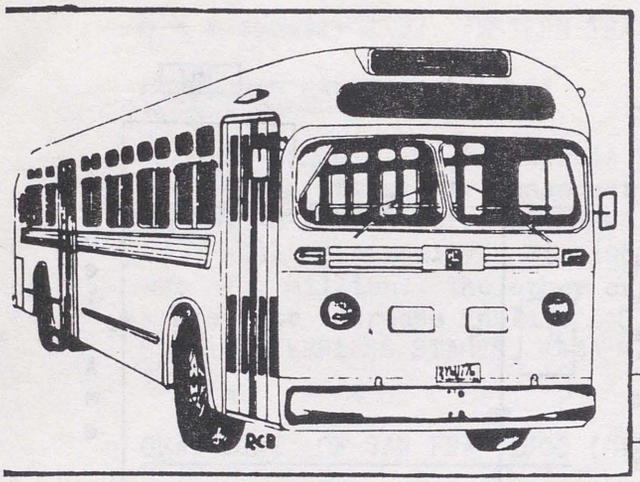


Western Transit

Monthly Publication of The Western Transit Society

VOL. 20 NO. 1 JANUARY 1982

YOLO TRANSIT SYSTEM (YTS)

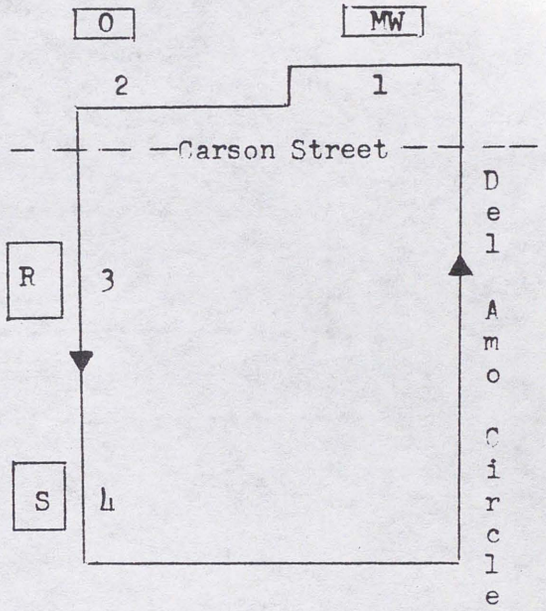
WEST SACRAMENTO: The first new California transit agency of 1982 is YOLO TRANSIT SYSTEM which was created as a joint powers agency between Yolo County and the cities of Davis and Woodland to manage and oversee transit operations provided under contract by COMMUTER BUS LINES (Douglas Bus Lines dba). This CBL operation is being operated by William D. Bourne, former REGIONAL TRANSIT and SACRAMENTO TRANSIT AUTHORITY General Manager. YTS became operational after RT discontinued all service into Yolo on Lines 40-41-WEST SACRAMENTO, 42-WEST SACRAMENTO-DAVIS-WOODLAND, 43-44-DAVIS EXPRESS and 45-WOODLAND EXPRESS ending a tradition of operation stretching to 1966 with the takeover of SUBURBAN TRANSIT LINES Routes E-1,E-2-WEST SACRAMENTO (40-41) and to 1975 with the replacement of abandoned GREYHOUND LINES local service between Sacramento and Woodland and Sacramento-Davis-Woodland, this service dating back to the 1920s. The YTS operation, routes and schedules are identical to that operated by RT and the YTS bus garage is located near the I-880 Freeway on West Capitol Avenue in West Sacramento. CBL has acquired an interesting assortment of seven former RT STATE TRANSIT SYSTEM Flxible 111-CD-DH-1s, eight former GRAY LINE OF LOS ANGELES Flxible suburban FD6V-401-7s and three Cummins powered, turbo charged Crown Coach 2A-743-11s. All the buses are 96 inches wide and, except for the former St. Louis units, have manual transmissions. Operational problems surfaced the first week with heavy rains and winds and new operators in unfamiliar territory. Due to mechanical problems some CBL RT 4106s and CBL 122 (TDH5103/553-RTD 6422 via COMMUNITY 2115) were also in evidence. A joint fare agreement is in effect with RT including honoring of monthly passes and transfers. In May 1981 RT proposed to change its costing formula with the Yolo County jurisdictions presently comprising YTS by charging full costs in allocation of vehicle operation hours and miles. This resulted in a significant increase in costs ranging from 35 per cent to 100 per cent for the three jurisdictions. Davis, Woodland and the county opted to contract with a private operator to be able to operate with the limited Transit Development Act (SB 325) State of California transit subsidy funds each political jurisdiction receives. CBL submitted a bid of $873,000, the lowest of four known bidders. RT service would cost the YTS participants approximately $1.4 million and RT did not submit a bid for the YTS contract.

CBL FLEET

FLEET NUMBERS	MAKE	MODEL/SERIAL	YEAR	NOTES
4912,4914	Flxible	FD6V-401-7/35051,35053	1965	GLOLA 4912,4914
5100-5106	Flxible	111-CD-DH-1/53209,211,223, 224,226,227,233	1967	RSTS 4010,4012,4024, 4025,4027,4028,4034
5315-5320	Flxible	FD6V-401-7/35054-35059	1965	GLOLA 5315-5320
5701-5703	Crown	2A-743-11/35879,80,35909	1970	AMFAC-Hawaii

DEL AMO FASHION SQUARE SHUTTLE BUS

TORRANCE: Del Amo Fashion Square has established its own shuttle bus service linking the stores on the north side of Carson Street with those on the south, almost a three block walk from the end of one unit to the other end of the second unit. Service operates every day on a one way loop every ten minutes using one vehicle. A fleet of two buses is available for service. The first is a 22 passenger plus one wheelchair position Microbus (Argosy design) painted white over lavendar over purple lift equipped, air conditioned, AM radio, sedan style doors lettered "Del Amo Fashion Center". The second is a 14 passenger Ford Custom Econoline Super Wagon, pale blue with no lettering. Del Amo is the regional center for the South Bay and the shuttle service, by observation, transports a fair number of shoppers. The center first tried shuttle service when the recently completed expansion program was just beginning.



S-Sears, P-Robinsons, O-Ohrbachs, MW-Montgomery Wards

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA is planning to implement a fare increase on January 17th which will bring the basic fare on local lines to 50¢ (from 45¢). Funding has been received which will allow purchase of eight 40 foot buses to be used on the Riverside city routes. Five new vans, to be used on Dial-A-Ride systems in Perris, San Jacinto and Jurupa, are expected by April.

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Meetings: Feb 14, Mar 14, Apr 11, May 9 -- 700 PM, 272 Alpine Street, Pasadena, CA

Support the Society - attend the monthly membership meetings and offer inputs to the General Manager concerning possible excursions. 1983 is coming, the Society will celebrate its twentieth anniversary and we wish to do so in style. Send in suggestions to the Business Address now.

GREYHOUND LINES, INC. (GL)

SAN FRANCISCO: The California Public Utilities Commission has authorized GL to increase its intrastate passenger fares and package express rates including interline shipments by 7.5 per cent. PUC estimates indicate that the new rates will generate 4.7 million annually. For 1980 GL's California intrastate net income after taxes was 1.4 million. The other carriers participating in the interline express shipments rate increase include LAS VEGAS-TONOPAH-RENO STAGE LINE, INC., ORANGE BELT STAGES, PEERLESS STAGES, VACA VALLEY BUS LINES, DEER STAGE LINES and REDWOOD EMPIRE LINES.

GRAY LINE OF SAN FRANCISCO (GLOSF)

SAN FRANCISCO: GLOSF, having purchased from the NEW YORK CITY TRANSIT AUTHORITY eight Leyland double decker buses, placed them into service during December on a new route from the Union Square to the city's most popular attractions including the Ferry Bldg, Pier 39, Fishermans Wharf and Ghirardelli Square. The buses will operate across Market Street to Mission and the East Bay Terminal, thence along the Embarcadero stopping at the Ferry Building and Pier 39 returning via Columbus Avenue and Stockton. Fare is 3.50 for adults and 2.50 for children. Tickets will come in six parts to allow for stopovers. The buses will also be available for charter service. GLOSF was purchased in 1980 from The Greyhound Corporation by GROSVENOR BUS LINES, INC., a division of San Francisco based Grosvenor Properties, Ltd.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: HTA has placed an order with the Gillig Corporation for six fourty foot suburban coaches. These will have one wheelchair tie down position and will have all forward facing high back non reclining seats and will be single door units. Longitudinal seats will be over the front wheel housing as needed to manuver the wheelchair around. Delivery is expected next May.

EUREKA TRANSIT SERVICE (ETS)

EUREKA: Bids were called to be opened December 17th for four small diesel buses as replacements for the Argosy and Microbuses now in use. Due to some discrepancies in the bid process new bids will have to be called for.

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: December 31st was the final day of PVVTA operation as all Dial-A-Ride operations were discontinued although a lease agreement with the Palo Verde Association of Handicapped Citizens to transport students to and from the PVAHC center. PVVTA operations resumed last August after the county and city fixed routes were eliminated and the agreement with PVAHC was signed as a effort to save the system (WT 9/81).

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Trolley coach operation commenced December 13th on Line 55-SACRAMENTO which continues to operate over its previous alignment between Drumm-Sacramento and 6th Ave-Clement. An extension to 33rd and California over present Line 1-CALIFORNIA is planned but the date has not been announced. MUNI has been allocated 1.01 million in federal funds to rehabilitate 36 engine-transmission units, 08 transmissions and 20 engines for its fleet of diesel buses including GMC T8H5305s and AMG 9635s.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The winter Shake Up took place December 20th and included changes to 7 lines, introduction of accessible service using GMC RTS II buses to twenty lines and schedule adjustments to another thirty bus lines. Five lines were also suspended including 306-MANCHESTER-WILLOWBROOK AVE-COMPTON, 495-LOS ANGELES-EL MONTE EXPRESS, 512-CRENSHAW CENTER-WARNER CENTER, 514-WILSHIRE DISTRICT-WARNER CENTER and 874-SAN PEDRO-PORTS O'CALL. Line 6-LOS ANGELES-HIGHLAND PARK was shortened to operate from York & Eagle Rock Blvds via its regular alignment but only as far south as Venice & Broadway terminating at Terminal 28. 33-LOS ANGELES-COMPTON-WILMINGTON was changed so that trips formerly terminating at Greenleaf & Long Beach were extended to provide a one way loop via Long Beach, Alondra, Atlantic Dr and Greenleaf before returning to Los Angeles. Line 92-WATTS-SIERRA VISTA was extended south from Rosecrans along Willowbrook to Compton Blvd in downtown Compton with service removed on Rosecrans from Willowbrook to Alameda, a short distance. 607-LOS ANGELES-REDONDO BEACH EXPRESS was shortened from Del Amo Center to end at Torrance and Catalina with weekday midday headways reduced from 30 to 65 minutes. 716-CANOGA PARK-LOS ANGELES PARK/RIDE had an alternate route established operating outbound in the morning and inbound in the evening re lacing the 512 and 514 service. Beginning at Washington & Hill the 716A runs via Hill, Temple, Grand, Hollywood Fwy, Vermont, Sunset, Highland, Odin, Cahuenga, Hollywood Fwy, Ventura Fwy, Canoga, Oxnard, Owensmouth and Erwin to Canoga. One trip each way is operated. 867-INGLEWOOD AVENUE was extended from Torrance and Catalina via Torrance Blvd, Palos Verdes Blvd, and Carson St to Del Amo Center which now provides Saturday service to this regional shopping complex. 872-PARK WESTERN PLAZA-BARTON HILL-SAN PEDRO was rerouted to serve Ports O'Call on weekdays duplicating a routing which has been provided on weekends previously. Three lines were renumbered into the new numbering system including 150-VENTURA BOULEVARD (old 81), 250-BOYLE AVE STATE STREET (old 14) and 253-EUCLID-EVERGREEN 9old 87). Accessible service was introduced on 7, 27, 28, 86, 122, 123, 151, 153, 156, 161, 177, 180, 181, 232, 311, 426, 438, 483, 485, 716 and 810, primarily lines based at Divisions 3, 8 and 12 although 7 also operates from Division 2 and 27/28/311 operates also from Division 7 which two divisions started their RTS II accessible service last September on most lines from those divisions. The policy is being followed that allows accessible service to be operated simultaneously from multi division lines. Line 16-WEST THIRD STREET had its eastern terminal extended from the former Third and San Pedro location via 3rd, Central and 6th to a terminal just outside Division 1 returning via Alameda and Third. All late evening and Owl service on Line 4-SANTA MONICA BOULEVARD was extended from its daytime Santa Monica terminal at Second and Arizona to Ocean and Pico, terminal of 20/22/308/309-WILSHIRE BOULEVARD.

The twenty new Neoplan double deck buses (9902-9921) have been placed into service on 760-GLENDORA-EASTLAND PARK/RIDE, 762-DIAMOND BAR PARK/RIDE and 764-MONTCLAIR-POMONA PARK/RIDE, all based at Division 9 although it is planned to use these buses on other lines in the system.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: Several service changes are planned for January 18th including introduction of Sunday service on 20-CARPENTERIA EXPRESS, reduction of midday service from half hourly to hourly on 12-SANTA BARBARA-GOLETA-SANTA BARBARA SHORES. The three bicycle rack equipped services, 13-SANTA BARBARA CARPENTERIA, 26-SANTA BARBARA-UCSB and 27-UCSB BOOSTER BUS, will all be discontinued.

COUNTY TRANSIT (CT)

SAN JOSE: Details of the October 5th Express Commute service expansion from 9 to 21 routes are as follows:

101-WESTGATE-STANFORD INDUSTRIAL PARK is former Express 1 operating on the same schedule but rerouted in the Industrial Park to run both directions on Deer Creek Road between Page Mill and Arastradero instead of Coyote Hill inbound and Foothill outbound.

102-SANTA CLARA-STANFORD INDUSTRIAL PARK runs from Monroe & Franklin via Monroe, El Camino Real, Hansen, Page Mill, Hanover, Hillview and Arastradero to Deer Creek.

103-EASTRIDGE-STANFORD INDUSTRIAL PARK runs from Eastridge Shopping Center in southeast San Jose via Capitol, I-680 onto I-280, Page Mill, Deer Creek, Arastradero, Hillview, Hanover and Page Mill to El Camino Real.

104-PIEDMONT HILLS-STANFORD INDUSTRIAL PARK is former Express 4 with the 1am/1pm reverse commute trip dropped, the routing thru north Santa Clara and Sunnyvale changed to run in both directions Lafayette, Calle de Luna, Calle del Sol, Tasman and Fair Oaks to 101 and extended 1am/1pm trip from the regular Industrial Park terminus at Hillview & Arastradero to Palo Alto Vets Hospital via Arastradero and Miranda.

117-WESTGATE-MOFFETT FIELD/AMES is former Express 7 with no change in route or times.

120-BART/FREMONT-LOCKHEED/MOFFETT PARK runs from BART/Fremont via BART Way, Civic Center Dr, Walnut, Mission, I-680, Scott Creek, N. Milpitas, Dixon, Hwy 17, Hwy 237, Caribbean, Crossman and Java looping thru the Lockheed complex via Mathilda, 5th, C, 6th, Mathilda, Lockheed Way, 11th, G and 3rd onto Java.

122-SOUTH SAN JOSE-LOCKHEED/MOFFETT PARK runs from Park & Ride Lot on Snell near Blossom Hill via Snell, Capitol Expwy, 101, Lawrence onto Caribbean, Crossman and Lockheed loop.

123-EAST SAN JOSE-LOCKHEED/MOFFETT PARK VIA MONTAGUE runs from Alum Rock & White via White onto Piedmont, Sierra, Morrill, Montague Expwy, Mission College Blvd, Great America Pkwy, Tasman, Lawrence onto Caribbean, Crossman, Java and Lockheed loop.

124-EAST SAN JOSE-LOCKHEED/MOFFETT PARK VIA HWY 101 is former Express 5 (Lockheed trips only) on basically same schedule but rerouted between Capitol & McKee and Great America & Mission College via McKee, US 101 and Great America.

126-CAMDEN/HILLSDALE-LOCKHEED/MOFFETT PARK is former Express 6 with all trips now extended from Campbell CBD to Handyman Park & Ride Lot at Hillsdale & Camden along new routing from Campbell & San Tomas Expwy via Campbell, Carlin, Latimer, Winchester, Campbell, Orchard City, Railway, Campbell, Union, Foxworthy, Ross and Hillsdale to Handyman Lot.

128-CAMDEN/HILLSDALE-OAKMEAD VILLAGE is former Express 8 without changes.

140-BART/FREMONT-SUNNYVALE runs bidirectionally from BART/Fremont via BART Wy, Civic Center, Walnut, Mission, I-680, Scott Creek, N. Milpitas, Dixon, Cal 17, Cal 237, Great America, Scott onto Arques, Fair Oaks, California, Sunnyvale, Evelyn, Frances, Washington and Mathilda to El Camino Real looping cw El Camino, Castoria and Olive to Mathilda. Lift equipped.

142-SANTA TERESA-STANFORD INDUSTRIAL PARK is former Express 2 main route with minor schedule adjustments.

144-SANTA TERESA-MOUNTAIN VIEW is former E2 trips which deviated from the regular rte between San Jose and Sunnyvale which has been changed to serve San Jose SP Depot and changed to a different routing between San Jose and the Santa Teresa Hospital.

145-EASTRIDGE-MOUNTAIN VIEW is former Express 5 basic service with no changes.

160-GILROY- AN JOSE is former Express 12 with no changes except lift equipped.

161-PALO ALTO-SAN JOSE VIA CUPERTINO runs from Park & Ride Lot at Page Mill & El Camino Real thru Stanford Industrial Park via Page Mill and I-280, Cal 85, Stevens Creek, Wolfe, Vallco Pkwy, Tantau, Stevens Creek, I-280, Grant, Almaden, Santa Clara to 1st.

163-LOS GATOS-NO. SAN JOSE INDUSTRIAL AREA is the 2am north/pm south trips from E3 which make deviation from San Jose-Fremont routing with no changes.

COUNTY TRANSIT Continued

164-SANTA TERESA-SAN JOSE S.P. DEPOT is the 3am northbound/4pm southbound short trips of former Express 2 which serve S.P. Depot with minor schedule adjustment but rerouted between the depot and Monterey Rd to run Cahill, San Fernando, Montgomery, San Carlos, Market, S. 1st onto Monterey and returning Monterey onto S. 1st, Reed, S. 4th, I-280 and Bird onto Montgomery.
180-SAN JOSE S.P. DEPOT-FAST/FREMONT is former EXPRESS 3 basic service with no route/schedule changes and remains the only all year full time daily express line in the system. Lift equipped.
182-PALO ALTO-IBM/BAILEY is former Bus Pool #3 and runs from Park & Ride lot at Page Mill & El Camino Real via ECR, California, Hanover, Page Mill, I-280, Wolfe, Vallco Pkwy, Tantau, Stevens Creek, I-280, US 101, Bernal, Santa Teresa and Bailey to IBM.
EXPRESS 11-FAST/FREMONT-SUNNYVALE VIA GREAT AMERICA, a weekend/holiday only route operated during the Marriott Great America Theme Park season (March to November) continues to carry the E11 designation, at least thru the end of 1981 season.

In other CT news the October sign up marked the beginning of the use of part time bus operators as allowed by the new labor contract with 25 such employees being assigned throughout the system.

CT EXPRESS SERVICE SUMMARY AS OF 10/05/81

	No. of trips (Note 1)			Buses Reqd (Note 2)			
Route	AM	BASE	PM	AM	BASE	PM	DIVISION OPERATED FROM (Note 3)
101	10N	-	10S (15")	4	-	6	North (Agnews & Central)
102	2N	-	2S	2	-	2	North
103	3N	-	4S (30")	3	-	4	Central
104	5W	-	5E	5	-	5	Agnews
117	2N	-	2S	1	-	-	North
120	3S	-	3N	3	-	3	Agnews
122	3N	-	3S	3	-	3	Central
123	3W	-	3E	3	-	3	Agnews
124	2W	-	2E	2	-	2	Agnews
126	4N	-	6E	3	-	4	Agnews (North)
128	4N	-	4S	-	-	2	Agnews (North)
140	3N/3S	-	3N/3S	3	-	3	Agnews
142	7N/4S	-	5N/6S	7	-	5	Agnews & Chabova (North)
144	3N	-	3S	-	-	1	Agnews (North)
145	6W/1E	-	6E/2W	3	-	4	Agnews (North)
160	2N	-	2S	2	-	2	South
161	3E	-	3W	-	-	1	Central (Agnews & North)
163	2N	-	2S	2	-	2	Agnews
164	2N/1S	-	3S/1N	1	-	1	Agnews (Chabova)
180	10-15"	30"	15-20"	7	4	6	Agnews
182	1S	-	1N	-	-	-	Chabova
E11	60" weekends/hol. only			-	2	-	Agnews

Note 1: N-Northbound, S-Southbound, E-Eastbound, W-Westbound
Note 2: Does not include second sections or coaches operated as a piece of another route
Note 3: ( ) indicates some trips operated as pieces of other routes from Division(s) shown.