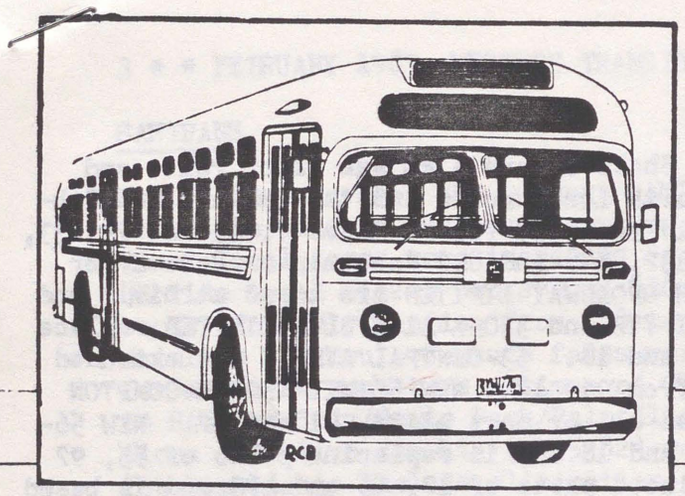
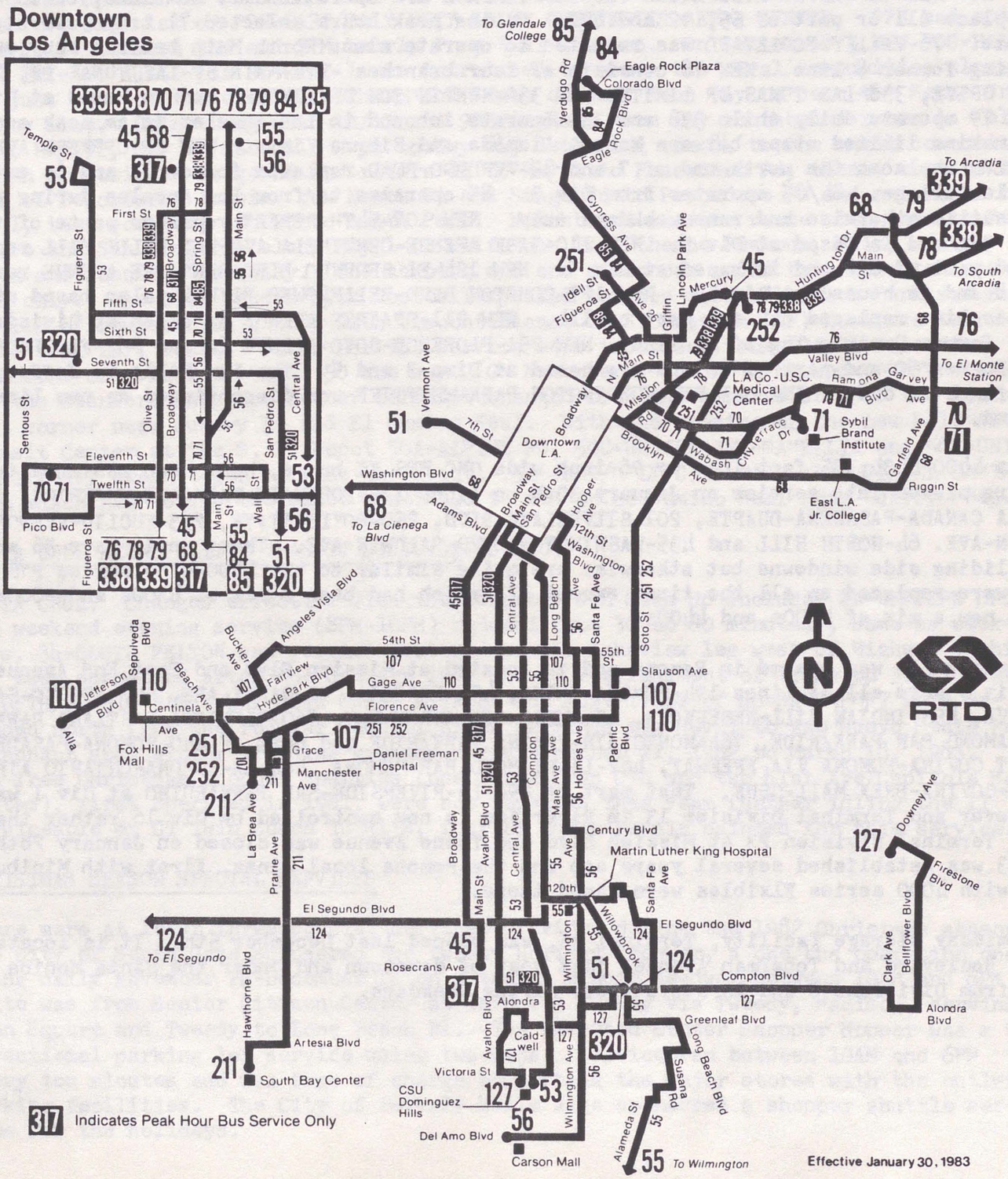


Western Transit

Monthly Publication of The Western Transit Society

VOL. 21 NO. 2 FEBRUARY 1983



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: January 30th was the date for the Winter Shake Up and also saw major route and schedule changes on lines throughout South, East and North Los Angeles and the Western San Gabriel Valley. Twenty two new lines partially or entirely replaced former Lines 7, 8, 12, 29, 33, 41, 50, 53, 55, 76, 92, 114, 354, 356, 420, 422, 428, 432, 838 and 842 (see map on Page 1 for alignments). NEW 45-BROADWAY-MERCURY AVE. and 317-SOUTH BROADWAY LIMITED are based at Div 2 and replace parts of 7, 7L and 12. NEW 51-AVALON BLVD-WEST 7TH and 320-AVALON BLVD LIMITED replace all or part of 29 and 33 and 51/320 is based at Divs 2 and 18. 53-CENTRAL AVENUE was extended to Cal State Dominguez Hills and continues to operate from Div 18. NEW 55-WILMINGTON-COMPTON AVE-LOS ANGELES operates from Divs 1 and 12 and replaces all or part of 33, 41 and 92. NEW 56-CARSON-WILMINGTON AVE-LOS ANGELES operates from Divs 1 and 18 and is replacing parts of 55, 92 and 114. NEW Line 68-WASHINGTON-BROOKLYN-GARFIELD replaced parts of 12, 55 and 420 and is based at Div 1. NEW 70-GARVEY AVENUE and 71-CITY TERRACE are operationally combined, based at Div 9 and replace all or part of 55, 92 and 422. During peak hours selected 71 trips operate to/from El Monte. 76-VALLEY BOULEVARD was rerouted to operate along North Main between Macy and Valley replacing former 8 line. NEW 78 consists of four branches - 78-MAIN ST-LAS TUNAS DR, 79-HUNTINGTON DRIVE, 338-LAS TUNAS DR LIMITED and 339-HUNTINGTON DR LIMITED and is based at Div 9. 78 and 79 operate daily while 338 and 339 operate inbound to Los Angeles in am peak and outbound in pm making limited stops between Macy & Alameda and Sierra Vista. NEW 84-CYPRESS AVE-EAGLE ROCK BLVD replaces the north end of 7 and 85-VERDUGO ROAD replaces former 7A and is extended to Glendale College. 84/85 operates from Div 3. 85 operates to/from Los Angeles during peak hours, is a shuttle otherwise and runs weekdays only. NEW 107-54TH STREET replaces parts of former 8, 41 and 354 and is based at Div 5. NEW 110-GAGE AVENUE-CENTINELA AVE-FOX HILLS MALL replaced 356 and part of 828 and is based at Div 5. NEW 124-EL SEGUNDO BLVD-SANTA FE AVENUE replaced 114 and 838 and is housed at Div 18. NEW 127-COMPTON BLVD-BELLFLOWER BLVD is also based at Div 18 and this line replaced 842 and part of 114. NEW 211-PRAIRIE AVENUE is based at Division 5 and is the former Prairie leg of 41 line. NEW 251-FLORENCE-SOTO-AVENUE 26 and 252-FLORENCE-SOTO replace former 50 and part of 92 and are based at Divs 3 and 5. The Fox Hills to Jefferson and Alla branch of 828-MARINA DEL REY-HUNTINGTON PARK-WHITTIER was discontinued as new Line 110 was extended.

Coaches 4400-4434, 35 foot long by 96 inch wide GMC RTS II buses, have been assigned to Div 3 and were placed into service on January 30th on Lines 175-FOUNTAIN-TALMADGE-HYPERION, 177-GLENDALE-LA CANADA-PASADENA-DUARTE, 201-SILVERLAKE BLVD, 250-BOYLE-STATE, 253-EUCLID-EVERGREEN, 256-EASTERN-AVE. 64-NORTH HILL and 435-WASHINGTON BLVD-BALDWIN AVE. These units have 36 seats and full sliding side windowns but otherwise are quite similar to the 8200-9139 series RTS buses. 4300s were replaced on all the lines except 177 which had been a mix of 4300s and 9000s and the 175 is now a mix of 4000s and 4400s.

New Division 16 was opened in Pomona and is located at Mission Blvd and East End Avenue. Moved from Div 9 were all of Lines 194-POMONA-CHINO, 451-FOOTHILL BL-GAREY AVE, 452-ARROYO-SAN BERNARDINO AVE, 453-INDIAN HILL-RESERVOIR, 454-WEST 9TH-ARROW HWY, 760-GLENDORA-EASTLAND PARK/RIDE, 762-DIAMOND BAR PARK/RIDE, 764-MONTCLAIR-POMONA PARK/RIDE and part of 440-POMONA-PASADENA, 480-LA-WEST COVINA-POMONA VIA FREEWAY, 482-LA-DIAMOND BAR-POMONA, 484-LA-POMONA-ONTARIO AIRPORT and 490-LA-COVINA-BREA MALL-CSUF. That part of 496-LA-RIVERSIDE-SAN BERNARDINO at Div 1 was also moved over and Terminal Division 13 in Riverside is now controlled by Div 16 rather than Div 1. Former Terminal Division 23 at Mission Blvd and Towne Avenue was closed on January 28th. Terminal 23 was established several years ago and the Pomona local lines, first with Minibuses and later with 4000 series Flxibles were based there.

A new midday storage facility, Terminal 25, was opened last December 5th. It is located at Venice Boulevard and Toberman Avenue, just west of downtown and under the Santa Monica Freeway. Buses from Divisions 8 and 16 store there during weekdays.

SAMTRANS

SAN MATEO: Perhaps the biggest SAMTRANS news of 1982 was the system's first fare increase on July 1, exactly six years after the county wide district commenced operation. Basci local fares were increased from 25¢ to 35¢, senior/handicapped from 10¢ to 15¢, 40 ride local ticket books from $10 to $14 and youth books from $6 to $8. 20 ride zone books, formerly ranging from $ 8 to $22 (there are five zones) are now $10 to $24. The Mainline Peninsula Commute fares were likewise increased from a minimum of 25¢ to 35¢ for a single zone to a maximum of $1.10 to $1.20 for a five zone ride (San Francisco to Redwood City/Menlo Park/Palo Alto). Aside from the major local area service reductions effective Jan 4th (WT 5/82) route and service changes during 1982 were modest. The highlights include elimination of Saturday service on both 43A-SAN MATEO-HILLSDALE VIA CIVIC CENTER and 43V-HILLSDALE-SAN MATEO VILLAGE on May 3rd and discontinuation effective July 1st of 22H-BART/DALY CITY-COLMA CEMETERIES-SERRA CENTER. 22H had operated daily between 9AM and 3PM hourly from BART station. On September 7 NEW 90C-HALF MOON BAY-ANO NUEVO VIA HIGHWAY 1 was introduced to serve the rural communities along and just east of the coastal highway and south of Half Moon Bay to near the Santa Cruz County line. Connecting with 1A/1H and 90H in Half Moon Bay southbound route is Kelly, Main, Hwy 92, Hwy 1 (Cabrillo Hwy) to Hwy 84, detouring via 84 to the small community of San Gregorio at Stage Rd and return 84 to Hwy 1 to Pescadero Rd, thence east to the town of Pescadero, looping ccw North St and Stage Rd to Pescadero Rd and returning to Hwy 1, then south to Ano Nuevo State Park. Northbound is same route with jogs to Pescadero and San Gregorio along Hwy 1 to Half Moon Bay, thence Seymour, Main, Monte Vista and Johnston to Kelly. One morning and one afternoon round trip operated weekdays only. The 1982 season 49er football special service to Candlestick Park saw reduction of routes from 4 to 3 with discontinuance of Stonestown (SF)-Westlake-Serramonte-Buri Buri route. Fares for the service were increased from 70¢/$1 depending upon zone of origin to $1/$1.50 one way. On November 29th SAMTRANS and COUNTY TRANSIT had the Stanford Shopping Center terminal changed from the central area to the south east corner near Quarry Rd and El Camino Real. With the opening of the new Palo Alto Transit Center at the S. P. Depot 50A-ALPINE RD, 50C-UNIVERSITY-CAMELLIA and 50V-UNIVERSITY-IVY again began serving the depot. 5L-BART/DALY CITY-PALO ALTO VIA EL CAMINO REAL which had served the depot continued to end on El Camino Real near Quarry Road.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Changes effective with the December 9th Sign Up include: 2A-WESTERN DRIVE had weekend evening service (8PM-10PM) reduced from 30 to 60 minutely, same as weekdays, 34-SOUTH FELTON had service restored on the Lakeview leg west of Highway 9 which had been suspended after the January 1982 storm, rearrangment of trips on 36-HIGHWAY 9 NORTH/37-BIG BASIN WAY-BEAR CREEK ESTATES and most trips of 40-DAVENPORT were extended north from the regular Waddell Creek terminus via Hwy 1 to Ano Nuevo State Park (elephant seal winter breeding grounds) from December 11, 1982 to March 18, 1983. The free Christmas Shopper Shuttles (one Santa Cruz CBD and two 41st Ave/Capitola Mall routes), first operated in 1981, were not repeated this year further idling the 11 serviceable ex CT Twin Coach TC 31Bs, four of which remain painted for this service.

CHRISTMAS SEASON SPECIAL SERVICES

There were at least three special services provided during the 1982 Christmas season. The City of South Gate sponsored the Tweedy Holiday Shopper, a one bus operation operating daily November 24-December 24 on a twenty minute headway between 10AM and 6PM Route was from Senior Citizen Center at Walnut & Tweedy via Tweedy, Madison (serving Penn Square and Tweedy to Long Beach Bl. The Lakewood Center Shopper Hopper was a two directional parking lot service using two vans. Service ran between 10AM and 6PM every ten minutes and was free of charge connecting the major stores with the outlying parking facilities. The City of Beverly Hills also sponsored a shopper shuttle service for the holidays.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: SBMTD and the City of Santa Barbara co sponsored the "Holiday Hopper Shopper". It operated between November 26 and December 31 along State Street between Sola and Cota Streets using one Mercedes Benz 0309D. The fare was FREE and days/hours of service were Monday through Saturday between 1045AM and 600PM.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: To celebrate MUNI's 70th anniversary, on December 28th MUNI showed off the first of up to 145 GMC buses which will be completely rehabilitated by Dickenson Lines of Anoka, Minnesota. Coach 3577 was on display at both City Hall and Union Square. In addition to complete interior and exterior body repair and repainting each bus will receive a completely rebuilt engine and transmission, brake retarder, a Stop Requested signal system and a kneeling feature device. Improvements for the operators include a new seat and dash mounted fans to aid in defrosting the windshield. As each rehabilitated bus is repainted it is renumbered 400 units higher so that 3177 became 3577 to differentiate the rehabed units from the other buses. In other news Flyer Industries, Inc. was the apparent low bidder for 110 new 40 foot buses. Bids called for the option of building the bus with double stream entrance front door. The other bidders included Gillig and General Motors of Pontiac, Michigan who bid on the New Look bus (Model T6H5307N). January 12th brought some service changes. Owl service on 15-THIRD was changed to operate on the daytime route on Townsend and 3rd inbound and 2nd and Brannan outbound and via the 4th Street bridge both ways and will serve the new postal facility in Hunters Point via 3rd, Cargo Way, Mendell, Evans, 3rd and regular route. 19-POLK was extended from Evans and Mendell to Keith and Evans to serve the new postal facility. 30X-STOCKTON EXPRESS was rerouted such that every other trip is now routed into The Presidio to Anza and Lincoln during weekday peak periods. the 45-GREENWICH SHUTTLE will now operate weekdays between 530AM/610AM and 910AM/310PM. On weekends it will operate between 6AM and 6PM. 43-MASONIC will serve the Presidio Parade Grounds area daily between 600PM and midnight.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The San Diego Trolley was scheduled to initiate 15 minute headway service on February 6th. Service was expanded to begin at 500AM and end at 1001PM with a departure from San Ysidro. Service operates half hourly after 715PM daily and half hourly on weekend mornings (until 716AM Saturdays and 916AM Sundays). Special supplemental Route 32 morning bus service was discontinued and evening bus service between San Diego and National City (Route 51) was rescheduled to operate hourly between 850PM and 1250AM. Bus service is operated by NATIONAL CITY TRANSIT. Three car trains will be operated in all peak hour service with six trains needed to operate the 15 minute headway. Running time will be forty minutes in each direction.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART Directors have approved a new train storage yard and switching facility near Daly City and now have to design the project and locate funds to pay for it. The Daly City station was designed with two crossvoers and has meant that only 30 cars, enough for only three trains could be stored in Daly City each night requiring extra train movements to get cars into place each day. The new trackage will run on an elevated structure to the side of I-280, then on the surface along the freeway to a point where Junipero Serra Blvd crosses 280, then into a subway and come to the surface just south of San Pedro Rd where th y would run on abandoned SP trackage to a new rail storage yard that will extend to the edge of Woodlawn Cemetery. Capacity of the yard is 150 cars. No passenger service would be offered south of present Daly City station. Directors also voted to start bus service between BAPT/Richmond and Martinez via San Pablo, Pinole and Crockett.

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent filings for certificates as well as decisions of the Commission on various applications.

AMERICAN BUSLINES, INC. seeking to lift restrictions between Los Angeles and San Diego along Interstate 5 and same between San Francisco and Vallejo - both requests dismissed.

ORANG COAST SIGHTSEEING COMPANY granted temporary Passenger Stage Certificate to operate between Anaheim and San Diego.

Adam Denkin granted PSC for home to work service between points in Contra Costa County and Alameda Naval Air Station.

WILD WEST LINES, W. W. West et al d/b/a, granted a PSC to operate between Redlands and Daggett on a home to work basis.

PINETREE SERVICE CORPORATION granted a temporary PSC to extend sightseeing service to include hotels and motels in a defined area.

WESTWIND LIMOUSINE SERVICE, INC. granted a PSC between Los Angeles and San Diego et al.

Ron C. Kelsey dba SIERRA LINES authorized to abandon a PSC, Oakland, etc. and PSC 142 is recinded.

J. Warren Boyd dba MARINOAK LAND COMMUTE granted a PSC to operate a home to work service between Novato and Oakland.

GREYHOUND LINES, INC. granted authority to discontinue and abandon special route group 12, San Joaquin County. GL, authorized by Commission Resolution, to revise route group 17 to designate 17.20 as a regular route instead of a restricted alternate route Route 17.20 is from Oceanside to Vista. (Service between Escondido and Los Angeles via Vista is scheduled to begin March 2nd).

COMMUTER BUS LINES, INC. granted a permanent PSC between Sacramento and points in Yolo County. CBL granted a Class "B" Charter Party Certificate to operate out of Norco. CBL authorized to revised PSC, El Segundo, etc., but denied local service rights.

WILMINGTON CAB COMPANY, INC. dba THE SUPER SHUTTLE granted a PSC to operate between LAX and Carson et al.

TRANSPORTES RAPIDO, INC. granted a PSC to operate a bilingual service between Los Angeles and San Ysidro on an "on call" basis only.

J. A. Rogers dba SIERRA TRAVEL granted a PSC to operate a home to work service between Lone Pine and Benton (Ed. Note - we wonder what type of employment area is in this part of California, the eastern Sierra Mountains).

T. Lomas, LOMAX TRANSPORTATION COMPANY, granted a PSC to operate a home to work service between points in Solano County, on one hand, and San Francisco, on the other hand.

C. Knight dba EVER READY BUS LINE, granted a Class "B" Charter Party Certificate, Los Angeles.

SEVILLE BUS LINES granted PSC to operate a service between Moraga and San Francisco.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: SCAT made changes on October 31st to thirteen lines, the first changes since the massive overhaul of SCAT bus lines last June (WT 8/82). 10-UTEP SHUTTLE now operates between 710AM and 1050AM and 215PM to 550PM. 12-COUNTRY CLUB VIA MONTOYA, 51-EASTWOOD VIA MCRAE and 52-EASTWOOD VIA WEDGEWOOD DR all received schedule adjustments. 15-DONIPHAN DRIVE VIA MESA will travel on Mesa between Schuster and the Plaza rather than Oregon. 23-CHAMIZAL VIA PAISANO DR has six trips to Comanche in the morning and one trip midday inbound and 24-CHAMIZAL VIA DELTA DRIVE has one midday trip and five afternoon trips to Comanche outbound only. 36-MEDICAL VIA HIGHLAND has several trips to Bay and Idaho (senior citizen area). 40-SUN VALLEY VIA PUSHING and 41-SUN VALLEY VIA MCCOMBS no longer operates semi express between Beaumont Hospital and the Plaza and make all stops along the line. NEW 42-NORTHEAST-FORT BLISS LIMITED is the new number for the former 5 Express although route and time schedule remain the same. 50-CIELO VISTA VIA MONTANA will travel on Edgemere Blvd to Airway Blvd to Montana. 54-PEBBLE HILLS DRIVE VIA MONTWOOD changed to operate on East Glen, Oceanside and Mermaid Drives in place of Lee Elder Drive.

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GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT Directors recently voted to purchase 29 GMC RTS II buses outfitted with high back reclining seats and took option on another 21 if additional federal and state funds become available. Although several parties including representatives of GGT bus operators criticized the GM buses as being luxury models which are too expensive and get very low miles per gallon of fuel GGT management defended the buses and indicated that GMC was the only qualified bidder on the buses providing either one or two places for wheelchair riders. Line 56-EAST NOVATO-SAN FRANCISCO has been reduced to two round trips each weekday and the present test period has been extended to June 30th. GGT staff has recommended that the agency consider reduction of the number of stops in Sonoma County from 60 to 23 and shifting Line 70-SANTA ROSA-SAN FRANCISCO from much off freeway mileage to operating more on 101 although continuing to stop in Rohnert Park, Cotati, Petaluma and downtown Santa Rosa. Headways would be reduced from 30 to 60 with one to three hour headways late at night in early in the morning. No changes were proposed in the other GGT provided commuter bus service. Sonoma County officials have yet to officially comment on the latest proposal in the saga of which agency should provide local bus service in Sonoma County and by what means should such service by paid.

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MEETINGS: 2ND SUNDAY EACH MONTH AT 730PM AT 272 ALPINE STREET IN PASADENA, CALIFORNIA