA AV	15	30	-	-	-
407	SUNLAND EXP VIA LA CRESCENTA	15	30	-	-	-
429	SUNSET BLVD-WESTWOOD EXPRESS	7	10/30	-	-	-
434	LA-MALIBU-TRANCAS EXPRESS	6	30	45	50	50
455	LA-BELLFLOWER EXPRESS	18	1 R.T.	-	-	-

RTD Continued

In addition Line 484-LOS ANGELES-POMONA-ONTARIO AIRPORT was rerouted in Ontario to serve the OMNITRANS Transit Terminal at D and Sultana and 829-LAKEWOOD BLVD-ROSEMEAD BLVD was extended from Seal Beach along Pacific Coast Highway to Warner in Sunset Beach during summer only. At other times the Marina Pacifica Fashion Center in Long Beach will be the southern terminal. 495-LOS ANGELES-EL MONTE EXPRESS had all weekend service and midday service (10AM-2PM) weekdays discontinued.

Line 513-WARNER CENTER-WILSHIRE CENTER EXPRESS, a subscription service, was disconti ued with the close of service June 1st. 513 had operated one round trip each weekday and was based at Division 8.

Two public hearings were held recently - on May 26 for proposed service changes for September including Lines 5X, 84, 96, 144, 202, 737, 810, 813, 814, 832 and 836 and on June 13 for proposed fare changes scheduled to take place July 1st. Fares could go up or down (if Proposition A is put into effect by the courts) and could include local and express fares, subscription, BEEP, Minibus service, special event service, pass prices and could affect all riders or certain groups for certain charges or during certain hours.

A Chance RT-50 Minibus was recently in town for a demonstration. Numbered 6400 it was painted white with red and blue stripping and black windows, had RTD and the new logo on front and sides, lift equipped, air conditioned, 23 seats blue colored fibreglass with cloth inserts, single door, diesel powered, electronic headsign, touch tone buzzer, white interior with wood paneling on lower sides and the drivers area was black. One double seat folded up for wheelchair. The bus had Kansas dealer's license plates and the bus was tested on Line 202-CHINATOWN-OCCIDENTAL CENTER MINI-BUS.

MOUNTAIN AREA TRANSIT COMPANY (MATCO)

BIG BEAR LAKE: MATCO reduced weekend service on May 30th so that it now consists of one round trip on Saturday morning and one round trip on Sunday afternoon serving Big Bear Lake and San Bernardino, serving Running Springs as a flag stop and serving other mountain communities with reservations called in by 630PM the previous Friday. The two weekday round trips remain as before.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The Metropolitan Transportation Commission has approved several MUNI funding requests for projects - design of the J-CHURCH extension to Balboa Park via San Jose Avenue, rerailing of K line along Ocean Avenue, renewal of Forest Hill Station, installation of wheelchair ramps at Balboa Park and the end of the L-TARAVEL line in Ocean Beach and seed money for the plan to electrify Line 24-DIVISADERO nd extend it, with the trolley coaches from the present 26th and Castro terminal to Industrial Way and Palou Avenue in the Bayview by way of Bernal Heights. Money for the project to overhaul the cable car system was deferred pending word on whether the federal government will fund 80 per cent of the projected $60 million rebuilding cost.

VENTURA-THOUSAND OAKS BUS SERVICE (VTOBS)

VENTURA: VTOBS service was expanded June 15th as an additional trip was added departing Thousand Oaks at 700AM bound for Ventura and a return trip departing Ventura County General Hospital at 508PM for Thousand Oaks was also added. Through fare is $1 each way and the fare from either terminal to Camarillo is fifty cents.

RTD map was part of promotional material distributed for the June 21st service changes.

ALPINE MEADOWS SKI SHUTTLE (AMSS)/TAHOE AREA REGIONAL TRANSIT (TART)

TAHOE CITY: The free bus service operated by the Alpine Meadows ski resort began its third winter season in mid December. The North Shore route, which originated at Hyatt Lake Tahoe Hotel at Incline, Nevada continued on the same daly schedule as last year with buses leaving the Hyatt at 800 and 900AM and departing Alpine Meadows 330 and 430 PM as does the weekends/holidays only Sherwood Forest Shuttle with two round trips morning and afternoon between Tahoe City and Sherwood chairlift via Granlibakken, Sunnyside and Upper Pineland. The weekday only South Lak Tahoe Shuttle round trip was changed to operate the long way (ccw) around Lake Tahoe via US 50 and Nev/Cal 28 thru Incline and the North Shore to Tahoe City (Cal 89) instead of via 50, 89 and Emerald Bay which route, though shorter in mileage, is quite steep and winding and also subject to frequent closures due to snow conditions. In addition, AMSS took over the Alpine Meadows portion of the TART Ski Bus service which had formerly operated a daily tandem Apline Meadows/Squaw Valley schedule between these two ski areas and Tahoe City via Cal 89 hourly from 730AM to 430PM except at 1130 and 130. The North Shore route duplicates the TART line between Tahoe City and Alpine Meadows during the ski peak hours and, as additional replacement, AMSS now offers a Tahoe City City Loop Shuttle leaving Sunnyside Resort for Alpine Meadows via Cal 89 and Tahoe City at 930AM and returning from the ski slopes at 530PM, and a Tahoe City Express departing Tahoe City for Alpine hourly from 1030AM to 130PM. The TART Squaw Valley Ski Bus service remained unchanged and AMSS provided a shuttle connection with all other TART Ski Bus schedules at River Ranch (Cal 89 and Alpine Meadows Rd). The AMSS rosters remains the same with PD 4106s 45-47 and 49, Bluebird 48 and Dodge/Sportsman wagons 103 and 104.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA officials are discussing higher fares as a way to meet the state mandated farebox recovery rates in the next fiscal year although hearings have yet to be held. On tap for FY 81/82 capital budget is construction of a new $5 million operating facility, eight buses, four mini-buses and five vans. Community Transit Services of Anaheim is now operating RTA Lines 21-JURUPA LOOP, 25-HIGHROVE, Rubidoux Area Dial-A-Ride and Moreno Valley Dial-A-Ride after the former operator, Rubidoux Cab Company, requested an immediate cancellation of its contract. RCC had been beset with financial problems and RTA had threatened to cancel the contract earlier.

BUTTE COUNTY TRANSIT (BCT)

CHICO: BCT started operations June 1st with a fleet of Superior brand diesel buses operating three routes including Chico-Paradise and Chico-Oroville. Fares are 25¢ within a city, 50¢ between any two points in off peak hours and 75¢ during peak hours. Diamond fare boxes are used for fare collection. Most of the TDA money to Butte County was going for streets and roads and a local group wanted bus service and when the local planning agency did not designate these routes in the unmet transportation needs report the group went to court. The court sided with the group, the unmet needs were identified and the service was inaugurated.

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: PVVTA officials are now investigating the possibility of terminating PVVTA operations which after two years of operation is not able to meet the 10% farebox recovery rate after several changes in the operation including fare increases from 50¢ to $1.25, start of a Dial A Ride in Blythe, transfer of operation to the City of Blythe last April and elimination of the General Manager staff position. It has been suggested that the Riverside County Transportation Commission offer PVVTA guidelines for operation as RCTC is the funding source for PVVTA.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The Summer Shake Up took effect June 14 and a number of changes were made. Line 42-LINCOLN was extended into downtown Seal Beach from Leisure World while all service in downtown Seal Beach was rerouted so that no buses operate on Ocean Avenue or on any street south of Electric which involved 50, 60 which now operates all trips to Long Beach and 95. Lines 82-WEST NEWPORT-UCI VIA COAST HIGHWAY, 161-HUNTINGTON CENTER VIA EDWARDS AND NEWLAND and 210-SAN JUAN CAPISTRANO-CSUF ECOBUS were all suspended for the summer (subsequent Board action for September 1981 calls for discontinuance of 82, realignment of 161 and discontinuance of 210 caused by extension of 209). The entire Employment Center Bus Service ECBS program was discontinued. This program was started last September and consisted of two buses operating one round trip on each of six lines during weekday peak hours - 401, 402, 403, 404, 431 and 451 lines. 132-CYPRESS-NORTH EAST ANAHEIM VIA ORANGE AVENUE was realigned at both ends. Buses now operate as far west as Cypress College and no service is provided along East Street and Ball Road to Anaheim Blvd and Vermont. During weekday peak hours the line has been extended east from Sycamore and East via East, La Palma, Miraloma, Miller, La Palma and Kraemer to serve the Northeast Anaheim Industrial Area. During midday hours the line now runs between Cypress College and Anaheim Plaza only. Sunday service is now offered the full length of 145-SOUTH FLOWER and between Mall of Orange and South Coast Plaza on Line 71, same routing as weekday midday and Saturday. Fares were increased June 1st including a peak/off peak differential fare. On local service regular fares are 60¢ off peak, 75¢ peak; senior citizens and handicapped 35¢ off peak and 75¢ peak and all riders pay $1.50 on the Park/Ride Express lines and Line 100-ANAHEIM STADIUM SERVICE. Dial-A-Ride fares, which changed last December, were not changed.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT Directors voted to eliminate all weekday midday hours ferry service between Larkspur and San Francisco beginning June 15 and agreed to test continued weekend Larkspur Ferry service until September 15 but raised the $2 fare to $3. The remaining ferries will leave Larkspur at 700AM and 730AM and San Francisco at 445PM, 525PM and 635PM. The 635PM trip is experimental until September. The 840AM Larkspur ferry could be resumed later this year and the Sausalito weekend fare could be raised from $2 to $2.50. The Sausalito weekday schedule and fares have not been changed. These changes are part of a plan to offset ferry system deficits. 28 employees will be laid off as a result of these changes. Legislation to abolish the Bridge District could be effective as early as July 1, 1982 according to its author, Assembly Speaker Willie Brown, D-San Francisco. The bill shifts the bridge itself to the state, creates a new seven member directly elected board, earmarks surplus toll revenue as a continued subsidy for bus transit and, in effect, requires sale of the ferry sy tem by prohibiting its subsidy with tolls. Brown's bill was endorsed by the Assemblt Transportation Committee and is awaiting a hearing in the Ways and Means Committee.

FRESNO TRANSIT (FT)

FRESNO: A public hearing is scheduled for June 23 to consider increases in fares (regular 35 to 50¢, students 25 to 40¢ and senior/handicapped 10 to 35¢) which will also include monthly passes and Handy Ride fares. Service wise peak hours will be reduced from 630AM-830AM and 245PM-545PM, stretching midday headway, discontinuing Saturday service on three lines and discontinuing all Sunday service except for 30, 32, 34 and portions of 26 and 29. Sixty staff positions including those presently unfilled would also be cutback.

MANITOU SPRINGS, COLORADO

MANITOU SPRINGS: A new shuttle service is scheduled to begin in the near future following Public Utilities Commission approval. The bus to be used is called the Miramont Shuttle, after the castle located along the bus route. The route will extend along Ruxton Avenue and will be timed to the cog railroad departures and arrivals. In addition, service will operate through the downtown area (mainly Colorado Avenue) stopping at motels and at any location where traffic permits. Fare will be 25¢. The guiding force behind the new service is Bill Coppa, a former Executive Director of the Manitou Springs Historical Society. With the help of 100 volunteers the rather interesting bus was put together and the route established. The bus consists of a chassis from a 1974 Chevrolet step van, rubber mats and adjustable canopies from a circa-1908 Manitou Incline car and floor running board, bumpers and other niceties built by Carriage Works of Manitou Springs. The bus, which is open air and seats 36, will have been built for under $10,000.

REGIONALTRANSPORTATION DISTRICT (RTD)

DENVER: A number of route and service changes occurred on March 1st. 67-ARAPAHOE and 105-HAVANA were combined into a new 67-ARAPAHOE-HAVANA CROSSTOWN. Old 5 and the north end of 12 were combined into 5-SOUTH PEARL-NORTH WASHINGTON while the south end of 12 became independent and known as 12-DOWNING. Service levels remained the same. 6-6TH-PECOS has been extended to provide service on the Hoffman Loop (E. 6th, Potomac, Hoffman) formerly provided by Line 10. Midday frequency on 56-HOLLY CROSSTOWN was reduced from 30 to 60 minutely and 72-72ND CROSSTOWN was extended east from the Broadway Park-N-Ride via 70th and Broadway and East 72nd Avenue and Colorado Blvd. RTD has been taking delivery of 127 General Motors of Canada, Ltd. T6H5307N buses which are lift equipped and seat 47 passengers. These units will replace existing units in the fleet and because of inflationary pressure there will be no expansion of service with the new buses, only replacments.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: The new Handy SCAT buses, Fortibus units on GMC chassis, have arrived in El Paso and are being modified to operate on propane fuel. The Red Cross buses are still in use on the elderly and handicapped bus service. The Fortibus units are numbered 900-914. SCAT's T8H5307As have gone through a second renumbering while attaining a complete exterior repainting. The GMC RTS II units are numbered 1-84. Former 4215-4216 are now 91 and 92, former 4218-4224 are now 93-99 and former 4225-4234 are now 150-159. Former 4217 was scrapped after being involved in a serious accident about two years ago. The former DALLAS TRANSIT SYSTEM TDH 5303s are still around although they are not in active use at this time. A bill to allow the County of El Paso to have a transit authority which would takeover SCAT and expand transit to unincorporated areas has made its way through the Texas House and the Texas Senate and it is expected to be signed by the governor. An election would be held this November for local voters to approve or disapprove the creation of the authority and county officials are in contact with Houston and San Antonio for advise in this matter.

FAR NORTH TRANSPORTATION (FNT)

ANCHORAGE: The Anchorage Municipal Transportation Department has made an emergency policy change to keep the elderly and handicapped bus service going despite a funding shortfall. FNT will be kept running with funds from salary reserve accounts until the Alaska Legislature approves supplemental money to fund the program through June 30.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Greyhound Lines, Inc.	8530-8690	TMC	MC9/-	43,RR
City of Visalia, CA	(unkn	WideOne	WO-1 B33T2BK209235,	16 w/lift
	(		216060	"
	(unkn	WideOne	WO-1 B33T5BK213439,	16 w/ramp
	(		T4BK209236,	"
	(		T6BK209237,	"
	(		T8BK209238,	"
	(		T9BK216071	"
City of Farmington UT	unkn	WideOne	WO-1 B35KTAX111489	16 w/lift
RIDEO (Livermore)	6301-6306	Chance	RT50/	addtl info
used				
USED				
Regional Transit	4577	GMC	TDH4517/508	-
Get Away Lines	103	GMC	PD4106/973	Thompson 103

DISPOSITIONS

Montebello Muni Bus Lines — The 17 buses offered for sale (WT 4/81) have been sold as follows: twelve (numbers unkn) to National Coach Services and the remaining five will be retained by the City of Montebello as emergency back up units.

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Member Bob Burrowes, 727 Trinity Street, Eureka, CA, 95501 has available for those requesting one and sending a stamped self addressed envelope which should be 10½" x 4½" (larger than a #10 envelope) a copy of an Anchor Stage Lines bus schedule that was originally issued November 15, 1924. ASL was actually an association and each of its divisions were individually owned and operated. This later became Valley Transit and eventually Pacific Greyhound Lines.

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Western Los Angeles Service Changes

Effective June 21, 1981

