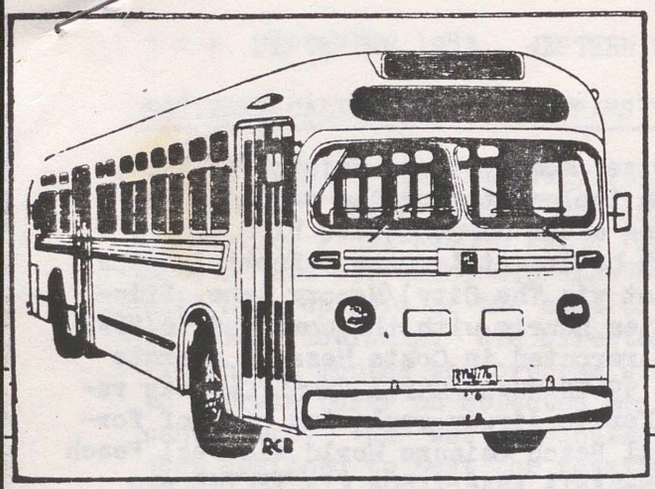


Western Transit

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ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: September 11th was the largest service change in the agency's history insofar as changes to the system - seventy seven percent of the routes and schedules were changed in some way. Two local lines (21-VALLEY VIEW and 62-WEST 5TH-HAZARD) and four express lines (201-SAN CLEMENTE-FULLERTON, 203-LAGUNA HILLS-SEAL BEACH, 209-SAN CLEMENTE-NORTHEAST ANAHEIM and 201-SAN CLEMENTE-SANTA ANA) were discontinued without direct replacements due to low ridership. 256-RIVERSIDE-HUNTINGTON BEACH and 260-RIVERSIDE-SANTA ANA were discontinued but were to be assumed under the sponsorship of the RIVERSIDE TRANSIT AGENCY which has been funding the difference between operating costs and revenue received for that portion of the service within Riverside County to OCTD. Midday service on 22-TUSTIN-ORANGE-LA HABRA was discontinued north of the Mall of Orange while 26-COMMONWEALTH was rerouted to serve the new Fullerton Transportation Center located at the corner of Santa Fe and Pomona Avenues in downtown Fullerton across the street from the AMTRAK station. 42-LINCOLN AVENUE was extended from Westminster & Seal Beach into downtown Seal Beach replacing Line 50 via Seal Beach, Electric, Main, Bolsa and Balboa to Pacific Coast Highway. A branch operation is now operated between Denni & Lincoln and Cerritos & Los Alamitos via Lincoln/Carson and Norwalk/Los Alamitos operating every other weekday trip. Line 43-HARBOR BLVD had three changes - the former 43A was discontinued between Fullerton and Brea, the former 43B between Fullerton and La Habra remains on its former route but has been renamed 43A and those trips formerly terminating in Brea along old A routing now terminate/originate in Fullerton and operate regular 43 route to/from Chapman & Lemon, thence via Lemon, Commonwealth and Pomona to the Fullerton Transportation Center. 44-KNOTTS-DISNEYLAND VIA BALL will now run a daily 900AM-700PM schedule on a ninety minute headway using one bus. 45-FAIRVIEW received a new routing in Costa Mesa depending upon time of day and day of week along with the implementation of Sunday service hourly between 9AM and 6PM. Weekday peak hours the line operates as before from The City to Victoria & Harbor, thence via Victoria, Pomona, 18th, Whittier, 17th, Monrovia, 16th, Placentia, Superior, 16th, Orange, 17th/Westcliff, Dover, 16th, Irvine to 17th. Weekday off peak the routing is also the same to Victoria & Harbor, thence Victoria, Pomona, 19th, Park, Rochester, Orange, 17th/Westcliff, Dover, 16th and Irvine to 17th. On weekends the alignment is the same as weekday off peak to 19th and Park, thence a one way loop via 19th, Orange, Rochester and Park to 19th. 47-ANAHEIM BLVD. now also operates to/from the Fullerton Transportation Center and 49-STATE COLLEGE BLVD. received a branch operation, designated 49A and operating weekdays only via State College, Bastanchury, Brea, Imperial, State College into the Brea Mall replacing most of the former 43A. 50-KATELLA AVENUE was rerouted into Long Beach via Katella/Willow, Studebaker and 7th to Channel (CSULB and Veterans Hospital). Selected weekday peak hour trips still operate south to Westminster & Seal Beach for Rockwell/Seal Beach shifts and Long Beach Naval Shipyard connections. The 53A branch of 53-MALL OF ORANGE-BALBOA was rerouted in Orange via Collins and Cambridge between Collins & Glassell and Cambridge & Taft. 55-EL MODENA-SANTA ANA operates as before from El Modena but only as far south as Bristol & Mc Fadden on an all day 42 minute headway. Line 56-GARDEN GROVE BOULEVARD received an extension, a new branch and Saturday service.

OCTD Continued

The 56 was extended from The City to Santa Ana via City Drive, Memory Lane, Bristol/La Veta, Main, Civic Center to 6th & Flower and Saturday service was implemented on the extended 56. SCRTD Line 149-LONG BEACH-RIVERSIDE which has been operating along Garden Grove Blvd was rerouted and the new 56A was instituted as a replacement. It begins at Lampson & Knott looping Knott, Belgrave, Edison, Lampson, Western, Garden Grove (not via The City)/Memory Lane, Bristol/La Veta, Main, Civic Center to 6th & Flower. It operates hourly with the combined 56/56A on a thirty minute headway. 57-LAGUNA HILLS-SANTA ANA was rerouted in Costa Mesa to operate directly along Harbor between Fair Drive and 19th Street. 59-GRAND/GLASSELL CROSSTOWN was rerouted south and east of South Coast Plaza via Bear and Baker to Airway replacing part of former 55 routing. 64-BOLSA AVENUE was extended west from Seal Beach Leisure World via Seal Beach and Westminster to the Marina Pacifica Shopping Center. 65-SANTA ANA-BALBOA VIA IRVINE was extended westward from Larwin Square in Tustin along 1st, Prospect, Irvine/4th, Golden Circle, 1st, Ross and Civic Center to 6th & Flower replacing former 144-EAST FIRST. 66-McFADDEN AVENUE was rerouted in Tustin via Newport, El Camino Real, First, Newport and Main replacing the rerouted 72. 68-FIRST STREET CROSSTOWN was discontinued with operations assumed by the revised 64 and 65. 70-EDINGER AVENUE was rerouted in the Huntington Harbour area to operate via Bolsa Chica, Heil, Saybrook, Davenport, Algonquin and Warner in both directions. 71-TUSTIN AVENUE had weekday peak hour service soth of Irvine Industrial Complex discontinued and a new alignment was instituted via Red Hill, Bristol, Birch, Von Karman, Michelson, Jamboree, Campus and Von Karman to Martin. 72-SUNSET BEACH-SANTA ANA VIA WARNER was rerouted east of Warner & Main and assumed the alignment of 146-SOUTH FLOWER leg by traveling via Main, Dyer, Halladay, Warner, Grand, St. Gertrude, Standard, St. Andrew, Flower, Santa Ana, Ross, Civic Center and Flower to 6th. Weekday service operates every 30 minutes in the peak, every 35 in the off peak and new Saturday and Sunday service was inaugurated operating every 50 minutes. 74-TALBERT-CULVER-MAIN was operationally separated from 76 and stayed on its previous alignment. 76-ADAMS was separated from 74 and, in addition, extended weekdays only, from UCI to Saddleback College via Campus, Culver, Michelson, Jeffery, East Yale Loop and Irvine Center Drive. 78-LAGUNA HILLS-LONG BEACH had its former Yale Loop alterante route assumed by the extension of the 76 but received a new alternate route for one am northbound and one pm southbound trip operating directly along Moulton Parkway in the Laguna Hills area and operates along Bolsa, Bolsa Chica, Westminster and Studebaker serving McDonnell Douglas and Rockwell/Seal Beach. 93-ALICIA PARKWAY-MISSION VIEJO was suspended for the winter season and 95-PACIFIC COAST HIGHWAY received a weekday peak hour extension into downtown Long Beach via 7th, Long Beach, 1st, Pacific, Ocean to Queenway Landing. 133-FULLERTON-ANAHEIM-SANTA ANA was substantially altered, operates weekday peak hours only on a 30 minute headway on the following alignment - Fullerton Park/Ride, Magnolia, Valencia, Euclid, Romneya, West, LaPalma, Harbor, Sycamore, East, Lincoln, State College, Ball, Claudina, Palais, Anaheim, Cerritos, Lewis, Pacifico, State College/City Drive (serving The City), Garden Grove Freeway, Main off ramp, Town & Country, Main, La Veta, Parker and Town & Country to Lawson. 141-NEWHOPE-SEGERSTROM was discontinued east of Alton and Jamboree and midday service on 141 leg was discontinued. 143-EAST 17TH STREET was operationally separated from 144 and 161-NEWLAND-TRASK was reinstated for the winter months. 146-BAITT-GREENVILLE was rerouted from Fairview to Greenville between Warner and Sunflower all days except weekday peaks when service on Fairview continues. Line 70-EDINGER AVENUE became an accessible line using 3000s (RTS IIs). Division 6 in Anaheim opened as an operations facility and the lines and operators previously garaged in Garden Grove moved into the new location. Buses moved into new Division 6 included 1138-1155 (for 36, 38, 47); 1644-1663 (for 22, 59, 133, 204); 1801-1815 (for 25, 26, 44, 71); 1901-1907 (for 53); 3071-3095 (for 30, 42, 43); 4022-4039 (for 49, 69) and 4500-4513 (for 46). Gilligs made their first appearance at Division 7 as 4000-4021 were assigned there for Lines 85-SAN CLEMENTE-SANTA ANA and 91-LAGUNA HILLS-SAN CLEMENTE. All 1200, 1300 and 1500 series Flxible New Look buses have been placed into active storage and will act as divisional spare units. 1200s are based at Division 4, 1300s are at Division 7 and the 1500s are based at Division 6. The 2000 series Grumman Flxible Advance Design buses will be undergoing a series of maintenance campaigns this year and will be rotated back into service as the work is completed.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning July 25th nine of the twelve routes of Line 520-EL SEGUNDO EMPLOYMENT CENTER EXPRESS SERVICE were discontinued with only three routes remaining in service - 531-RANCHO PALOS VERDES-TORRANCE-EL SEGUNDO, 532-SAN PEDRO-LOMITA-EL SEGUNDO and 536-WILMINGTON-LAWNDALE-EL SEGUNDO. The El Segundo Employers Association will pick up part of the cost of operation and there will be a cooperative effort to increase ridership. RTD Directors have indicated that if ridership does not increase within six months the program will be discontinued. RTD recently received authority to operate buses on selected employers' property which should make EEEP service more convenient. EEEP was originally begun in 1978 as a two year, federally funded project designed to test the feasibility of operating commuter bus service to an employment center which was not a central business district.

On August 21st Line 108-SLAUSON AVENUE-MARINA DEL REY and 110-FOX HILLS-CENTINELA AVENUE-GAGE AVENUE were both extended in the Huntington Park area as 826-HUNTINGTON PARK-BELL GARDENS-DOWNEY was discontinued. 108 operates, as before from Marina Del Rey to Slauson and Pacific, thence via Pacific, Gage, Miles and Slauson to Telegraph Road. Weekend service operates only as far east as Slauson and Eastern. Line 110 was extended east from Gage and Pacific via Gage, Emil, Foster Bridge Blvd, Scout and Florence Place to Florence and Garfield.

RTD, The City of Los Angeles and the Los Angeles Community Redevelopment Agency have renewed contracts which will provide the same level of service on the downtown and Westwood mini bus service through June 30, 1984. The 25¢ fare on 202-DOWNTOWN MINI-BUS LOOP will remain constant while the present 10¢ fare on 205-WESTWOOD VILLAGE SHUTTLE will increase to 25¢ beginning next January 1st. Line 202 will be renumbered 602 and Line 205 will be renumbered 605 beginning October 2nd as part of a massive renumbering of 71 bus lines on that date. Additional downtown shuttle service is on the drawing boards and is designed to serve portions of the downtown undergoing the most extensive development and to serve Bunker Hill, an area whose steep grades preclude regular RTD service and an area which was being redelveloped with the Downtown People Mover project in mind. The proposed new route would run along 1st from Alameda to Grand, south on Grand to 5th and 5th to Figueroa. In addition, RTD has tentatively agreed to reduce the fares on some of its regular lines on Spring and Broadway to 25 cents to augment shuttle service in those areas. The reduced fares would only be available on lines terminating in the downtown area and details are now being worked on to estimate ridership patterns and potential revenue losses. The new mini-bus line would require six buses and carry between 900 and 1600 daily riders compared with 4000 on Line 202.

LONG BEACH TRANSIT (LBT)

LONG BEACH: Free downtown tram service on the downtown Promenade (Locust Avenue) was started July 24th. Service is operated Monday thru Saturday between 1000AM and 530PM on a twenty minute headway. Stops are located at the Hyatt Regency, Crocker Plaza, the north side of Ocean Boulevard, the Long Beach Transit Mall at First Street, Broadway and the Long Beach Plaza. Tram service will eventually go to Shoreline Village, but will end at the Hyatt Regency until completion of construction of the southerly end of the Promenade. The shuttle vehicle is a 22 foot long white and blue, red trimmed trailer that seats 24 and a towing vehicle replica of a Model T Ford. Beginning September 11th Line 12-OCEAN BOULEVARD was realigned so that all trips now operate to CSULB upon arriving at Marina Pacifica Shopping Center. Previously alternate trips served either the school or continued east on Westminster to Seal Beach Leisure World. RTD 140-LONG BEACH-RIVERSIDE now serves the former 12 alignment between Long Beach and Leisure World. Line 15-DEL AMO BOULEVARD was rerouted in Lakewood to operate via Del Amo, Candlewood, Lakewood Center and Clark.

COUNTY TRANSIT (CT)

SAN JOSE: Service changes effective with the June 4 operator sign up were the most modest in some time with details as follows: 72-DTN SAN JOSE-MCLAUGHLIN-BRANHAM had alternate weekday midday trips in both directions detoured north off Capitol Expwy to serve California-Hawaiian Mobile Home Estates via Snell, looping ccw Hillcap, Hillsdale, Snell and return to Capitol. 76-LOS GATOS-SUMMIT ROAD reintroduced its annual school vacation schedule (10 trips-3 buses to 9 trips-1 bus) with all trips serving both the Summit/Del Monte and Summit/Bayview legs at the south end of the route. 182-STANFORD INDUSTRIAL PARK-IBM/BAILEY EXPRESS (1 trip south am/north pm) was made lift equipped. It has been decided to phase out the six year old, 35 foot propane fueled Gillig-Neoplan RT-477s (#600, 602-733) with 59 coaches being assigned to the reserve fleet in FY 83-84 followed by the balance of the 133 the following year and 30 of them being disposed of in FY 87-88. Rationale for this action is that the Gillig-Neoplans which only seat 33 will be replaced by 90 larger coaches (artics and 40 foot) offering equal total seating capacity at less cost than it takes to maintain the complicated propane power plants or replace them with diesel engines in a coach whose suspension system has proven less than satisfactory in road handling characteristics. 15 each MAN and Crown-Ikarus articulated buses are now being delivered and Flxible was the successful bidder for the sixty ADBs at $10,552,725 for the lot. It is also planned to begin retiring the second hand New Look GMC buses of the 4600-4655 (ex TNJ) and 4800-4881 (ex WMATA, HOUTRAN and TNJ) series in FY 85-86. Though rebuilt by various jobbers before acceptance by CT these buses still suffer from body deterioration associated with eastern weather conditions and have proven more costly to maintain that anticipated. CT has started its "museum fleet" with the repainting of 6512 (TDH-5512/-3263), the last paired window coach built by GM to SAN JOSE CITY LINES "fruit salad" colors. Twin Coach TC-31P #435 has been retained for the collection and TD 4506 #66 is to be restored to its PEERLESS STAGES, INC. livery. Most of the TC-31Bs (#400-533) remaining in storage at South County since 1981 have been disposed of to a Southern California buyer. #411, 480 and 488 which had been on loan to MENDOCINO TRANSIT AUTHORITY for appraisal, have been reclaimed by CT, painted solid white with green belt and loaned to the Santa Clara County Sheriffs Department as prisoner vans.

TAHOE TRANSPORTATION DISTRICT (TTD)

This is a newly created Transit Distrcit and embraces Placer County, El Dorado County and City of South Lake Tahoe (in California) plus Washoe County, Douglas County and City of Carson City (in Nevada) plus the States of California and Nevada. It is part of a Regional Compact with planning duties over land use, water, air space and other natural resources. The Compact's transportation element includes transit, parkways, navigation and light rail in City of South Lake Tahoe. CITIFARE in Reno will not become part and there is question if the City of South Lake Tahoe's system will become part of TTD. The District has far reaching powers including authority over the number of building permits allowed in each entity within its jurisdiction and has sales taxing power. They are now screening prospective managers for the transit service. TTD has authority to operate over any thoroughfare in its area and to purchase any private bus company now operating within the area. It also has authority to operate from points within the area to other points outside the TTD area (presumedly with closed doors outside of the TTD area).

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-- AS THE GM SEES -- BY BILL VALLOW

It has been a privilege to serve as General Manager these past few years. I have enjoyed writing the column and being of as much service to you as I can be.

The time has come, however, for me to step down as GM no later than December 1983. The duties of running the meetings (when we have them) and of taking care of the correspondence are not why I am relinquishing my position. I feel that I must resign for two reasons. One is that I feel WTS needs to be headed by someone actively employed on the transit scene than I whether someone actively employed in the industry or someone who owns a bus or whatever. Someone like this should find it easier to set up activities such as excursions. The job requires some writing ability and being able to attend all meetings, but, perhaps an extra requirement - close connection with transit - should be added.

The second reason has been alluded to in past columns. As you know I am currently studying to become a school administrator. My regular teaching assignment plus my college courses and the work they involve have just taken up all my time and I find myself unable to lead WTS in any really active way. It is because I want WTS to grow, to become active, to really recapture its spark that I have made the decision to turn the reins over to someone who could do this.

I still plan to attend meetings and to assist whenever I can.

Please, won't one of you step in and become the new GM? I think so much of WTS and really want to see a dedicated individual take over. Please either write me and let me know of your interest or attend one of our future meetings. Remember: it may be possible to change meeting times from Sundays if that would be convenient.

Let me close by extending a deeply sincere thank you to Tom Helliwell who has taken charge of the October excursion and celebration of WTS' 20th Anniversary. Without his efforts, there would be no observance. To say the least he deserves our gratitude.

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TRANSIT REPRINTS: Pioneer Stages system time table, 1927, $1.25; Sacramento Northern Railway time table, 1936, $1.25; EAST BAY STREET RAILWAYS system route map, 1934, $2.25. R. Burrowes, 727 Trinity Street, Eureka, California, 95501.

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PASSENGER RAILROAD FEEDER BUSES

Several months WT asked its readers for information on the carriers operating bus service to and from selected AMTRAK passenger trains and the following information is offered: Bakersfield-Los Angeles service is operated by EMBREE BUSES, INC. of Pasadena, Chico-Sacramento service is provided by ALL CAL COUPS and Glendale-San Bernardino service is operated by B.L.S. LIMOUSINE SERVICE. Service between Porterville and Hanford is run by ORANGE BELT STAGES, Stockton-Sacramento service is operated by GREYHOUND LINES, INC. and Truckee-Tahoe-Stateline, Nevada service is provi ed by LAS VEGAS-TONOPAH-RENO STAGE LINE, INC.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: The prolonged strike of operators and mechanics was finally settled July 17th after an 87 day strike, the first in SAMTRANS' history. Peninsula Mainline routes 5M, 7B, 7F and 7P operated by GREYHOUND and "Pedi Wheels" handicapped patrons service operated under contract were the only services which had been operating.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SEPIAL	NOTES
NEW				
Golden Empire Transit	3930-3943	Gillig	3506TA6V02/80575-588	
Intracity Transit (Modesto)	20156-172 (ewen nos.)	Gillig	3506TA6V02/80580-597	
Boise Urban Stages	501-504	Gillig	3506TA6V02/80598-601	
Culver City MPL	7032-7041	Gillig	3506TA6V02/80686-695	
North San Diego County TD	809-816	Flxible	35096-6T/05421-428	
Fresno Transit	8401-8415	Flxible	35102-6T/05611-625	
Golden Gate Transit	(699	GMC	T80204/821640	On loan, methenol powered
	(1017-1067	GMC	T80204/821605-655	reclining seats
START (Spokane)	190- 209	GMC	T80604/821665-684	
Gardena Municipal Bus Lines	(781-789	GMC	T60204/821656-664	
	(701-706	GMC	T70604/821743-748	
All West Tours	(560	GMC	P8M4905A/1028	
	(601-602	Eagle	AE10/30457,456	
Hudson Genl Bus Lines	1239,1242	Eagle	AE10/30878,30900	
Allen Transportation Co	(1037-1040	Eagle	AE10/30276-77,30236-37	
	(1043-1045	Eagle	AE10/30320,30353,30317	
Covina Bus Lease (#)	unkn	TMC	MC9/T11/11/3768	
K G Lines	KG231-232	TMC	MC9/T11/11/3814-3815	
Evergreen Trails	222,224,226	TMC	MC9/T11/11/3820-3831	
Westours	177-190	TMC	MC9/T11/11/3841-3850	
Boesch Lines, Inc. ($)	449-450	TMC	MC9/T11/11/3865-3866	
Kerrville Bus Company	(V707-708	TMC	MC9/T11/11/3826-3827	
	(V709-710	TMC	MC9/T11/11/3875-3876	
Airport Service, Inc.	4203-4208	TMC	MC9/-	correction
USED				
San Francisco MUNI	766-770,76-77	GMC	TDH4519/463-466,473-4	leased from AC Transit
County Transit	(4800	GMC	TDH5301/766	Cinci 428
	(4801-4802	GMC	TDH5301/3409,3412	TAPC 838,841
Napa City Bus	108 ?	GMC	SDH4501/054	AC 133
Allen Transportation Co	unkn	GMC	TDH4519/480	SAMTRANS 114
Regional Transit (Sacto)	121	GMC	TDH4512/2833	Unitrans 2833
Unitrans (U C Davis)	(4572	GMC	TDH4517/1093	PT 4572
	(5808	FlxTwin	F2D6V401-1/51510	leased (orig. was SCRTD 5808)
DISPOSITIONS				
The Bus That Goes In Circles	299	GMC	TDM4515/411	to MACS (Fairbanks, Alaska)
Eastshore Lines	331	GMC	PD4905/322	to Cherokee
SAMTRANS	(9809	GMC	TDM5303/013	to F.A.P.T.
	(9824	GMC	TDM5303/028	to pvt party
AC Transit	2227	Minibus	MBD8002/1297	SFO Holiday Inn
Omnitrans	800-814	Flxible	411-HD-D1-1/76001-76015	to four different pvt parties

(#) - Assumed California delivery but carrier is unknown
(*) - Purchaser indicated as Western Bus Leasing