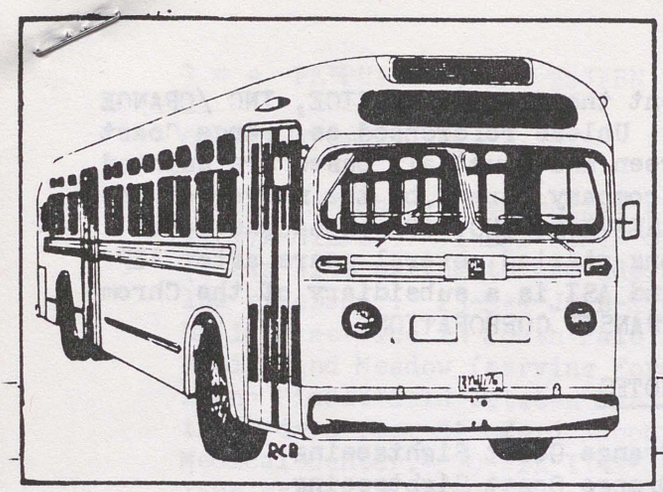


Western Transit

Monthly Publication of The Western Transit Society

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Increased competition for bus service contracts is stimulating discussions at ACT to determine how best to organize and utilize District resources including drivers, equipment and facilities to operate economically in outlying communities. Beginning in 1981 the CENTRAL CONTRA COSTA TRANSIT AUTHORITY, financed by dollars provided by the cities of Walnut Creek, Concord, Lafayette, Moraga, Orinda, Pleasant Hill and Martinez, has gradually taken over bus operations in those areas which were originally operated for each individual city by ACT under service contracts. Now, the Eastern Contra Costa Transit Authority operating as TRI DELTA TRANSIT providing service in Pittsburg and Antioch has awarded a new service contract to Community Transit Services, Inc. of Anaheim to begin sometime this year. ACT has been operating this service for several years. (Ed. Note - the date of change over is not yet known, but it is believed that ACT will transfer seven 35 foot Flyer buses (#2000-2006) to the new TDT operator since they were originally purchased with their UMTA funds like the fourteen Flyers that CCCTA received from ACT that were purchased with City of Concord UMTA funds.) The issue in both cases is one of costs and labor costs in particular. ACT bus operators earn $12.21 an hour, CCCTA operators who are members of a different Amalgamated Transit Union local are paid $8.48 an hour and CTS whose employees are non union will pay about $5.25 an hour. ACT's union officials have rejected a proposal by ACT to open formal talks on the idea of wage reductions for bus operators working in suburban areas and ACT officials have indicated that about 140 bus operators could be furloughed if the present contract to provide express bus service for the BAY AREA RAPID TRANSIT DISTRICT is not renewed at the end of this June. BART officials have rejected an ACT proposal to operate the services for about $7 million and are talking of putting the suburban express service contract out to competitive bid. CCCTA has indicated that they could provide the service for approximately $5.9 million although no formal estimates have been made nor offered. If ACT no longer provided the service it would probably transfer the 6000 series suburban Flxibles (35 coaches) which seat 45 and have front door wheelchair lifts to the new BART operator. However, current BART bus services require more than these 35 buses so the new provider would need to obtain about ten additional 40 foot buses to maintain current service levels. Presently there are seven express bus lines operated including D-MARTINEZ-WALNUT CREEK-PLEASANTON, U-SAN LEANDRO/HAYWARD-PLEASANTON-LIVERMORE, M-BART/CONCORD-MARTINEZ, P-BART/CONCORD-PITTSBURG-ANTIOCH-BRENTWOOD, J-BART/DEL NORTE-PINOLE-RODEO, Q-PINOLE-BART/DEL NORTE and Z-BART/DEL NORTE-HILLTOP MALL-MARTINEZ. The TRI DELTA TRANSIT service consists of two local lines in the West Pittsburg, Shore Acres, Pittsburg and Antioch area (380-SHORE ACRES-PITTSBURG-ANTIOCH and 381-PITTSBURG LOOP-ANTIOCH-DELTA HOSPITAL) which operate Monday through Friday only on hourly headways beginning at 500 AM and ending about 800PM using a fleet of four lift equipped transit buses. ACT operated BART Express buses and ACT operated TRI DELTA TRANSIT and contractor operated TRI DELTA DIAL-A-RIDE honor transfers from the other systems although there is an additional fare when transferring from a TDT local bus to either an express bus or a Dial-A-Ride vehicle.

Through the efforts of WTS Member Steve Hoskins we present the AIRPORT SERVICE, INC /ORANGE COAST SIGHTSEEING COMPANY roster as of December 15, 1983. Unless referenced as Orange Coast Sightseeing or West Los Angeles Flyaway colors (white, green and blue) all buses are painted and lettered for AIRPORT SERVICE, INC. Today's ASI is a company formed by the merger of the former AIRPORT COACH SERVICE (Orange County) and AIRPORT SERVICE, INC. (Pasadena and Long Beach) which took place about 1970. Los Angeles operations started several years after AIRPORTRANSIT declared bankruptcy and went out of business and ASI is a subsidiary of the Chromalloy American Corporation, also the parent of AMERICAN TRANSIT CORPORATION.

COACH NOS	BUILDER	MODEL	SERIAL	YEAR	NOTES
1001-1004	GMC	S8M5303A	220-223	1970	Orange Coast Sightseeing
1101-1102	GMC	S8M5303A	287-288	1971	Orange Coast Sightseeing
1340-1341	GMC	S8M5304A	078-079	1973	Orange Coast Sightseeing, FIP Kits
1949	GMC	PD4903	323	1969	Ex St Louis-Cape Bus Line 1949, RR
4001-4002	MCI	MC 9	S15197-198	1980	Units35120-35121
4003-4004	MCI	MC 9	S15199-200	1980	Units 35144-35145
4005-4008	MCI	MC 9	S15201-204	1980	Units 35236-35239
4104-4106	MCI	MC 7	S8948-8950	1971	Units 10985, 10988-10989
4107-4109	MCI	MC 7	S8951-8953	1971	Units 10992-10993, 10996
4110-4111	MCI	MC 9	EP036133-134	1981	
4112-4115	MCI	MC 9	EP036211-214	1981	
4116-4117	MCI	MC 9	EP036225-226	1981	
4201-4202	MCI	MC 9	CP037163-164	1982	Lettered "Ambassador, 40 seat, RR, bar, refrigerator, stereo, for VIP tours
4203-4205	MCI	MC 9	CP037127,29,28	1982	
4206	MCI	MC 9	CP037139	1982	
4207-4208	MCI	MC 9	CP037218,217	1982	
4301-4304	MCI	MC 7	S10136-139	1973	Units 12374-12377
4305-4309	MCI	MC 8	S10642-646	1973	Units 31057-31061, Ex Gray Line-Miami
4401-4405	MCI	MC 8	S10755-759	1974	Units 30715-30719, Ex Gray Line-Miami, 4401,4402,4403-Orange Coast Sightseeing
4406-4408	MCI	MC 8	S10750-752	1974	Units 30408-30410, all West LA Flyaway
4409-4410	MCI	MC 8	S10753-754	1974	Units 30434-30435, 4410-West LA Flyaway
4501-4506	MCI	MC 8	S11681-686	1975	Units 31315-31316, 31333-31334, 31342-31343, 4503 and 4504-Orange Coast
4701-4703	MCI	MC 8	S12620-622	1977	Units 32185-32187, 4702-West LA Flyaway
4801-4803	MCI	MC 9	S13600-602	1978	Units 34006-34008
4901-4903	MCI	MC 9	S14303-305	1979	Units 34461-34463
4904-4906	MCI	MC 9	S14353,354,524	1979	Units 34481-34482,34630
5010-5011	GMC	PD4108	024-025	1970	Airport Coach Service 216-217
5012-5015	GMC	PD4108	011-014	1970	
5201-5202	GMC	P8M4905A	152-153	1972	Ex Gray Line-Miami
5302	GMC	P8M4905A	283	1973	Has VS-2 automatic transmission
5401	GMC	P8M4108A	126	1974	
5701-5702	GMC	PD4107	702-703	1967	Airport Service, Inc 5004-5005
5704	GMC	PD4107	619	1967	Airport Coach Service 206
5801-5804	GMC	PD4107	1130-1133	1968	ASI 5008, ACS 209-211
5805-5806	GMC	PD4107	1202,1129	1968	ACS 212, ASI 5007
5901-5903	GMC	PD4107	1232,1233,1257	1968	ASI 5009, 5010I, 5011I
5904-5906	GMC	PD4107	1229-1231	1968	ACS 213-215

It is understood that following the close of summer of 1984 all remaining PD 4107s, S8M5303As and S8M5304As will be available for sale and that Orange Coast Sightseeing will have an all MCI fleet.

COUNTY TRANSIT (CT)

SAN JOSE: Changes effective with the October 3rd Sign Up included the following: 17/17A-GILROY BUSINESS DISTRICT LOOPS (South County) dropped weekend/holiday service (1 bus alternating to provide 60 minutely service on each route 9AM to 5PM) due to low ridership. 23-SAN JOSE-STANFORD SHOPPING CNTR VIA STEVENS CREEK changed Sunday/holiday service in South Palo Alto to eliminate service on San Antonio, Charleston, Fabian and Meadow (serving Ford Aerospace complex) in favor of a more direct route along Middlefield between San Antonio and Meadow and extended northern terminus on these days from Stanford Shopping Cntr via Quarry, Welch and Pasteur to Stanford Medical Center. 30-MILPITAS-SUNNYVALE S.P. DEPOT is a new weekday peak hour only line starting at Weller and Main (Milpitas CBD) and running Main, Serra, Calaveras, onto Hwy 237 (San Jose), Barber, Cottonwood, McCarthy, Montague Expwy, Trimble, No. 1st, Montague onto San Tomas Expwy (Santa Clara), Scott onto Arques, Oakmead Pkwy (Sunnyvale), Duane, Stewart, De Guigne, Arques, Fair Oaks, California, Sunnyvale Ave, Evelyn and Frances (S.P. Depot) to Capella. 4 trips (30 minutely) westbound from Milpitas (616A-741A) and eastbound from Sunnyvale (320P-500P) using 3 buses from Agnews Division. 32-SANTA CLARA S.P. DEPOT-SUNNYVALE S.P. DEPOT and 34-SANTA CLARA S.P. DEPOT-MAYFIELD MALL both dropped Sunday/holiday service (hourly 9AM-5PM) on account of low ridership. 35-MENLO PARK-FOOTHILL COLLEGE, a weekday peak hour line, was rerouted at the Menlo Park end. 36-10TH & HEDDING-VALCO FASHION PARK had weekday peak service extended to East San Jose (Piedmont Hills) with am trips extending from 11th & Hedding via Hedding, Old Oakland Rd, Murphy onto Hostetter, then a cw figure 8 loop via Capitol, Cropley, Morrill, Landeas, Piedmont, Cropley, Morrill and Hostetter to Capitol. PM loop is via Hostetter, Morrill, Landeas, Piedmont, Cropley and Capitol to Hostetter..Peak buses increased from 3 to 4. 37-CAMBRIAN PARK-EASTRIDGE discontinued service on Bluefield, Albion, Navarez between Vistapark and Capitol Expwy in favor of a more direct route via Vistapark and Capitol. 40-NORTH COACH DIVISION-MAYFIELD MALL SHUTTLE added weekday evening service (approx 35 minutely) from 630PM to 900PM. 43-LAWRENCE STATION-GREAT AMERICA IND. PARK is a new weekday peak route connecting with S.P./Caltrain commute trains at Lawrence Sta in east Sunnyvale operating from Depot via Lawrence Station Rd, Kifer, Bowers, Central Expwy, San Tomas Expwy onto Montague Expwy, Mission College Blvd, Great America Pkwy, Patrick Henry, Old Mtn View-Alviso Rd and Great America to Old Glory. 4 am northbound/5 pm southbound trips with i coach from North Division. 52-MTN. VIEW S.P. DEPOT-FOOTHILL COLLEGE and 84-PALO ALTO S.P. DEPOT-MAYFIELD MALL both dropped Sunday/holiday service due to low patronage. 54-SUNNYVALE/LOCKHEED-WEST VALLEY COLLEGE now has half of the trips operating the alternate route along Saratoga-Los Gatos Rd and peak hour trips penetrate the Lockheed complex more deeply. 56-PRUNEYARD-NORTH SAN JOSE INDUS. AREA VIA SUNNYVALE was rerouted to serve the rapidly developing No. San Jose/River Oaks Park industrial area. 61-CAMBRIAN PARK-SUNNYVALE/LOCKHEED VIA SAN TOMAS is a new weekday only line providing all day service between Lockheed/Moffett Park and the CT Park & Ride lots at Campbell Center Plaza, Handyman and Camden & Branham, serving as midday and early evening back up to express routes 126, 127 and 128 to Camden & Branham. Cambrian Park (southern) terminus begins on a cw loop from Union & Foxworthy via Foxworthy, Boss, Branham, Camden, Hillsdale and Union, thence Union, Bascom, Campbell, Civic Ctr, Campbell, Winchester, Stevens Creek, San Tomas Expwy, Scott, Oakmead onto Duane (Sunnyvale), Stewart, Wolfe onto Fair Oaks, Java and Mathilda to 5th looping ccw thru Lockheed via 5th, C, 6th and Mathilda to 5th. Peak headways in peak direction average 30 minutely with midday headway of 75 minutes. Last trip from Camden & Branham is 219PM but southbound service from Lockheed runs until 750PM. 3 peak and 2 midday buses and operates from Agnews Division. 83/83A-SPARTAN STADIUM-GOOD SAMARITAN HOSPITAL (San Jose local line) reduced weekend and holiday service from 30 to 60 minutely due to low ridership.

COUNTY TRANSIT Continued

88-VETERAN HOSPITAL-CALIFORNIA S.P. DEPOT (Palo Alto local) added a later cw trip serving the weekday peak Arastradero/Hillview loop at 606PM (last trip was 514PM) and Sunday/holiday service of California Ave. S.P. Depot on the west and Charleston & Middlefield on the east was discontinued and headways on the remaining portion lengthened from 45 to 60 minutely (1 bus instead of 2). Instead of the regular two way loop, Sunday/holiday service now runs on a U shaped route from California S.P. via California, Hanover, Hillview, Miranda, Vets Hospital, Mirada, Arastradero onto Charleston and looping cw Alma, Meadow, Middlefield and Charleston. 127 was rerouted south of Great America to no longer serve the Campbell CBD, extended from Camden & Branham to Camden & Almaden and renamed 127-ALMADEN VALLEY-LOCKHEED EXPRESS VIA SAN TOMAS & GREAT AMERICA. 128 was rerouted south of San Tomas & Hamilton to bypass Campbell CBD, extended over same route as 127 to Almaden & Camden and renamed 128-ALMADEN VALLEY-LOCKHEED EXPRESS VIA SAN TOMAS & AQUINO. 129-FRUITDALE & MAPT-LOCKHEED/MOFFETT PARK EXPRESS (three peak trips) was discontinued due to low patronage. 162-ALMADEN VALLEY-NO. SAN JOSE EXPRESS was rerouted in South San Jose to serve the Snell Avenue Park & Ride Lot. 164-SO. SAN JOSE-SAN JOSE S.P. DEPOT EXPRESS had the Via Del Oro leg extended south from Via Del Oro & Bernal via Bernal and Bailey to the IBM Bailey complex and the number of trips on this leg increased from 1 each peak period to 2. 165- ESTGATE-NO. SAN JOSE/OAK CREEK EXPRESS is new beginning at Westgate Shopping Ctr (Campbell & Hamilton) running via Campbell, Saratoga, Payne, San Tomas Expwy (pm trips return San Tomas and Hamilton to Campbell) onto Montague Expwy, No. 1st, Trimble onto Montague and McCarthy to Sycamore looping cw Sycampre, Barber and Cottonwood to McCarthy. 3 am north/1 pm south trips operating from both Chaboya and Agnews Divisions. On October 1st the Monthly Express Flash Pass was reduced from $34 to $29, the 40 Ride Express Ticket increased from $36 to $40, the 22 Ride Regular Ticket ($12) discontinued and replaced by a 20 Ride Regular Ticket (also $12). The 30 articulated buses (MANs 2400-2414 and Crown-Ikarus 2500-2514) were introduced into service in mid September on the system's main stem route 22-MENLO PARK-EASTRIDGE and on some Express service. They are all stationed at Chaboya Division and have operated on weekends only on the 49ers Football Specials.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: A fare free day was sponsored by HTA on November 25th, the day following Thanksgiving Day. This day, normally a non operating day, was operated on the regular schedule with no fares collected over the sixty mile route between Scotia on the south and Trinidad on the north also serving Eureka, Arcata and several other communities. With both colleges on the route closed for the holiday and the majority of the offices and mills closed it was decided by the Board of Directors to use the day to promote ridership. Some 1,338 persons availed themselves of the free offer which was publicized on television, radio and in the press.

INLAND EMPIRE STAGES LIMITED (IES)

RIVERSIDE: A NEW carrier in Southern California, IES is operating service to Santa Anita Race Track from several cities and provides similar service to Hollywood Park. One round trip is operated each race day and the round trip fare charged includes admission ($11-Riverside and San Bernardino, $10-Fontana, $9-Montclair and Claremont). Buses depart Riverside (7th & Market) 955AM, San Bernardino (On 4th between F and G) 1015AM, Fontana (Sierra & Foothill) 1035AM and Montclair (On Moreno in front of Thrigty's across from Montclair Plaza) 1100AM with arrival at the track one hour before post time. Departure is 15 minutes after the last race. IES equipment seen has been one bus, fleet number 2027, serial number TDM 4515/394, which is former PTD 2027. The bus is still painted in the PTD champagne gold and chrome yellow with black window paint scheme it had. Its intermediate owner was THE BUS THAT GOES IN CIRCLES in San Diego where it had fleet number 296.

* * FEBRUARY 1984 WESTERN TRANSIT

ORANGE BELT STAGES (OBS)

VISALIA: In the January 1984 edition of Russell's Official National Bus Guide the OBS route between Bakersfield and Paso Robles is listed as "Service Temporarily Discontinued". This route, which has had a single round trip per day, was one of OBS' original routes and dates back to at least the 1920s.

COMMUTER BUS LINES (CBL)

SACRAMENTO: CBL continues to operate the five route YOLO TRANSIT SYSTEM connecting Sacramento, West Sacramento, Bryte, Broderick, Davis and Woodland. (Ed. Note - In the December 1983 edition of WT we commented on the possibility of another contractor based upon a Public Utilities Commission Daily Calendar listing, but our Sacramento area representatives advise that there has been no change in operation).

CITY OF SAN FERNANDO

SAN FERNANDO: In a first time use of state transportation funds, the City of San Fernando will purchase a Dial-A-Ride transportation system for elderly and handicapped residents. The system should be operating in about six months following receipt of the vehicles and awarding of a contract to a private operator. Still to be determined is the fare structure and the outer limits of the city based system. The San Fernando Chamber of Commerce had proposed that the city construct a transit center while other groups had sought a shuttle system for the downtown area for employees and shoppers. The City Council opted for a study involving questioning approximately 4,000 residents and asking what type of transportation they felt was needed in their city. A second use of the Proposition A sales tax money will be the purchase and installation of illuminated bus shelters throughout the city.

WHITE MOUNTAIN LINES (WML)

SHOW LOW, ARIZONA: WML, of Show Low, is now operating into Mesa, Arizona where a connection is made with Trailways (AMERICAN BUSLINES, INC. for service to and from Phoenix. This replaces service formerly operated between Phoenix and Payson by the MOGOLLON STAGE LINE which firm went out of business during 1983. WML operates a number of routes using van type equipment.

ARIZONA CENTRAL LINES (ACL)

PHOENIX: ACL, the "Pride of the Southwest" announces three daily round trips between Phoenix and Flagstaff. ACL offers a three hour and fifteen minute one way trip using the AMTRAK stations in both Phoenix and Flagstaff.

AMERICAN RAINBOW TOURS (ART)

PORTLAND, OREGON: Another new carrier, ART, started a single round trip per day, except Saturdays, Sundays and holidays, between Portland and Manzanita via Tillamook. Until very recently this route was being operated by GREYHOUND LINES, INC. (WT 12/83).

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Be sure to notify the Editorial Office of any changes in your address so that you will continue to receive WESTERN TRANSIT each month.

Monthly entertainment meetings are still be held - try to attend.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Long Beach Transit	4452-4476	GMC	T8060A/822308-2332	44 seat w/lifts
Embree Buses, Inc.	605-606	MCI	MC9/CP03749-37490	
USED				
Consol Transp Service Agency	(38-40	Ford	Econoline 250/1091-1093	OCTD 0106-0108
	(41-47	Dodge	Fortivan/S0145-S0150,	OCTD 0792-0797
	(		S0152	OCTD 0799
Redding Area Bus Authority	2201,2217	Minibus	MBT8002/1268,1284	ACT 2201,2217
DISPOSITIONS				
Riverside Transit Agency	(110	GMC	TDH4519/1362	to pvt party
	(156	GMC	TDH5304/1006	"
	(194	GMC	TDH4517/824	"
	(101,103	GMC	TDH4519/718,720	scrapped
	(195,196	GMC	TDH4517/825,827	"
Orange County Transit District	mixed	Transcoach	2221S/mixed	%

%-OCTD has authorized the retirement of 25 Transcoaches which will be sold at public auction soon.

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AS THE GM SEES BY WILLIAM VALLOW

Please be certain that you fill out and return the WTS Questionnaire which accompanied the January WT. WTS is your organization, it is only as dynamic as you make it. Your responses could be a big help.

I hope that no one misunderstood my last column. At this time monthly get-togethers are NOT discontinued. The meetings are now purely social and entertainment oriented. but are held. Bring your slides, photos, movies, whatever and have a good time. WTS business will be conducted through the mail.

Las Vegas, Nevada will be the scene of a "Bus Bash" on May 27th. Those of you who attended Fresno in September 1982 will remember it was well worth the time, a super variety of equipment of all types. It would be nice to have a WTS contingent there; perhaps some member could put together a group to go.

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