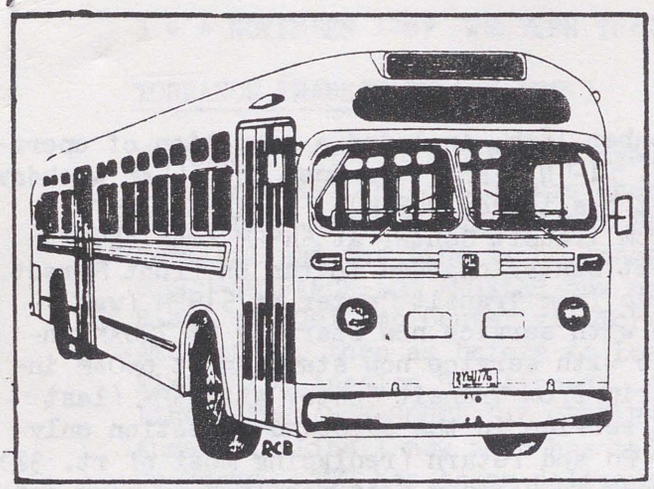


Western Transit

Monthly Publication of The Western Transit Society

VOL. 20 NO. 11 NOVEMBER 1982

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT is now receiving new buses from two builders. About one half of the 141 Gilligs on order are now on the property - approximately fifty of the 40 foot model and ten 35 footers. They are arriving at the rate of one a day and most have been set up with fareboxes and radios and placed in service within one week of their arrival. Also arriving now are the fifteen Flyer D10240 coaches - about one half of these have been delivered. These Flyers are identical to the previous D901s except that these are not air conditioned and have two roof hatches. The Flyers wear AC's recent paint scheme, but the Gilligs wear the newly adopted simplified paint - an all white body with the black window area and two simple stripes (one of persimmon red and one of turquoise) just below the windows around the entire coach. Wheel rims are still persimmon red. The first Neoplan ADB was in Oakland in the summer and was sent back to the factory for modifications. The following is a summary of assignments for the new buses:

1155-1169	Flyer D10240	to Division 6 (Newark)
1200-1259	Neoplan ADB	to Division 2 (Emeryville)
1300-1309	Gillig 4096T	to Division 3 (Richmond)
1310-1380	Gillig 4096T	to Division 4 (Seminary)
1381-1390	Gillig 4096T	to Division 6 (Newark)
2050-2061	Gillig 3596T	to Division 2 (Emeryville)
2062-2069	Gillig 3596T	to Division 3 (Richmond)
2070-2099	Gillig 3596T	to Division 6 (Newark) this is tentative

The following coaches will be retired and sold in the next few months. Many of them are still in daily service, but are being withdrawn as they develop problems. Most are still in good condition and will probably run again for new owners with some repairs. All are at least eighteen years old. The buses are: remaining 100-156 (SDH4501), remaining 400-449 (TDH4516), remaining 500-624 (TDH5301), all 300-329 (TDH5304), all 720-749 (TDH4517) and all 750-779 (TDH4519).

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Last August 23rd new Line 56-EAST NOVATO-SAN FRANCISCO was instituted. Service consists of four morning southbound and four afternoon northbound trips. The line begins at Kenwood Court and Olive Avenue via Olive, Atherton, Bugeia Lane, Atherton, Highway 101, Lucas Valley Road, Smith Ranch Road, Redwood Parkway and Highway 101 to San Francisco terminating in the Financial District. The line serves the Atherton Park/Ride Lot, Alameda Del Prado Park/Ride Lot and the Lucas Valley Park/Ride Lot. GGT Directors are still talking about a proposal to take over operation of Marin local service directly. A special election would be required to dissolve the MARIN COUNTY TRANSIT DISTRICT and replace its property tax with a sales tax. Marin officials have warned, however, that the county district may still be needed to continue county subsidies to special services for the elderly and handicapped.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The Fall schedule changes, effective September 16th, included a reduction of operating hours on eight lines and abandonment of two others. 1-UNIVERSITY dropped the 645AM weekday trip from the Transit Center via High St. (first High St bus is now 745AM). 4-HARVEY WEST dropped daily evening service (hourly) with last bus from Transit Center at 545PM (was 845PM) and weekend inbound routing between Water St. and Transit Center changed to run on Front Street. 5-DE LAVEAGA dropped daily evening service with last trip from Transit Center at 515PM (was 815PM). 6-SEABRIGHT dropped first weekday morning trip with service now starting at 700AM instead of 630AM. 7-BEACH also dropped first morning trip with service now starting at 650AM instead of 615AM. 8-COUNTY HOSPITAL dropped last daily trip from Transit Center at 645PM (last bus is now 545PM). 31-BRANCIFORTE-EL RANCHO added stub service in the outbound direction only on Branciforte Dr. from Glen Canyon Rd to Granite Creek Rd and return (replacing most of rt. 32), dropped service on Santa's Village Road from Granite Creek to Holiday Host mobile home park and reversed the Navarra Road terminal loop direction from cw to ccw. 32-GLEN CANYON/BRANCIFORTE dropped service on Branciforte between Glen Canyon and Granite Creek (replaced by 31) and reversed Navarra terminal loop same as 31. 33B-MT. HERMAN-ZAYANTE was abandoned and 33A-ZAYANTE-LOMPICO, which formerly operated alternately with 33B and 34-SOUTH FELTON, was redesignated 33 and service improved from 120 to 60 minutely. 35-SANTA CRUZ-BOULDER CREEK had the five daily trips on the Bear Creek Road alternate north terminal branch abandoned (service had been suspended since the January 1982 storms) and eliminated the seven daily trips on the Big Basin Way branch which had extended from Forest Pool to Boulder Creek Country Club (all service on this branch now terminates at Forest Pool bus local rt. 37-BIG BASIN WAY still serves the Country Club hourly). 40-SANTA CRUZ-DAVENPORT dropped the inbound only Davenport Landing detour off Hwy. 1. 56-DEPOT HILL (Capitola) dropped the first weekday trip from Capitola Mall at 600AM (first trip now is 705AM). 60B-SOQUEL-CHERRYVALE, which had been suspended due to the January storm damage, was officially abandoned and a new 60B-SOQUEL-HILLTOP RD (a variation of 60A-SOQUEL-OLD SAN JOSE RD) was substituted as follows: Capitola Mall via 41st Ave, K-Mart, Soquel Dr, Old San Jose Rd, thence a figure 8 loop via Hilltop, Vista, Cornwell and Merlin to Old San Jose Rd, returning Old S.J. onto Porter, W. Walnut, Wharf, Clares and 41st to Capitola Mall. Runs 120 minutely, alternating with 60A and 61-DOMINICAN HOSPITAL, as before. 65-LIVE OAK VIA 30TH AVE. dropped daily late evening service (60 minutely) with last trip from Transit Center at 830PM instead of 1030PM.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: A uniform fare structure went into effect on July 1st. Adult fare is now 60¢ with students, seniors and handicapped set at 25¢. An adult Monthly Pass is available for $22 and an $8 Monthly pass is available for the other groups. Previously, the fares charged in each city were those set on the various former AC TRANSIT contract operations. Transfers are free and BART to CCCTA transfers remain free. Some minor adjustments have been made to a few routes in the last few months to improve and extend service. Line 303-CONCORD BLVD. was extended beyond Sun Valley Shopping Center to serve a large mobile home community west of Buchanan Airport using Contra Costa Blvd, Center Ave, Berry Dr, Mobile Dr, Marsh Dr and Center Ave. 303 no longer runs on Diamond Blvd. which is now served by 110-CLAYTON-CONCORD-MARTINEZ. Line 5-CIVIC CENTER-CREEKSIDE in Walnut Creek has been rerouted onto Ygnacio Valley Road in downtown Walnut Creek for a faster approach to BART/Walnut Creek station.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Harold Geissenheimer, former General Operations Manager of the CHICAGO TRANSIT AUTHORITY, assumed the position of MUNI General Manager effective November 1st. Geissenheimer was originally associated with COMMUNITY TRANSIT SERVICE in the Pittsburgh, Pa. area and had been at CTA since 1976. During October motor coach service was instituted on the route of 61-CALIFORNIA cable cars operating 20 minutely before 9AM and after 9PM and 15 minutely otherwise. The buses will come from the new 58-LEAVENWORTH which will now operate every 20 (instead of 10) minutes (WT 10/82).

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS instituted changes on Lines 1, 2 and 7 on November 14th. 7-KAISER HOSPITAL-SEPULVEDA BLVD. was shortened to operate between PCH and Normandie and Del Amo Center via PCH, Wilmington Blvd, Sepulveda and Madrona to the Del Amo Center Bus Terminal and the line is no longer interlined with 3-LONG BEACH. Line 1-REDONDO BEACH-TORRANCE-LOS ANGELES now operates between Torrance & Catalina (Redondo Beach Pier) and Del Amo Center via Torrance, El Camino Real/Sepulveda and Hawthorne to Del Amo Center, then as before to Los Angeles as far as 23rd and Hill, thence via Olive, First, Los Angeles St, Alameda, Alpine, Main and Alameda (first stop Macy and Alameda). Line 2-TORRANCE-SOUTH BAY CENTER-LOS ANGELES was similarly extended in downtown Los Angeles. Line 1 now also has thirty minute peak hour service 6AM-9AM and 3PM-6PM weekdays. TTS has taken delivery of two Flyer Model 901D forty foot buses (413 has been spotted).

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: Last July 1st SCAT reduced service by nearly twenty per cent in order to cope with decreasing funding sources. Included in this program was the discontinuation of three lines, LOMA VISTA and PIERPONT in Ventura and NORTHMONT-EL RIO in Oxnard. LOMA VISTA and PIERPONT were interlined and served the Ventura College area, Loma Vista Drive area and the Marina. NORTHMONT served the northeast Oxnard area. Remaining services and their changes include: 1-BRISTOL-TELEPHONE ROAD lost its Sunday service. 2-TELEGRAPH ROAD-SATICOY remained the same while 3-OJAI-THOMPSON BLVD was reduced from hourly to 70 minutely. 4-OXNARD-VENTURA remained 25 minutely. 5-SANTA PAULA-WELLS CENTER received a streamlined routing in the City of Santa Paula. 6A-COLONIA and 6B-SOUTHSIDE remained as before. 7A-NORTHSIDE and 7B-PARKWEST lost Sunday service. 8-PORT HUENEME VILLAGE runs every 25 minutes (was 20). 9-PLEASANT VALLEY-BEACH operates 70 minutely (was hourly) and does not run Sunday. 10-PLEASANT VALLEY PLAZA PARK now operates 70 minutely (was hourly) and is the only line in the system which is not accessible. 1, 2 and 5 have all trips accessible while the others have alternate or every third bus accessible. SCAT Operators still make change for riders up to $5 (does any reader know of another property that still makes change?-Ed.). The 35 foot Flxible 870s that SCAT recently purchased feature 37 seats with 2 wheelchair positions lessening the seating to 31. Forward seats are padded and colored blue. Rear seats are fiberglass. The buses also have electronic headsigns, "Stop Requested" lights, full sliding side windows and two roof hatches.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: SBMTD made a number of schedule adjustments and service changes on September 6th. Inlcuded were the discontinuance of Lines 4-UCSB VIA LA CUMBRE PLAZA and 7-MONTECITO-SUMMERLAND. Saturday service on 8-CALLE REAL-KELLOGG-FAIRVIEW was reduced from half hourly to hourly and Sunday service was instituted on an hourly headway between 930AM and 530PM.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: The Contra Costa County to San Francisco transbay commute service which had been provided and operated under contract to BAY AREA RAPID TRANSIT DISTRICT was discontinued with the close of service September 30th. The Metropolitan Transportation Commission notified BART that funds to provide the subsidized service were no longer available. GLW increased one way passenger fares by eight per cent with a minimum 85¢ fare beginning November 3rd. Package express rates were also increased by eight per cent. These rate changes were intrastate California and were approved by the Public Utilities Commission.

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent filings for certificates with the PUC:

ANTELOPE VALLEY BUS, INC. granted PSC to operate a home to work service between the Santa Clarita Valley and Los Angeles.

J. E. Hunter dba Commuter Club granted PSC to operate home to work service between Vacaville and Alameda Naval Air Station.

G. T. Davidson, Roadrunner Sightseeing Tours, granted temporary PSC between Riverside and Palm Springs.

EASTBAY AIRPORTER, INC. granted a PSC to operate between Oakland et al and Oakland Airport and San Francisco International Airport.

SANTA ROSA AIRPORTER, INC. granted PSC to operate as the Ukiah Airport Connection to Ukiah.

J. Fernandini-Altabas dba Multilingual Tours granted temporary PSC to perform sightseeing in and around San Francisco and surrounding counties.

A. B. Carpoff dba COSTA granted PSC to operate an "On Call" service between points in Contra Costa County.

MUNTITRANS, INC. granted a PSC to perform home to work service between Vacaville, Fairfield and Mare Island Navy Yard at Vallejo.

Request for rehearing on the granting of a PSC to PINETREE SERVICE CORP. between Bakersfield and L. A. International Airport was denied. The request was made by AIRPORT BUS OF BAKERSFIELD, INC.

HI-WAY TOURS, INC. authorized to increase fares between points in San Mateo County and San Francisco and to transfer Passenger Stage Certificate from four individuals to a corporation.

J. D. Harris dba PETALUMA LIMOUSINE SERVICE granted PSC between points in Sonoma, Marin and San Francisco Counties.

Robert L. Curtis dba POP'S RIDE authorized to increase fares by 40% between San Diego International Airport and Camp Pendleton Marine Base.

COMMUTER BUS LINES, INC. applied for a Class "B" Charter Party Certificate to operate out of Norco.

PRIVATE INDUSTRY COUNCIL OF VENTURA COUNTY was granted a PSC to operate, on a permanent basis, a home to work service between Camarillo and Ventura.

GUITON CHARTER LINES, Andre Guiton dba, granted a permanent PSC for home to work service between San Francisco and Contra Costa County points.

SANTA BARBARA AIRBUS, E. Onnen dba, granted permanent PSC to operate between Santa Barbara and Los Angeles International Airport.

J. E. Diskin dba MAGIC CARPET LINES granted a Class "B" charter party certificate at Victorville.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: Additional changes have been made to the complete revamping of the SCAT system which occurred last May 30th (WT 8/82). Line 5-NORTHEAST EL PASO-FORT BLISS was converted on August 2nd from a Park and Ride service with only three pick up locations to a limited stop operation charging a 50¢ fare. One morning trip to Fort Bliss and one afternoon trip from Fort Bliss are operated. The route begins at Salem and Kenworthy via Salem, McCombs, Railroad, Hondo Pass, Diana, Railroad, Marshall and inside Fort Bliss via Haan, Jeb Stuart, Forrest, Airport, Collins, Ficker, Chaffee, Pleasanton, Pershing, Forest and Marshall to Haan. The loop inside base is the same in the afternoon. Beginning September 20th Line 20-CBD-BRIDGES was discontinued. Service on this and 10-UTEP SHUTTLE had been handled by one bus operating hourly on 10 and twice an hour on 20. Line 10 then received half hourly service using one bus. Equipment wise, the T8H5307As and the Citycruisers have been spending much of their time in scheduled service as various repairs are being made on the RTS II buses.

KITSAP PUBLIC TRANSPORTATION BENEFIT AREA (KPTBA)

BREMERTON: Voters in Bremerton, Port Orchard, Silverdale and Poulsbo approved creation of a public transit system funded by a three tenths of a percent increase in those areas on September 15th by a vote of 9106 (55.9%) to 7192 (44.1%). A simple majority was needed. Within the City of Bremerton the 80 cents per month city household tax for the support of the city bus system will be removed by action of the City Council. The tax was instituted October 1st and the PTBA officials had several priorities they were working on - restoring van service for elderly and handicapped in and around Bremerton, funding continuation of service from South Kitsap points to Bremerton now provided by BREMERTON-CHARLESTON TRANSPORTATION COMPANY and service in North Kitsap County provided by CASADE TRAILWAYS. Also to be decided will be the arrangement for service in Bremerton where presently the city contracts with RCTC to provide city bus service using a fleet of 35 foot Flxible New Look buses over 7 city routes. Under discussion is whether the various operations should be provided by contract or whether the system should operate all service itself.

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TRI MET)

PORTLAND: Beginning September 5th TRI MET introduced a "Self Service Boarding System" incorporating planned extensive use of monthly passes and pre purchased ten ride tickets. There are five different kinds of monthly passes for different fares and ages. There are also five different kinds of ten ride tickets plus a "2.50 "24 Hour Ticket" which is good all day for 24 hours after the ticket is validated. All buses have been equipped with Validators into which the ten ride tickets are inserted for validation and Dispensers for cash paying customers. A cash paying customer will deposit their fare into the fare box as usual advising the operator of the fare. The operator will, in turn, punch an appropriate button and out will come a single ride ticket from the dispenser. The tickets will also serve as transfers if required. Along with the self service system have come Fare Inspectors who will board buses at random and check to see that everyone has paid a fare and is carrying proof of payment. They are authroized to issue "20 fines to any rider without proof of payment. Distance based fares are also a part of the new system. Downtown Portland is in Zone 1 and there are four additional zones radiating west, south and east of downtown. Line 5-INTERSTATE to Vancouver, Washington operates into Zone 3. Fares for a one or two zone trips are 75¢, three zones $1 and more than three zones "1.25. Youths travel for 50¢ all zones and Honored Citizens 25¢ all zones except peak hours when full fare is charged.

WTS Member Richard Mendes plans to charter either a REGIONAL TRANSIT TDH 5301 (formerly AC TRANSIT or an ALLEN TDM 5301 (formerly SCRTD) for a tour of the planned Light Rail line - February 19, 1983 for three hours - free to WTS Members - details to come

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
AC Transit	(1155-1169	Flyer	D901A102L0/2720-2734	
	(2050-2099	Gillig	3596TA6V02/80244-293	
Golden Tours	1002-1003	Eagle	10AE/30700,30837	
BC Transit (Victoria)	866-880	GMD	T6H5307N/477-492	
Gtr Vancouver Rgnl Dist	3201-3215	GMC	S8H5304A/128-142	
USED				
Golden Tours	(137	GMC	S8M5303A/001	Achors 49
	(138	GMC	TDH5303/2021	Long Beach 5118
	(139	GMC	TDH5301/1429	RT I5101
	(140	GMC	TDH5301/2453	Indpls 1209
	(141	GMC	SDH4501/042	AC 122
Gray Line-San Francisco	401-408	Leyland	Atlantean AN68/-	NYCTA D1-D8
DISPOSITIONS				
SCRTD	(1129	Minibus	MBS3034/1082	to The Short Run
	(2353	GMC	TDH4801/110	(S.D.)
	5808	Flx/Twin	F2D6V401-1/51510	to pvt party
	5824	Flx/Twin	F2D6V401-1/51526	to COMMUTER BUS LINES
Eastshore Lines	340	GMC	H8H649/A233	to Hesselgrave Ctr
Amador Stage Lines	730-733	GMC	P8M4905A/2020-2023	N J Transit 6930-6942
Falcon Charter Service	45-50	GMC	P8M4905A/1488,1508, 1595-97,1677	" 6836-41 in serial order
Airporter	(333-334	GMC	P8M4905A/1632,1876	NJT 6842-6843
	(331-332	GMC	P8M4905A/1463-1464	NJT unkn

Zachers Automotive Recycling, Inc., 25224 South Vermont Avenue in Harbor City purchased a large amount of SCRTD buses which have recently been authorized for sale and is now reoffering these units including TDH 4512s, TDH 4801s, TDH 5105s, 5200-5224 series TDH 5301s, 5500-5529 series TDM 5301s, 5600-5624 series FDV8C-401-7-UL-ACs, 5700-5749, 5800-5999 series F2D6V401-1s and 6000-6099 series F2DV8C-401-1s.

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1983 MEMBERSHIP AND SUBSCRIPTION MONIES ARE NOW BEING ACCEPTED FOR PAYMENT