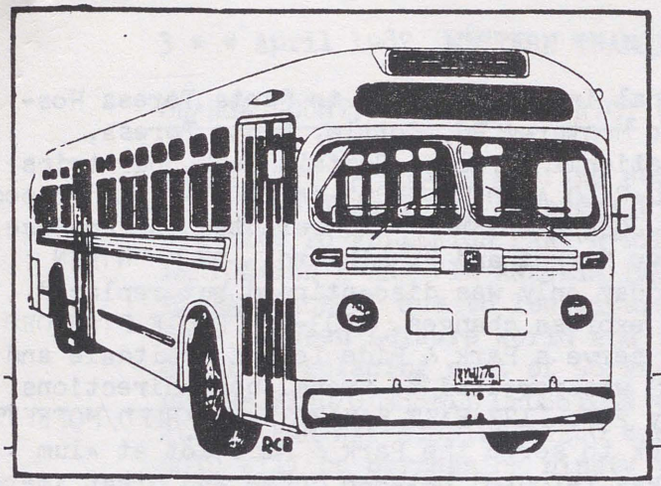


Western Transit

Monthly Publication of The Western Transit Society

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COUNTY TRANSIT (CT)

SAN JOSE: Considerable route and service changes were effected with the January 4 operator sign up. South County local service in the Morgan Hill-San Martin-Gilroy area was reorganized to put greater emphasis on the fixed "mini routes" and decrease the role of the costly to operate Dial A Ride service. In lieu of blanketing the entire South County area the DAR zones have been changed to serve only the outlying rural sections and feed to (instead of overlap) the fixed routes at ten designated transfer points during all times except evenings when the latter do not run. In addition, calls for DAR must be now made on a 24 hour advance reservation basis rather than the previous minimum two hour advance call requirement although those making the same trip at the same time during weekday peak commute periods and on weekends may make a standing reservation which must be cancelled at least 30 minutes prior to the scheduled pick up time. This has resulted in a reduction of minibus (MB 0309D) requirements for 19-DIAL A RIDE from 7 peak/6 base/5 Sun-Hol to 4 at all times weekdays and 3 weekends. In line with the DAR reductions the Mini Route service was improved as follows: 15-MORGAN HILL JACKSON OAKS, former 15M, had weekday headways improved from 60 to 30 minutely (weekends remain hourly) and bus requirements raised from 1 to 2. 16-MORGAN HILL-SAN MARTIN, formerly a 1am-1pm weekday extension of 15M, has been upgraded to daily 90 minute service 6AM to 6PM weekdays and 9AM to 6PM weekends using one bus and route modified to start at Morgan Hill City Hall looping ccw Main, Dewitt, Alkiri and Peak to Main, then Main, Monterey Hwy, Dunne, Barnell, Spring, Dewitt, Edmundson, Monterey Hwy, Vineland, LaCross, LaAlameda, Watsonville, Clive, Middle, Native Dancer, Santa Teresa, California and Harding to San Martin, looping ccw San Martin, Monterey and Roosevelt to Harding. 17-GILROY LOOP replaces and expands upon former 15G-GILROY LOCAL on a bi-directional loop with 1 bus running each direction hourly. Saturday service, not offered on 15G, uses one bus on the clockwise loop only. New route (clockwise) is from Gilroy City Hall via 7th, Princeville, 10th into Uvas Park, Wren, Monte Bello, Santa Barbara, 3rd, Westwood, 1st, Morey, Welburn, Wren, 1st, Church, Pierce, Monterey Hwy, Leavesley, Murray, IOOF, Forest, 6th, Chestnut, 10th, Princeville, 6th and Church to 7th. Other lines in the system were also changed. 18-STANFORD HOSPITAL-EASTRIDGE "HANDY COACH" (operates weekdays only) was rerouted in Mountain View between Mayfield Mall and Grant Rd to run Central Expwy, Rengstorff, California, Escuela, Villa, Hope, Evelyn SP Depot), Calderon, Centre and Cal 237 onto Grant. Headway between Stanford Hosp and El Camino Hosp in Mtn View improved from the regular 120 to hourly by adding a fourth bus shuttling between these points. 23-SAN JOS STANFORD SHOPPING CTR added weekday peak short trips between San Jose CBD and Vallco Park in Cupertino, peak buses increased from 9 to 12. 26-EASTRIDGE-SUNNYVALE/LOCKHEED weekday peak headway improved from 30 to 15 with bus needs at 13 each peak. 34-SANTA CLARA-MAYFIELD MALL rerouted in Los Altos and weekday headways in peak from 60 to 30 with requirements increased from 3 to 5. 35-MENLO PARK-FOOTHILL COLLEGE (runs weekday peak only) had its Menlo Park loop enlarged and trip increased (am) to 5 south/4 north and (PM) 5 each way. 58-SARATOGA-ALVISO eliminated the routing thru Agnews State Hospital and now runs via Montague Expwy. 63-SAN JOSE STATE-ALMADEN VALLEY VIA MERIDIAN had selected weekday peak trips extended farther into Almaden Valley and weekday peak headways increased from 30 to 15. 68-SAN JOSE-GILROY had 1 am north/pm south weekday peak trip routed off Cottle Road and thru the IBM Plant at Rochester.

COUNTY TRANSIT Continued

75-ALVISO-SAN JOSE was extended from its southern terminal in San Jose CBD to Santa Teresa Hospital via S. 2nd, Reed, S. 1st (northbound via 1st) onto Monterey Rd, Cottle, Santa Teresa, Camino Verde and looping around the hospital via International Circle. Certain peak hour trips are routed thru the IBM Plant at Rochester & Cottle. 84-PALO ALTO SP DEPOT-MAYFIELD MALL dropped hourly evening service. 87-SANTA CLARA/VALLEY FAIR-SAN JOSE/WILLIAM ST was rerouted in San Jose CBD to run on San Fernando instead of Santa Clara between Market and S. 4th/3rd. 97-MOUNTAIN VIEW LOOP-SHOWERS DR TO SYLVAN ST which had operated midday only was discontinued but replaced in part by rerouting of 18-HANDYCOACH. There were also express changes. 103-EASTRIDGE-STANFORD IND. PARK was rerouted to drop off I-280 at Meridian to serve a Park & Ride Lot at Fruitdale and Southwest Expwy. 120-BART/FREMONT-LOCKHEED VIA MILPITAS was rerouted to travel both directions on Dixon Rd and Hwy 17 between N. Milpitas Blvd. and Hwy 237. 123-EAST SAN JOSE-LOCKHEED/MOFFETT PARK had its east terminal changed from White & Alum Rock to serve the Park & Ride lot at Alum Rock and Capitol. 124-EASTRIDGE-LOCKHEED/MOFFETT PARK was rerouted between McKee and Great America Pkwy from US 101 to I-680, Montague Expwy and Mission College Blvd. 128-CAMDEN & HILLSDALE-LOCKHEED/MOFFETT PARK was rerouted and extended from Oakmead to Lockheed, the trips serving the Sunnyvale Industrial Area loop were dropped and it was rerouted thru the Campbell CBD instead of bypassing on San Tomas Expwy. 140-BART/FREMONT-MAYFIELD MALL had its western terminus changed from the Sunnyvale Civic Center to the Mayfield Mall and was rerouted in several areas. 162-ALMADEN VALLEY-NO. SAN JOSE INDUSTRIAL AREA is a new route starting at Almaden & Camden via Almaden Expwy, Curtner, Monterey Hwy, onto 1st (returns 2nd) to Highway 237. 3 am north/pm south trips and operates from Chaboya Division. 163-LOS GATOS-NO. SAN JOSE INDUSTRIAL AREA was rerouted between Los Gatos and San Jose Civic Center to run via Highway 17 instead of on city streets thru Los Gatos, Campbell and downtown San Jose (no longer serves SP Depot) and was extended on its north end from No. 1st & Hwy 237 to Milpitas CBD. 180-SAN JOSE S. P. DEPOT-BART/FREMONT eliminated the two weekday am north/pm southbound trips thru routed with Express 163 to Los Gatos. 185-WEST VALLEY COLLEGE-IBM COTTLE is a new route supplementing local line 27 service between these two points with three am east/pm westbound trips on 30 minute headways. Route is from College via Allendale, Fruitdale (pm returns on Fruitdale to College), Saratoga Ave, Saratoga-Los Gatos Rd, Los Gatos Blvd, Los Gatos-Almaden Rd, Leigh, Blossom Hill, Meridian, Coleman, Santa Teresa and Cottle to IBM Plant (runs on Raleigh, Poughkeepsie and Rochester within plant). 185 operates from Chaboya Division. There were also a number of schedule adjustments made on other lines. On November 23rd Line 76-LOS GATOS-SUMMIT ROAD, operated weekdays only by PEERLESS STAGES under contract to CT, eliminated the first am trip from Los Gatos at 538AM. In equipment news the Transit District Board of Directors voted to purchase the last 18 leased buses in the fleet from National Coach Services. These are GMC New Looks #4701 (ex Richmond VA TDH 4517), 4702-4711 (ex GREYHOUND LINES TDH 5301s) and former HAWAIIAN SCENIC TOURS 4712-4715 (TDH 5303s) and 4716-4718 (T6H5305A).

SAN LUIS TRANSPORTATION COMPANY (SLTC)

SAN LUIS OBISPO: SLTC will soon be starting service between San Luis Obispo, Santa Margarita and Atascadero which service will be operated for the County of San Luis Obispo. SLTC presently operates, under contract, local service in San Luis Obispo for the city and a joint city-county funded service between San Luis Obispo and Morro Bay. The new bus service should start April 1 using MC-5As from GREYHOUND LINES and the public relations include such items as buttons which read "We're The Over The Hill Gang" (over the Cuesta Grade).

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: CCCTA will assume operations of AC TRANSIT routes in Concord, Walnut Creek, Pleasant Hill and other communities on June 7th at the same time that it takes over the CITY OF WALNUT CREEK MINI-BUS operations. Initial fleet will include the Chance RT-50 units that WCMB is now operating plus a fleet of thirty brand new Gillig 3596T buses which will seat 39 passengers and ahve two wheelchair positions.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: A public hearing was held March 15th on OCTD's summer service change to be effective June 13th. Changes will include a restructuring in the north county with a new Line 26-FULLERTON PARK-N-RIDE-YORBA LINDA replacing the northern ends of 47-FULLERTON-SANTA ANA VIA ANAHEIM BLVD and 69-YORBA LINDA-SANTA ANA, discontinuation of 28-BASTANCHURY due to low ridership, restructuring of 56-GARDEN GROVE BLVD to operate only between Leisure World and The City with a new 55-EL MODENA-COSTA MESA VIA LA VETA & RAITT replacing part of 56 and providing new service in west Santa Ana, extension of 59-GRAND/GLASSELL CROSSTOWN on both ends, to Brea and to Costa Mesa and a new 93-ALICIA PARKWAY-MISSION VIEJO operating between Laguna Hills and Mission Viejo Mall. OCTD will be purchasing ninety three new lift equipped vans from Superior Trans Med of Santa Fe Springs (the units will actually be built in Texas) to replace all the Transcoaches plus twenty eight contractor owned sedans used in the Dial-A-Ride mode.

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: City officials have approved a fare increase beginning July 1 when the basic fare will be increased from 35 to 40 cents. Persons younger than 7 and older than 65 will continue to ride free. Twenty ride passes will be increased from $7 to $8 and monthly passes will be hiked from $14 to $16. Laguna Art Festival Tram all day passes will also be increased, from 75 cents to $1.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: New commuter service began March 22nd between Escondido and Pancho Bernardo. Morning service originates from the Escondido Millage Mall every half hour from 550AM to 720AM with return service from the Scripps Clinic approximately every half hour between 304PM and 448PM. Bus stops will be located at the Escondido Park and Ride on Broadway at Highway 78, the NCTD transfer point on Valley Parkway near Escondido Blvd and the Felicita Plaza Park And Ride with buses traveling on I-15 to Rancho Bernardo Road stopping at Scripps Clinic, Burroughs, NCR, Sony and Hewlett-Packard. The regular 65¢ fare will be charged or riders can purchase a $20 Monthly Pass.

CITY OF CALEXICO, CALIFORNIA

CALEXICO: The City Council, by a 3 to 2 vote, has reaffirmed that the city's bus terminal at First and Heffernan shall remain the downtown bus station and be served by both carriers, CALEXICO TRANSIT and KENNEDY TRANSIT SERVICE. The vote also included provisions that the buses must enter the station through Heber Ave and First St, that drivers enter and exit through their own section to avoid the previous physical confrontation, and that there be no soliciting of passengers. The two firms will also have to alternate to see which company gets the west side of the station, the side closest to the Port of Entry and presumably the more desirable. Some downtown merchants felt that the bus station should be moved closer to the intersection of 3rd and Rockwood which would mean a two block walk thru the downtown area for the people coming into Calexico from Mexico in anticipation that they would do some of their shopping downtown. Some merchants view the bus companies as providing transportation to people to the swap meets outside of the downtown area.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Cable car fares will increase to $1 April 1st doubling the present fare. A $3 all day pass will also be available as will a 30 ticket book for $15. Fast Passes will be honored as will transfers with payment of an extra fifty cents. Seniors, students and handicapped will still pay only a nickel.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: California Public Utilities Commission Administrative Law Judge Donald Meany has ruled that the ferry service between San Francisco's Pier 39 and the GGT Ferry Terminal in Sausalito being operated for GGT under contract by BLUE AND GOLD FLEET was in voilation of Section 562 of the Public Utilities Code and ordered such service terminated four days after it began last month. Section 562 relates to the need for a Certificate of Public Convenience and Necessity. GGT had argued that since B&G was operating such service under contract to them and they are exempt from PUC control that so was the ferry service. GGT and HARBOR CARRIERS, INC., a subsidiary of Crowley Maritime Corporation have been engaged in a legal battle for several years over docking fees to be charged HC at the Sausalito Ferry terminal (WT 11/81, 12/81). GGT's ten articulated buses, MAN-AMG units, will soon be lift equipped with wheelchair lifts to be located in the rear doors. Plans originally called for front door lifts but structural problems forced moving the units. GGT Line 66-19TH AVENUE, runing between the Bridge Toll Plaza and BART/Daly City, has been discontinued now that MUNI's Line 28-19TH AVENUE is operating between those points. GGT riders who used to get free transfers to Line 66 will now have to pay the standard 50¢ MUNI fare. GGT is looking to a $21 million capital budget next year which would include funds to buy 14 new buses, design a transit center for San Rafael and purchase land for it, expand maintenance facilities at the San Rafael division, convert the three Larkspur ferries from gas turbine to diesel and purchase eleven vans for replacement of a similar number in the ridesharing division. Assembly Bill 95 (WT 7/81) has been further amended to no longer require toll increases to Metropolitan Transportation Commission approval nor to require the state Legislature to approve any changes in the bridge, but it does now include a provision that could allow district bus operators to strike (an action presently denied, legally, to all district employees and changes the method to be used to support the ferry system by mandating that the subsidy per passenger on the bus system would have to be applied to the ferry system. Present bus subsidy is 70¢ while the ferry is $1.47 to be cut to $1.22 once the Larkspur ferries are converted to diesel power.

EUREKA TRANSIT SERVICE (ETS)

EUREKA: The City Council has approved a contract with Microbus for purchase of four new small buses to be operated by ETS and to replace part of the exisiting fleet of Argosys and Microbuses.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD has scheduled a public hearing for April 24th to discuss possible fare increases and suspensions of a substantial number of RTD bus lines either completely or on weekends and holidays. The loss of federal operating assistance beginning next year coupled with increased operating costs could create a $48 million revenue shortfall next year if present service and fares remained constant. Weekday lines which may be suspended could include 34, 97, 122, 123, 161, 176, 177, 220, 250, 255, 359, 426, 429, 431, 434, 435, 441, 443, 445, 446, 451, 452, 453, 454, 455, 487, 489, 491, 492, 494, 601, 602, 604, 605, 606, 607, 608, 716, 721, 737, 758, 814, 821, 825, 827, 829, 842, 844, 861, 869 and 871. Possible Saturday and/or Sunday lines could include 8, 32, 34, 41, 86, 97, 102, 103, 120, 151,*152, 154, 155, 156, *157, *159, 160, *164, *165, 166, 168, 169, 175, 183, 201,*209, 220, 250, 253, 255, 256, 259, 260, 356, 359, 401, *428, 432, 434, 435, 438, *440, 447, 482, *483, 484, 485, 487, 488, 490, 491, 493, 608, 801, 813, 820, 829, 846, 849, 861, 867, 869, 871, 872 and the entire BEEP service to the El Segundo Emplyment Center.

*-Sunday service only

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Most of the RTD bus fleet is now undergoing a systemwide renumbering scheme using four digit numbers, the first digit indicating a certain type or style of unit. The 1000 series are parlor/intercity, 2000s are small buses or lift equipped, 3000s are suburbans, 4000s are transits and the yet to be received articulateds will be the 9000s.

NEW NOS.	OLD NOS.	MODEL/SERIAL	NOTES
1101	754	MC5A/5946/6662	COLORADO MOTORWAY 754
1102	756	MC5A/6481/7160	" 756
1103	757	MC5A/6482/7161	" 757
1104	758	MC5A/6860/7616	" 758
1105	761	MC5A/	
1106	763	MC5A/	
1201-1202	759-760	MC7/10177/7868-10178/7869	COLORADO MOTORWAY 759-760
1203-1205	748,44,45	MC7/	
1206-1207	746-747	MC8/	
1208	762	MC7/12412/10204	COLORADO M TORWAY 762
1209	unkn	MC7/	data shows 8 old nos and 9 new, there could be a typo
1301-1312	771-782	P8M4905A/274-285	
1401-1432	701-732	MC8/S13492-S13523	
2101-2110	260-269	TDH5303/1921,1925,1933,1937,1938, 1939,1947,1954,1975,2000	DALLAS 5,9,17,21-23,31,38, 59,84 RTD orig leased 260-262 as fleet nos 106-108
2201-2212	51-62	FMC2900/mixed	
2301-2355	101-155	HD-31-35096/63416-63470	
2401-2405	P3,P4,Vans	unkn	
2501-2519	-	unkn	These are Mall vehicles
3101-3105	1-5	T8H5308A/041-045	
3106-3115	6-15	T8H5307A/2513-2522	
3201-3206	19-24	S8M5304A/137-142	
3301-3306	25-30	S8H5304A/111-116	
3307-3312	31-36	S8H5304A/145-150	
3401-3440	901-940	10240B/000486-000525	
4021,4036	521,536	TDH5301/1781,2772	
4101-4120	4101-4120	TDH5301/	
4301-4326	201-226	111-CC-D06-1/56145-56170	
4401-4428	227-254	53102-8-1/58483-58510	
4501-4583	601-683	10240B8/000109-000191	
4601-4776	301-476	10240B/1105-1280	
4801-4927	-	T6H5307N/3500402-528	Lift equipped units
9001-9089	-	MAN/	

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TRI MET)

PORTLAND: TRI MET will soon be purchasing 75 RTS 04 buses at a cost of about $140,000 per unit. Although TRI MET ridership numbers are down this year from last there are some important bright spots in the picture. Line 5-VANCOUVER-PORTLAND has shown a 22.4% ridership increase while three of the four new lines in the Milwaukie and Gresham areas are showing steady increases. 76 and 78 between Milwaukie and the Clackamas Town Center and 80 between Gresham and Troutdale are doing well while 81 between Gresham and Fairview averages only 81 per day and will be discontinued to be replaced by an extension of present 71-KILLINGSWORTH.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
People Movers (Anchorage)	(6045-6054	Flyer	D10240/?131-2140	
	(6055-6059	Flyer	D10240/2143-2147	
Community Transit (Snohomish County, Wash)	400-429	Flyer	D10240/2148-2177	
Vallejo Transit Lines	54-58	Gillig	3596T6V92/80213-17	
USED				
Monterey-Salinas Transit	(117	GMC	TDH4509/042	leased-again
	(123	GMC	TDH4517/506	RT 4575
ATS Transportation (San Diego)	(9656	GMC	TDM5303/-	GLW 96--
	(9658-9659	GMC	PD4107/752,1260	Indian Trails 161
	(			,-
	(9661	MCI	MC7/-	
	(9669	GMC	PD4903/030	orig Limousine Rental H919
DISPOSITIONS				
AC Transit	(123,141	GMC	SDH4501/044,062	to Natl Coach
	(114,155	GMC	SDH4501/035,076	to Sonoma Cty Area Transit
	(mixed*	GMC	TDH5301/*	to RT (Sacto)
	(2100,05,13	GMC	TDH4801/527,532, 540	To Elko Scrap
	(2101	GMC	TDH4801/528	to CJC
	(2102,11,12	GMC	TDH4801/529,538, 539	to Natl Coach
	(2106,14	GMC	TDH4801/533,541	to Ready Transp

*-526,534,541,550,586,592,600,614,618,622,623,624 which are serials 1988,1996,2003, 2012,2048,2054,2062,2076,2080,2084,2085,2086

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"AS THE GM SEES" BY BILL VALLOW --

We are averaging one to two inquiries each month about WTS. If you know anyone who might be interested, encourage them to contact myself or Ed. You might also bring them to a meeting. Those of you in the Bus History Association will be interested to know that our latest member is the U. S. News Editor for Bus Industry, Buel Trapnell. Buel asked if he could use items from WT if he credits us and since it is additional publicity for us I agreed.

Hope to see you all at our next meeting - May 9, 700 PM, 272 Alpine St, Pasadena, CA