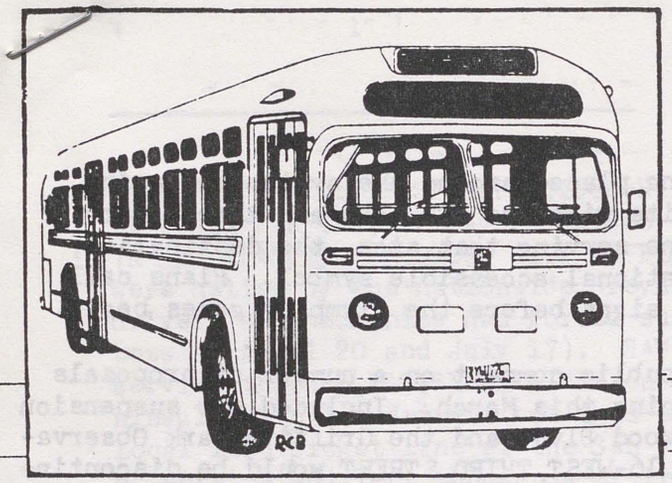


Western Transit

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The RTD Board recently approved a fare structure for the special bus service program which will be provided this summer during the seventeen days of the Summer Olympics Games in the Los Angeles area. Three different types of service will be provided each with its own fare. There will be shuttle buses operating to and from competition sites with a $2 one way fare; express buses serving many of the events from downtown charging $4 each way; and Park/Ride service from various suburbs to the Coliseum and other major Olympic sites with a $6 one way fare. A $10 daily RTD "Gold Pass", good for unlimited rides on both RTD Olympic buses and regular service, will also be available. As one way to help pay for the cost of the $13.36 million program special Olympic bus tokens are being sold. The brass tokens are about the size of a half dollar and are produced in 24 different designs, 23 depicting the various Olympic sporting events from archery to yachting. The reverse side is engraved with the official Olympic "Star In Motion" symbol. The 24th token represents the universal spirit of the games and depicts a dove with an olive branch flying into the Coliseum, flags of all nations surrounding it. Each token is good for paying the regular 50 cent basic fare through all of 1984 and they are being sold in rolls of 10 for five dollars. A complete set of 24 commemorative Olympic tokens, packaged in a leatherette gift box, will be available for collectors in late January at RTD Customer Service Centers and retail stores throughout Southern California. The selling price will be $24.95. The Olympic tokens will not be used on the special Olympics buses themselves but have been minted specifically to raise money for the service. However, beginning in June, special Class B tokens will be sold for the Olympics bus use.

RTD has purchased the ten AMG/MAN articulated buses which GOLDEN GATE TRANSIT purchased as part of the United States consortium five years ago (GGT #451-460). The high capacity buses were purchased to help RTD cope with ever increasing ridership and to meet additional service demands during the upcoming Olympics. The buses will be assigned to Division 7 for use on Lines 1-HOLLYWOOD BOULEVARD and 20-WILSHIRE BOULEVARD. (Ed. Note - it is understood that they will be numbered 9250-9259). The buses are similar to the existing RTD 9200-9229 except that the original RTD buses are three door models while these have only two doors.

A six month study is now underway toward finding a solution to the current problem of co-existance of Division 6 (Ocean Park) with the residents in the surrounding neighborhood. Noise and fumes from the buses seems to be the mean concern. Various political leaders have joined in the issue and one possible site near the junction of the San Diego Freeway and the proposed Century Freeway (near Imperial Highway and Aviation Boulevard just south of Los Angeles Airport) has been suggested although that land is owned by the State of California which has plans for its use. Short term measures to curtail noise have been implemented. Another option is for RTD to buy out nearby property owners and maintain the yard or redevelop the entire three acre parcel. Division is presently home to ten bus lines and about 95 buses.

SCRTD Continued

New bus stop signs, rectangular in shape, are now being placed around the system replacing the long standard triangular shape. The signs are white with the RTD logo and three color stripe near the top and show the number of the bus line serving that stop, the destination, hours of operation and, where appropriate, the international accessible symbol. Plans call for installation of the approximately 20,000 new stop signs before the Olympics games begin.

A public hearing was held on January 11th to receive public comment on a number of proposals for service adjustments which could take effect beginning this March. Included are suspension of Line 608-AIRPORT SHUTTLE and service between Hollywood Blvd. and the Griffith Park Observatory on Line 204-VERMONT AVENUE. Owl service on Line 16-WEST THIRD STREET would be discontinued as would the following night service: night service on 11-TEMPLE ST-CITY COLLEGE after 700 PM, night service on 16-WEST THIRD between 4th & Main and 6th & Central after 900PM, night service on 146-LONG BEACH-SAN PEDRO between Avalon & Anaheim and Long Beach after 600PM and night service (after 900PM) on Lake Avenue in Pasadena on 180/181-HOLLYWOOD-GLENDALE-PASADENA. Weekday midday service between Redondo Beach and Sepulveda & Manhattan Beach Blvds on 439-LOS ANGELES-L. A. AIRPORT-REDONDO BEACH would also be discontinued. Thirteen other lines are proposed to receive frequency reductions.

On January 10th a meeting was held to receive input in the first phase of a special study on the full range of bus services available in the North and East Los Angeles area which includes the communities and neighborhoods of Glassell Park, Highland Park, Eagle Rock, El Sereno, City Terrace, Lincoln Heights and Boyle Heights.

The Transportation and Traffic Committee of the Los Angeles City Council recently reviewed how the city is using its share of sales tax revenue from Proposition A for transportation related expenditures with particular attention to the time following July , 1985 when RTD will no longer receive a direct Prop. A subsidy to retain the present 50 cent basic fare. (Although specific plans are unknown both fare increases and service discontinuations are envisioned as part of the plans to make up for a substantial loss of tax monies). The City of Los Angeles could decide to either give money directly to RTD to keep existing bus lines operating or could contract with private firms to provide service which RTD might discontinue. San Fernando Valley politicians have expressed concern that the city staff's allocations short change the Valley and are talking about bus service between the Sylmar area and Sunland as one service they might opt for. (Ed. Note - about twelve years ago RTD operated a Line 119 between Sunland and Lakeview Terrace primarily along Foothill Boulevard to service this area and after a period of time the line was discontinued due to low patronage). Two other Valley projects include a coordinated traffic signal program along Ventura Boulevard and establishment of a Park And Ride Facility in the Sepulveda Basin.

GREYHOUND LINES, INC. (GL)

PHOENIX: GL resumed full scale nationwide operations on December 20th following a 74 per cent favorable vote (7404 to 2596) for a three year contract ending a seven week strike marred by sporadic violence. Although the terms of the final pact were described as more favorable than previous proposals the union accepted a wage reduction of 7.8%, a 4% employee contribution to the pension plan previously paid entirely by GL, larger employee contributions to health plans, a freeze on cost of living adjustments, loss of two paid holidays per year and a two tier wage structure and pension structure depending upon which side of October 31, 1983 an employee was hired. Pre 10/31 83 hires began at 80 per cent of the top wage rate and reached the top in two years. New hires will require three years to reach the top of the rate and that rate will be 15 per cent less than the other wage rate. To regain ridership GL began offering "welcome back coupons" to customers allowing a rider one third off the normal cost on their next trip after the Christmas and New Years holidays. Regular fares were in effect during the holidays.

[illegible]: This agency was hit by its second labor strike in four months as Peninsula mainline routes 5M-SAN FRANCISCO-HILLSDALE VIA EL CAMINO REAL, 7R-SAN FRANCISCO-REDWOOD CITY VIA AIRPORT, 7F-SAN FRANCISCO-PALO ALTO EXPRESS VIA AIRPORT and weekday peak only 7R-SAN FRANCISCO-REDWOOD CITY EXPRESS, operated under contract by GREYHOUND LINES, INC were halted by the nationwide Greyhound strike on November 3rd. (A strike by SAMTRANS drivers and mechanics had forced suspension of service on all SAMTRANS local routes between April 20 and July 17). SAMTRANS made an unsuccessful attempt to operate the service through EASTSHORE LINES on the morning of November 3rd using the regular Peninsula Mainline drivers but this effort was squelched by an Amalgamated Transit Union Local 1225 picket line at the San Francisco Transbay Terminal which forced suspension of service and left thousands of irate morning commuters stranded in San Francisco. 5L-BART/DALY CITY-PALO ALTO VIA EL CAMINO REAL, which is operated directly by SAMTRANS, remained in service and the agency encouraged its San Francisco commuters to use this route and BART as a substitute for the strike bound lines. On November 17 5L weekday northbound headways from Redwood City to BART were improved from 20 to 10 minutely between 607AM and 750AM and southbound headways from BART to Palo Alto similarly improved between 620AM and 820AM. Afternoon peak trips were also improved to 10 minutely northbound from Palo Alto between 200PM and 450PM and southbound from BART between 140PM and 450PM to Palo Alto and to 630PM to Redwood City. Weekend/holiday service on 5L was also added between Stanford Shopping Center and Tanforan Shopping Center in San Bruno (where a connection to BART could be made via transfer to 3R-MILLBRAE-BART-STONESTOWN VIA AIRPORT), 30 minutely between 800AM and 500PM. The idle Mainline buses were moved from their regular storage yard behine the Redwood City Greyhound Depot at Brewster and El Camino Real to the newly paved yard on the site of the new SAMTRANS South Base, immediately north of the San Carlos Airport, whose maintenance and operations buildings are still under construction. With the resumption of full GL operations on December 20th SAMTRANS service was also able to return.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Changes made with the fall schedules on September 15th included: 5-DE LAVEAGA routing in the Prospect Heights area was changed from outbound to inbound on Morrissey between Pacheco and Prospect Heights and from inbound to outbound on Pacheco and Prospect Hgts. The CBD routing of 7N-BEACH NIGHT was changed as was the inbound routing of 34-SOUTH FELTON. 35-SANTA CRUZ-BOULDER CREEK had routing of last three late evening trips serving South Felton changed to loop cw Hwy 9, Redwood, Valley, Plateau and Hihn to Hwy 9 instead of a ccw loop. 40-DAVENPORT-NO. COAST BEACHES restored the two weekday trips dropped in June which serve Big Creek Potterv (Swanton) by detouring off Hwy 1 outbound via Swanton Rd and diverted the weekday 650AM inbound trip from Davenport and the 300PM outbound trip from Transit Ctr to serve Santa Cruz High School by running via Mission and Walnut between Laurel and Chestnut. 41-BONNY DOON diverted the weekday 708AM inbound trip from Bonny Doon and the 330PM outbound from Santa Cruz trip to serve Santa Cruz High School via Mission and Walnut, same as the 40. In equipment news former SANTA CLARA COUNTY TRANSIT Twin Coach TC-31-Rs of the 881-886 and 8006-8009 series, which had recently been confined mainly to summertime Beach Shuttle service, are now being used on some of the rural routes, such as 31/32, replacing the Chevy-Wayne Transettes (#852-857), which are nearing the end of their service lives.

Support the Society - please complete the Questionnaire and return to the General Manager. We wish to offer the programs and activities that the members want so we need to know, from you, what those items are. Remember that meetings are still being held for entertainment purposes only on second Sunday, 730PM, 272 Alpine Street in Pasadena. Everyone is welcome to attend.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Five RTA New Look buses have been rehabilitated by Transportation Design Technology of San Diego and are now in active service. The buses received completely remanufactured engines, transmissions, brake and steering components. All seats were recushioned and upholstered in bright blue vinyl, new dark grey flooring was installed and complete interior and exterior paint jobs. Tinted windows were installed as were Bus Run number boxes and the buses also received Luminator front and side electronic destination signs. These buses are usually assigned to Lines 21-TYLER MALL-COUNTRY VILLAGE and 29-RUBIDOUX LOCAL which are now being operated directly by RTA rather than by a private firm. The five buses involved have also been renumbered into the 601-605 series and are as follows: 601-TDH 4519/722 (former 105), 602-TDH 4519/723 (former 106), 603-TDH 5304/1904 (former 154), 604-TDH 5304/1356 (former 151) and 605-TDH 4519/724 (former 107).

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD bus operators, members of United Transportation Union Local 19, and the OCTD Board of Directors both recently approved a three year contract expiring in October 1986. The UTU vote was 222-11 and the Board was 4-1. There was never a threat of any job action during the negotiations. Three years ago there was a 22 day walkout before the recently expired pact was signed. Wage wise the pact provides a 4 per cent increase the first year and 2 per cent in each of the remaining years. The former top wage rate of $11.63 an hour will rise to $12.59 over three years before any cost of living adjustments. The COLA provisions of the last contract were carried over. Part time bus operators have now being grouped into two categories - Class I which includes all previously employed PTOs who will continue to receive partial benefits and comprise 40 per cent of the PTO work force and Class II who will be new hires, will not receive benefits and may work on weekends. There were also improvements in health and welfare provisions and a number of changes in work rules. Piddable trippers are now classified as trippers which do not exceed three hours work time rather than being based upon time spent driving only. Since the bus operators agreement was signed another contract with the Teamsters Union covering mechanics and service workers has also been signed.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: SDTC has started to receive the first of an order of forty five new 40 foot Gillig buses. Numbered in the 500 series the buses feature electronic front and sign destination signs, rear route number sign, kneeling feature, front door wheelchair lift and power steering. SDTC is now soliciting bids on the sale of nine 201 series model TDH 5301 buses and 27 301 series model TDH 5303 buses. Bids will close on January 20th.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Friday, December 16, 1983 signaled the opening of the new Oceanside Transit Center in the downtown area at First and Cleveland. All NCTD Oceanside routes were rerouted into the new CTC instead of the former downtown locations including Third and Tremont. In addition to NCTD the Center also serves as the Oceanside terminal for GREYHOUND LINES, INC., TRAILWAYS, INC., AMTRAK, local taxicab firms and airport limousine services to better coordinate North County residents' transportation needs. Previously each carrier had its own facility and, although they were all in close proximity to each other operating in one combined location allows inter-carrier travel movements to be made more easily.

LANE TRANSIT DISTRICT (LTD)

EUGENE, OREGON: Free shuttle bus service for the holiday season operated in downtown Eugene between November 21st and December 31st. Called the "JOYRIDE" two specially decorated buses (Twin Coach TC-31-Bs) traveled a continuous loop serving the University of Oregon, 5th Street Public Market and other businesses in the 5th Avenue Special District and the Eugene Downtown Mall. Half hourly service operated between 10AM and 6PM weekdays and Saturday and between 11AM and 5PM on Sundays. On weekdays the second bus ran between 11:30AM and 1:30PM. The merchants contributed $3,000 to the cost of the service which the LTD estimated to be $10,000. The JOYRIDE was being tested as a forerunner of an idea to establish permanent shuttle service in the downtown. Shoppers were eligible to win prizes by picking up a numbered Joyride sticker on the bus and wearing it while shopping. Shoppers whose stickers matched those posted in stores received a gift.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: Two of the three Bus Pools (WT 12/83) established last September are carrying large numbers of people (25-MITTEL FLD TRIAL IND STRIAL AREA and 57-VISTA HILLS-MONT COD-DOWNTOWN RANKS) while 67-DOWNTOWN-EAST EL PASO INDUSTRIAL AREA is to be changed to operate to Farah Textiles, east of Hawkins and Interstate 10 on the nearer East Side. Two additional routes are now in the planning stages. SCAT has filed a capital and planning grant application which includes the following: new mylar destination sign curtains for the fleet, new radio system for Handy-SCAT, concrete pads for bus stops, 250 bus stop map and schedule displays, planning studies including a detailed route and schedule evaluation, microprocessor hardware and software for schedules, run cutting and transit service performance for use on micro computers and miscellaneous maintenance and shop equipment.

TRANS TEXAS COACHES (TTC)

MIDLAND: The route between Midland and Presidio, Texas has been dropped by TRANS TEXAS COACHES. A single round trip had been operated on a round trip that required up to thirteen hours to complete has been operated in recent years.

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AS THE GM SEES BY WILLIAM VALLOW

The December 1983 meeting was to have been my last meeting as General Manager. Once again, however, we were unable to hold a regular business meeting due to lack of a quorum. No one has indicated an interest in taking over as the GM and I have decided on the following steps:

A questionnaire has been prepared - please respond to it - I need to know how you feel on a number of issues.

Regular business meetings are suspended but we will still have entertainment meetings at 272 Apline in Pasadena at 7:30PM on the second Sunday of each month.

I propose business meetings once or twice a year, perhaps in conjunction with an excursion.

I will remain as GM for a while and during that time I would like you to let me know the direction that you would like to see the Society take - Thank you.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Las Vegas-Tonopah-Reno Stage Line Inc	330-334	TMC	MC9/DR003817-3821	
Central Contra Costa Transit Authority	500-509	Gillig	3596TA6V92/80704-80713	
USED				
Commuter Bus Lines	5190-5196	GMC	TDH5303/-	5193 is serial 3051 (OCTD 1018) 5194 is serial 4232 (OCTD 1030)
Roberts Holiday Lines (Santa Ana)	100-111	GMC	TDH5105/see below #	
	112-115	GMC	TDH4801/289,350, 355,409	RTD 2124,2201 2206,5102
	116-117	GMC	TDH4512/1260,1272	CT 4542,4556
	118	GMC	TDH4801/162	RTD 2396
ATL Charters (Santa Ana)	401	GMC	TDH4801/208	RTD 6542
	402-403	GMC	TDH5105/3396,3395	RTD 6607,06
	404-405	GMC	TDH4801/363,124	RTD 2214,2358
	406	GMC	TDH5105/3406	RTD 6612
	407-409	GMC	TDH4801/283,429, 296	RTD 2118,5122 RTD 2131
	410-411	GMC	SDM4501/115-116	Metro Transit
	412	Flxible	F2DV8C401-1/52581	RTD 6064
Salem Area Transit District	1511,1513	GMC	TDH4519/1251,1318	RIPTA 6015, 6082
	1520,1522	GMC	TDH4517/257,243	WMATA 4756,42
	1517	GMC	TDH4517/1281	MSBA 567
R U Charters	975	Eagle	05/9665	ex Belgium
Jack Lietzke Studio Rentals	200	GMC	PD4107/807	GL

- serials 3428,3449,3447,2559,3442,3454,3435,3458,3426,3456,3438,3471
 - fleet RTD 6624,6635,6633,6603,6630,6639,6626,6642,6623,6641,6628,6644

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