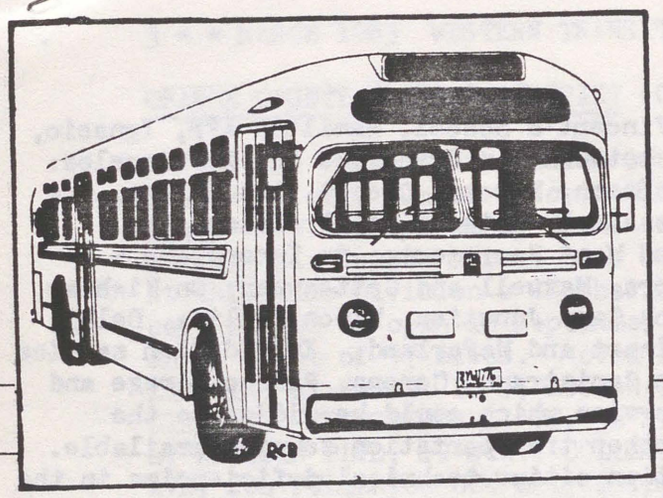


Western Transit

Monthly Publication of The Western Transit Society

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GREYHOUND LINES, INC. (GL)

PHOENIX: GL instituted a major rescheduling of California services which were effective on January 4th. STOCKTON-SONORA was changed from a Sonora to Stockton round trip six days per week to a Stockton to Sonora trip five days per week. SAN FRANCISCO-SANTA ROSA was reduced from two round trips per day to a single round trip. This is the SF-Santa Rosa via Sonoma Valley service. The Santa Rosa-Sacramento schedule was unchanged. SAN FRANCISCO-EUREKA was reduced from four round trips each day to three round trips each day while PORTLAND-EUREKA was changed from three to two round trips per day. FORT BRAGG-SAN FRANCISCO previously operated seven days per week with the weekend service leaving Fort Bragg in midday instead of 700AM. Weekday service remains and the weekend service was cut off. LAKEPORT-SAN FRANCISCO now operates as a through car from Lakeport eliminating the change of buses at Santa Rosa. TRAVIS AIR FORCE BASE - what was once a very busy operation with buses operating every hour for twenty two hours per day (S. F. Airport - Travis AFB) has been reduced to an "on call" basis only. PARADISE - on the San Francisco-Portland schedules the number operating through Paradise (Butte County) was reduced from six to five per day. Paradise is served by a route deviation between Oroville and Chico. LOS ANGELES-VENTURA VIA SANTA PAULA VALLEY was reduced from two to one daily round trip. LOS ANGELES-RENO was reduced from two to one through round trip daily with a Ridgecrest-Los Angeles schedule replacing the through trip. LOS ANGELES-SALT LAKE CITY changed from four to three daily round trips. PHOENIX-GRAND CANYON reduced from two to one daily round trip. PORTLAND-NEWPORT formerly operated six days per week one round trip per day. Now operates Portland to Newport on Monday, Wednesday and Friday returning to Portland on Tuesday, Thursday and Saturday. Same schedule times as before. PORTLAND-SEASIDE- the short trip Portland-Tillamook weekend service eliminated. MEDFORD-CRESCENT CITY service on Saturdays and Sundays dropped. The California Public Utilities Commission has authorized GL to discontinue all service to five communities in the Westside San Joaquin Valley - Westley, Patterson, Crows Landing and Newman in Stanislus County and Gustine in Merced County. These areas have been served by a daily Tracy-Los Banos-Fresno schedule which, until last July, had been subsidized by the state. Without the subsidy the route is unprofitable. GL recently filed a petition with the PUC to eliminate service to an additional 91 communities and cities within California. Of those only four have bus stations and the others are highway junctions, designated curbside stops or places on roads where buses can be flagged down. The PUC asked for detailed maps and timetables and financial information to show that the stops are unprofitable and should be discontinued. A new federal law, The Bus Regulatory Act of 1982, took effect in November deregulating the intercity bus industry and removing most of the states' power over routes. Previously the various state commissions would require companies to use profits from the profitable routes to subsidize the unprofitable ones. The PUC has 120 days to act and if it declines to vote or denies this application then GL could appeal to the federal Interstate Commerce Commission. The following is a list of most of the areas proposed for discontinuation: Valley of the Moon service between Sonoma and Santa Rosa via Boyes Hot Springs and Glen Ellen; various points on State Highway 37 in Marin County which is the southern end of the S.F.-SONOMA-SANTA ROSA route; service to points beyond Sonora on Highway 108 Twain Harte, Long Barn, Strawberry and Pinecrest which are now served during the summer months only; Pacific Grove; Hollister and San Juan Bautista;

GREYHOUND LINES Continued

On Highway 101 north of San Francisco: Terra Linda, St. Vincent's School, Hamilton AFB, Ignacio, Cotati, Fulton, Windsor, Lytton and Asti; On Highway 101 between San Francisco and Los Angeles: Coyote, Aromas, Chular, San Ardo, Santa Margarita, Shell Beach, Nipomo, Orcutt, Los Alamos, Goleta, Saticoy, Newbury Park and Woodland Hills; On Interstate 80 between San Francisco and Sacramento: Berkeley, Albany, Creckett Junction, Dixon and West Sacramento; On Interstate 5 between Sacramento and the California/Oregon border: Zamora, Maxwell and Cottonwood; On Highway 99 between San Francisco, Stockton and Los Angeles: French Camp Junction, Ripon, Salida, Delhi, Herndon, Malaga, Fowler, Kingsburg, Tipton, Pixley, Earlimart and McFarland. In addition service is proposed to be eliminated at Alpine, Del Mar, San Juan Capistrano, Corona, Rancho Mirage and Palm Desert. Some of these communities have local bus service which could be ridden to the nearest Greyhound stop, but some of these areas have no other transportation service available. On February 16th the Commission dismissed the GL application citing technical deficiencies in the application. However, the PUC said that it would reconsider the request for cutbacks if GL provided adequate cost and revenue date to prove that abandoning the routes would save the firm money. Although the PUC called the ruling a dismissal and not a denial, if the ICC would view the decision as a denial, then GL could bypass the PUC and ask the ICC for a ruling. GL has not yet decided what course of action they will pursue. On January 21st GL filed an application to discontinue commuter service between Vallejo and San Francisco. Presently GL has a special tariff on file which allows for the sale of multi ride tickets in addition to the sale of one way and round trip tickets. On weekdays there are nine commute hour round trips between Vallejo and San Francisco, two serving intermediate points and the others non stops. Passengers are also carried on Sacramento local and Napa/Calistoga schedules. (Ed. Note - It is believed that at least the tariff structure would change and perhaps the peak hour buses would eventually be dropped if the PUC would approve this application).

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: Following on the heels of the December 1st service reductions ABL reduced Los Angeles - San Diego service to three round trips per day (one Los Angeles-San Diego schedule and two thru schedules to and from Dallas). Service between San Diego and Tijuana (two round trips) was suspended and service between Sacramento and South Lake Tahoe was discontinued the first of February. There is also one less (for a total of four daily) trips between Dallas, El Paso, Phoenix and Los Angeles although one round trip was added between Tucson and Phoenix to provide connections to/from one of the Dallas buses which operates through San Diego-Gila Bend-Tucson.

ALAMEDA-CONTRA COSTA TRANSIT DISTRCIT (ACT)

OAKLAND: AC Directors have voted to purchase two pieces of property in downtown Oakland, 1600 Franklin and 1603 Webster (both presently parking lots) for construction of a five story ACT headquarters building to replace present leased space in the Latham Square Building. Directors also approved guidelines for the sale of surplus buses which include negotiating without formal bids and advertising without minimum bids. About 350 more surplus vehicles are expected in the next two years and present practice has been unsuccessful in selling those units presently on hand.

CALEXICO TRANSIT SYSTEM (CTS)

CALEXICO: The Calexico City Council had scheduled a hearing on January 18th on the application of Luis G. Castro dba CALEXICO TRANSIT SYSTEM for a certificate to op rate express service between Calexico and Mexicali. Presently GREYHOUND LINES, INC. operates four daily round trips and AMERICAN BUSLINES, INC. has a certificate to provide service although it presently is not doing so. As the details of the application are presently unknown it is not known if there would be any elements of competition.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The eighth annual General System Shake Up took place February 6th and included a large number of operational changes including the opening, on paper at this time, of a new operating division, numbered 6 and to be eventually located in Anaheim at 1717 Via Burton Street near State College Boulevard and the Riverside Freeway. At this time Division 6 is sharing facilities with Division 4 in Garden Grove. Plans call for D6 to open in September. D6 has been assigned all or part of twenty lines and a fleet of 97 buses. Moved from D4 to D6 were parts of 25-KNOTT/GOLDEN WEST, 42-LINCOLN, 43-HARBOR BLVD, 100-ANAHEIM STADIUM SERVICE and all of 26-FULLERTON-YORBA LINDA, 30-ORANGETHORPE AVE, 36-SEAL BEACH-NE ANAHEIM, 38-LA PALMA AVE, 46-BALL ROAD, 47-ANAHEIM BLVD, 49-STATE COLLEGE BLVD, 69-CSUF-SANTA ANA VIA GLASSELL, 71-TUSTIN AVE, 204-FULLERTON-NEWPORT CENTER PARK/RIDE, 256-RIVERSIDE-HUNTINGTON BEACH EXPRESS and 260-RIVERSIDE-SANTA ANA EXPRESS. Moved from D7 were part of 53-MALL OF ORANGE-BALBOA, 59-GRAND/GLASSELL CROSSTOWN and all of 22-TUSTIN-LA HABRA and 133-RAYMOND/EAST STREET. The fleet includes mixed 1000s (1040-42, 44-45, 47-48, 51-53), 1138-1155, 1652-1663, 1801-1815, 1901-1907, 2056-2065 and 3151-3175. At the same time three lines were moved from D7 to D4: 62-WEST FIFTH-HAZARD, 68-FIRST STREET CROSSTOWN and 80-VICTORIA ST-SOUTH FLOWER. 21-VALLEY VIEW was reduced to operate one morning and one afternoon trip between Valley View & Chapman and Valley View & Crescent. 45-FAIRVIEW was rerouted off Bayside Drive onto PCH in Newport Beach and peak hour trips operate via Haster and Lampson in lieu of City Drive. 53 and 57-LAGUNA HILLS-SANTA ANA were rerouted out of South Coast Plaza. 62 extended all trips to Huntington Center/Golden West College and midday trips were rerouted to Santa Ana College instead of downtown. 65-TUSTIN-IRVINE-BALBOA was rerouted in Irvine to operate via Culver, Bryan, Yale and Irvine. 78-LAGUNA HILLS-LONG BEACH combined portions of former 78, 203 and 205 and now operates between Laguna Hills Mall and downtown Long Beach (Navy Landing) via Costa Mesa and Huntington Beach. Service is operated weekdays during peak hours on thirty minute headways between Laguna Hills and Center & Gothard in Huntington Beach. Four trips (two in each direction) in the morning and afternoon operate to/from Long Beach. 146-SOUTH FLOWER-BAITT-GREENVILLE was extended from SCP to Anton and Avenue of the Arts via Sunflower, Bristol and Anton. Four lines were discontinued - 132-ORANGE AVENUE, 205-LAGUNA HILLS-LONG BEACH (see 78), 206-MISSION VIEJO-NEWPORT CENTER PARK/RIDE and 208-COSTA MESA-NE ANAHEIM EXPRESS. The remainder of the express network underwent numerous changes. 201-SAN CLEMENTE-FULLERTON, 209-SAN CLEMENTE-CSUF and 291-SAN CLEMENTE-SANTA ANA now operate only one trip in each direction, 202-LAGUNA HILLS-ORANGE operates two am northbound and pm southbound trips, 203 operates only between Laguna Hills, McDonnell Douglas-Huntington Beach and Rockwell-Seal Beach. Only 204, 256 and 260 were not altered. Coach 2015, an 870 serial 90443 was destroyed in a fire blamed on faulty wiring last December 14th. The bus has not been written off the books nor scrapped, but it will eventually receive such treatment. Express bus fares were increased March 1st from $1.50 to $2.00 cash fare with monthly passes rising from $60 to $80. In a policy change patrons using cash fare, fare coupons, monthly passes and paper transfers can no longer transfer between the local and express systems and must pay separate fares on each bus. This change has come about as a result of a change in direction of the OCTD Board whereby the users are being expected to pay a larger cost of the districts costs. This same philosophy was involved in the recent rise in Dial-A-Ride fares.

REDWOOD EMPIRE LINES (Eureka-Redding Stages, Inc. dba)

REDDING: REL had been leasing the operating rights between Redding and Alturas until January 1, 1983 at which time they were returned to the original owner who tried operating first with a Flxette and then an 0309D, both of which "blew up" on the tough route of 150 miles over several mountain passes. REL was not interested in resuming the route and the operator of the Redding Airporter is thinking of operating the route with a 15 passenger Dodge Van although no final decision has been made yet.

CALTRANS/SOUTHERN PACIFIC

LOS ANGELES: SOUTHERN PACIFIC suspended commuter train service between Los Angeles and Oxnard with the close of business Friday February 4th saying that the State of California owed more than $2.4 million in past due bills. This service, ordered by the courts after discussions between state and railroad officials began October 10th (WT 10/82). SP representatives stated that the state had only paid $43,000 and the state indicated that they had not paid SP the federally mandated $588,000 per month because they thought this was excessive. U. S. District Judge T. F. Henderson granted a temporary restraining order over the following weekend sought by Ventura County and the cities of Oxnard and Simi Valley which required SP to resume the Caltrain service by the following Thursday and to advertise the resumption of the service. The railroad was unable to immediately restore the service because it had moved the cars to the San Francisco area for maintenance work. For the two day train suspension two State Senators from the San Fernando Valley, Ed Davis, R-Chatsworth and Alan Robbins, D-Tarzana organized a combination car pool/bus pool with cars traveling from Oxnard and way points to Chatsworth where the passengers switched to buses, chartered from AAA CHARTER LINES, for the ride to downtown Los Angeles. Davis and Robbins used campaign contributions to fund the cost of the buses. Service resumed the next day and was scheduled to operate for at least ten days until a court hearing could be held. At issue is not only the cost of the service (SP says it is $588,000 per month and CALTRANS says $70,000 per month) but whether the Interstate Commerce Commission or California Public Utilities Commission should regulate the service. On February 22nd U. S. District Judge Marilyn Patel refused to order SP to continue running the Oxnard - Los Angeles rail service and also dissolved the TRO which had forced the resumption of service. Judge Patel ruled that a federal court could not force SP to operate a service mandated by a state government and advised Ventura County attorneys to seek a state court order in the matter. Meanwhile, the Department of Transportation advised the PUC that the rail service was started prematurely last October before several matters, most notably, the cost of operation, had been agreed to and that there were also issues about operating and maintenance matters and that the cost of the trains was too much for a state budget which had to be trimmed. It was expected that the trains would continue to operate until a formal petition to discontinue the service comes before the Commission.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Effective December 12th RTA Line 27-HEMET-RIVERSIDE EXPRESS was rerouted to have all the Tyler Mall-Hemet trips serve Sun City by operating on Interstate 15E, McCall Blvd, Bradley Rd and Cherry Hills Blvd to the Sun City Terminal. Downtown Riverside-Hemet trips still operate on Interstate 15E and California Highway 74 direct. (Ed. Note - it would appear that Line 23-SUN CITY SHUTTLE which had operated between Perris and Sun City using a Dodge Van was replaced by the revised 27).

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: The Chula Vista City Council has approved a plan to negotiate an agreement with AZTEC BUS LINES, INC, for a one year agreement to operate CVT ending in June 1984 at which time the council will entertain competitive bids to provide the six bus line city service. ABL was found to have performed satisfactorily and in line with previous agreements was awarded a contract extension for this performance.

WTS MEETINGS ARE SECOND SUNDAY OF EACH MONTH AT 730PM AT 272 ALPINE IN PASADENA

LINEAS DE TRANSPORTES AZUL Y BLANCO (AYB)

TIJUANA, MEXICO: Four hundred AYB drivers went on strike February 14th in a dispute over wage increases. AYB serves fourteen of Tijuana's most populus neighborhoods and provides seventy per cent of the city's bus-service. Drivers wanted their minimum wage of 455 pesos a day (just over $3) increased to 1000 pesos a day or $6.76. A majority of Tijuana's residents use buses as their principal means of transportation and with the loss of AYB lines of 200 persons at downtown bus and taxi stops was usual. 80 city police and 17 state police cars were pressed into service as free taxis during the three day walkout which ended with drivers receiving an unspecified wage increase. In addition the drivers will now receive a commission of one peso for every adult ticket they sell. Each ticket costs 13 pesos. In addition, they will receive 25 centavos for every stucent ticket which cost 3 pesos. (A dollar is now worth more than 150 pesos on the open currency exchange market).

ARIZONA BUS LEASE (ABL)

PHOENIX: ABL ended operations last summer. Tour advertisements for Arizona Bus Tours/Sun Tours and for Scottsdale Bus Tours used to appear in the newspaper, but last July only ads for Scottsdale Bus Tours (formerly Arizona Bus Tours) were appearing. Some of ABL's Eagles had been sold before the summer and apparently all are now sold. At least two of the 05s (701-709 series) are in service for Arizona State University and some of the 10s (710-719 reported in WT) are operating for BWI Airport (Baltimore-Washington International) in Maryland.

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-AS THE GM SEES- BY BILL VALLOW

It is with sorrow that we report the passing of member Bob Loewing on January 13 of cancer. Bob was a former bus driver in Los Angeles, he had a wealth of slides, stories and opinions and those who knew him will echo my comment that he will be missed.

The RTD Survey should be ready in a month or so. It has been delayed due to the January 30th division shake ups. Lazear Israel is willing to supply information as of 12/31/82 for those who are interested, write him at 936 N. Genesee, Los Angeles, CA, 90036. WTS always appreciates Lazear's yeoman efforts in preparing this survey each year. It is a masterful job.

WTS would like to have a special celebration of our twentieth anniversary in August. As mentioned previously, plans tetatively call for meeting at a restaurant, then going to 272 Alpine in Pasadean for slides and movies. If you have any suggrstions please let me know.

How about more of you attending? Dave Casdorph, among others, has a superior collection of slides to share with all. Even with my superbusy schedule, including taking university classes, I still make time for the meetings - how about you?

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	Robert Higginbotham		Frank King
	John McKane		Mike Glikin
			Steve Goldmann
			John Hoschek

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Torrance Transit System	413-416	Flyer	D901A10240/2735,36,38,37	lift eqp
T. N. M. & O. Coaches	(L868-L872	TMC	MC9/T11/11-3493-	
	(		11/3497	
Starline Sightseeing Tours	50-53	TMC	MC9/-	
Fred Harvey Transportation	(304-306	MCI	MC5C 7713/S14521-	
	(		7715/S14523	
El Paso-Los Angeles Limou-	(505,510,	MCI	MC5C 7770/S15176-	
sine Express	(515		7772/S15178	
Kerrville Bus Company	V674	MCI	MC5C 7780/S15018	
Tri Met (Portland)	(unkn	WideOne	2B7KB3319DK301881	14 psgr,lift,
	(		2B7KB3316DK326348	propane and
	(		2B7KB3316DK313759-60	retarder
Lane Transit Dist (Eugene)	(unkn	WideOne	2B7KB3316DK326349-52	10 psgr,lift,
	(			propane
City of Walnut Creek	unkn	WideOne	2B7KB3312DK301883	13 psgr,lift
City of Concord	unkn	WideOne	2B7KB3314DK313761	
USED				
Consolidated Transp Service	(0106-0108	Ford	Econ250/1091-1093	OCTD 0106-08
Agency	(0792-0797,	Dodge	Fortivan/S0145-50,	OCTD 0792-97,
	(0799		S0152	0799
American Sightseeing (San	148-153	GMC	T6H5305/001-004,	Denver RTD
Diego)			008,010	801-4,8,10
Arrow Charter Lines	(1114-1116	GMC	T6H5307A/121,122,119	ex 14,15,12
	(1118		/125	ex 18
Amador Stage Lines	5517	GMC	TDM5301/018	RTD 5517
DISPOSITIONS				
Regional Transit (Sacto)	(3700	GMC	SDM4502/127	to Amer Sght
	(			San Diego
Town Tour Fun Bus Company	7903	MCI	MC9/34304/S14173	to NJT 6821
Amador Stage Lines	(726,28,29	GMC	P8M4905A/1830,32,33	to NJT 6854-
	(			6856
Gray Line of Los Angeles	*(4927	MCI	MC8/32302/S12761	NJT 6860
	*(5333-5336	MCI	MC8/32304/S12763-	NJT 6861-64
	*(		32307/S12766	
	*(5315	MCI	MC8/32303/S12762	NJT 6868
	*(5320-5322	MCI	MC8/32290/S12758-	NJT 6865-67
	*(		32301/S12760	

*-GLOLA has been renumbering most of the parlor cars although we do not have a complete list. 4927 was originally 5323, 5333-5336 were 5316-5319. It is not known if 5315 and 5320-5322 received other numbers. However, 5315 and 5316(5333) were lettered, painted and numbered 86 and 87 when GLOLA operated the San Fernando Valley FLYAWAY service to LAX. This occurred between GLOLA renumberings.

In a recent issue we asked for information on the disposition of certain Gillig Phantom buses. Unit 80052 has been sold to AC Transit, number unknown. 80294 is also at AC Transit as #1300. The other two demonstrators, 80123 and 80149, still are listed as demos. 80218-80230 are Savannah (Ga) Transit Authority 700-712.

WTS Meetings are second Sunday each month, 730PM, 272 Alpine Street, Pasadena, CA
Your attendance and participation in WTS activities is solicited