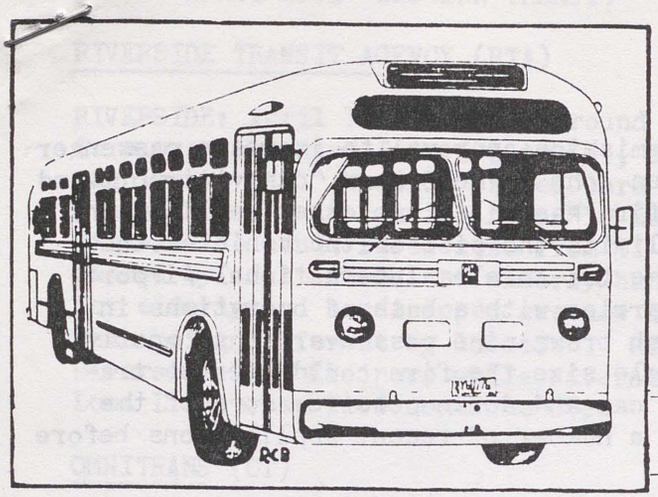


Western Transit

Monthly Publication of The Western Transit Society

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AIRPORT SERVICE, INC. (ASI)

ANAHEIM: "Ambassador Class Luxury Service" was instituted between the Disneyland area and the Los Angeles International Airport on selected schedules beginning on March 4th. Ambassador service includes a free beverage and a complimentary copy of the morning newspaper served by a Hostess on four schedules departing Anaheim at 655AM, 1045AM, 330PM and 830PM and departing LAX at 855AM, 1240PM, 550PM and 1015PM. Two specially appointed MC9s (4201-4202) which are lettered "Ambassador" on the sides are assigned to this service. Two new stops were also established in the Orange County Division including the new Doubletree Hotel in Orange and the Hilton Inn and Marriott Hotel in Anaheim near Disneyland. The Doubletree is served by all schedules operating between John Wayne Airport and Disneyland and the Hilton/Marriott is served by all schedules that serve the Disneyland Hotel. Also started March 4th was a new two route shuttle service named "The Airport Bus Courtesy Shuttle" which is operated free of charge to transport passengers from outlying hotels to either the Grand Hotel or the Disneyland Hotel. Both routes are loops which operate in the early morning hours to noon on thirty five minute headways. One route serves the Grand Hotel departing there 420AM and every 35 minutes until the last trip at 1120AM and services the hotels on the south and east sides of the Disneyland area. The second loop begins at the Disneyland Hotel at 440AM and every 35 minutes until the last trip at 1140AM serving hotels and motels on the west and south sides of Disneyland. Prior to this time it was necessary for ASI customers to travel to either pick up point by their own means. Most of the hotels and motels have their own vans which are used as shuttle vehicles for many local trips including airport pick ups and drop offs.

GO AMERICAN, INC. (GAI)

ORANGE: GAI is a new operator and the successor to ORANGE COAST SIGHTSEEING COMPANY, formerly a subsidiary of AIRPORT SERVICE, INC. GAI is operating four tours with a fleet of former OCSC S8M5303As and S8M5304As. Tours include #2-Marineland, #3-All Day Universal Studios, #4-Queen Mary/Spruce Goose which also includes one way bus service for those who wish to stay longer than the tour times and #17-Los Angeles, Hollywood and Beverly Hills. The AIRPORT SERVICE, INC. MC8s which were recently relettered for OCSC have been returned to ASI and the GAI fleet now consists of 1001-1004, S8M5303A/220-223; 1101-1102, S8M5303A/287-288 and 1340-1341, S8M5304A/078-079 which are still lettered AMERICAN SIGHTSEEING TOURS and painted white and dark blue.

A Denkins d/b/a PITTSBURG COMMUTER CLUB (PCC)

PITTSBURG: The Public Utilities Commission has granted Denkins a certificate to operate a home to work service between Pittsburg in Contra Costa County and the Alameda Naval Air Station in Alameda near Oakland (WT 3/84).

24 HOUR AIRPORT EXPRESS, INC. (24HAE)

LA HABRA: 24HAE recently received Public Utilities Commission approval to increase passenger fares by 3.2 per cent and also to extend service between John Wayne/Orange County Airport and Mission Viejo and other points. At the same time the firm has filed two other applications including one to modify an existing restriction which limits the size of the vehicles they can operate between points in Los Angeles County and the Los Angeles International Airport and the second to operate as a Class B charter party carrier with a base of operations in La Habra. Presently 24HAE operates a large fleet of redish brown nine passenger vans, mostly Ford Econolines. If there were no restriction on vehicle size the firm could operate traditional size buses. 24HAE and AIRPORT SERVICE, INC. can and do compete for some of the same customers and they have been on opposing sides in a number of recent applications before the Public Utilities Commission.

GRAY LINE TOURS COMPANY (GLOLA)

LOS ANGELES: In its latest brochure of tour listings GLOLA now features Tour #1-BEVERLY HILLS, MOVIE STAR'S HOMES & FARMERS MARKET and no longer includes Tour #2-HOLLYWOOD, MOVIE STAR'S HOMES & BEVERLY HILLS. Tour #1 originates at the new GLOLA ticket office at the Farmers Market and the vehicles for sightseeing are a variety of Dodge and Ford vans. The tour brochure refers to GRAY LINE's personalized approach to sightseeing which is in response to the court action The City of Beverly Hills instituted last year which resulted in a ruling that the traditional large buses used for sightseeing were not allowed on the residential streets of Beverly Hills and for a period of time tours of stars homes appeared to be a thing of the past (WT 10/83). Tour #2 which had originated at the downtown Gray Line ticket office on West 3rd Street (which location is also the garage and general offices) and included a tour of Hollywood was discontinued when the new tour was started. Also changed was Tour #11-LAS VEGAS EXCITEMENT which now begins at the Farmers Market terminal at 930AM each day arriving in Las Vegas at 230PM. Passengers may disembark either downtown or on The Strip. The bus returns from Las Vegas at 130AM although passengers can stay longer and return on any regularly scheduled departure. One way fares ($25.00) and round trip fares ($35.00) are both available.

CO-ORDINATORS SIGHTSEEING TOURS (CST)

GARDEN GROVE: CST has rearranged its tour offerings and now features seven tours. The TIJUANA, MEXICO TOUR and the LOS ANGELES & HOLLYWOOD TOUR are as before, there are two separate UNIVERSAL STUDIOS TOURS varying only by departure time and the CO-ORDINATORS GRAND TOUR now features Olvera Street, Hollywood, Beverly Hills and stars homes, Farmers Market and Universal Studios. The San Diego trips have now been divided into two tours - SAN DIEGO ZOO TOUR and SEA WORLD TOUR. CST is now offering direct transportation between the Sheraton-Universal Hotel and the Los Angeles International Airport.

TIJUANA TRANSPORTATION SERVICE (TTS)

LA JOLLA: TTS began operations last November 1st and provides service to and from Tijuana International Airport (four round trips daily) from three pick up points in the San Diego area which are Mission Valley Travel (located at the Stardust Hotel), downtown San Diego (corner 3rd and Broadway) and San Ysidro (Gateway Travelodge). Service departs Mission Valley at 630AM, 745AM, 1145AM and 245PM arriving the Tijuana Airport seventy five minutes later. Return service from the airport is offered every hour on the hour.

WTS IS STILL HOLDING ENTERTAINMENT SESSION THE SECOND SUNDAY OF EVERY MONTH AT 730PM AT 272 ALPINE STREET IN PASADENA, CALIFORNIA. BRING YOUR SLIDES, PHOTOS, MOVIES AND ENJOY.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: April 1st brought a round of fare changes, mostly increases, as the adult basic fare was increased from 50¢ to 55¢, students from 40¢ to 45¢ and elderly and handicapped remaining at 25¢. Monthly passes were also changed with regular passes rising from $20 to $22, student passes increasing from $16 to $18 and elderly/handicapped passes staying at $10. Dial-A-Ride adult fares rose from $1 to $1.25, student discount fares were eliminated replaced by adult fares and elderly/handicapped fares increased ten cents to 60¢. Zone fares for elderly and handicapped are now 15¢ and basic local fares are now 55¢ systemwide rather than being different by location. Riverside-Hemet fares rose from $1.50 to $1.60, same as Riverside-Lake Elsinore while Riverside-Sun City fare changed from $1.50 to $1.35. Riverside-Loma Linda rose five cents to 65¢.

OMNITRANS (OT)

SAN BERNARDINO: Last July 1st service on the five Yucaipa local lines, 40-NORTH YUCAIPA, 41-SOUTH YUCAIPA, 42-SECOND STREET-EAST CALIMESA, 43-WEST YUCAIPA and 44-CALIMESA, was reduced so that one bus now operates all five lines providing a two hour headway on each on a 41-43-40-44-42 rotation. The first bus is a 42 departing Yucaipa Square at 630AM with the last departure at 540PM as a 40. This schedule is operated Monday through Saturday. OT is currently working on a plan which would convert the fixed route bus operation into a total Dial-A-Ride system beginning July 1st. Two years ago Dial-A-Ride was introduced and fixed route service was down scoped but there is a contingent of residents who would prefer fixed route buses and have suggested that OT investigate purchasing small size buses. Also changed last summer was 20-NORTH FONTANA-SOUTH FONTANA which is a combination of the former 20-NORTH FONTANA and 23-WEST FONTANA. Service operates hourly 600AM-600PM weekdays and 700AM-600PM Saturday using one bus. Last November 14th Line 10-DEL ROSA had its Del Rosa loop changed such that the line operates as before between 4th and D and Del Rosa and Highland. At that point buses begin a large one way loop operated both cw and ccw by alternate buses - the streets are Del Rosa, 39th Street, Golden and Highland. Line 17-SAN BERNARDINO-LOMA LINDA-REDLANDS incorporates former 8-INLAND CENTER, 17-LOMA LINDA and the North Redlands segment of 30-REDLANDS LOCAL. The new 17 begins at 4th and D in San Bernardino and travels via D, 2nd, E (serving Inland Center), Hospitality Lane, Hunts Lane, Hospitality, Waterman, Barton, University, Anderson, Prospect, Benton, Barton, Mountain View, Lane, Curtis, Cottage, Coloma, Park, Poplar, Redlands, California, Orange Tree (San Bernardino County Museum), Nevada, Redlands, Alabama, Industrial Park (Tri City Center), Tennessee, State, Eureka, Redlands, Orange, Brockton, Church, San Bernardino, Orange, Lugonia, Texas, Colton, Orange to Redlands and return to San Bernardino. Hourly service is offered 630AM to 630PM Monday thru Saturday using two buses.

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT is operated independently of the City of Long Beach but the city funds a good portion of LBT expenses and in recent years the City has threatened to withhold money unless the other cities which receive LBT service contributed to the coffers. This year the City Council voted to give LBT $1.75 million on the condition that LBT request funds from all the other cities and discontinue service to those cities which do not contribute. Currently only Signal Hill and the ORANGE COUNTY TRANSIT DISTRICT through a cooperative service agreement fund any of LBT's expenditures. Following a official request from LBT to the cities of Lakewood, Bellflower, Paramount, San Pedro, Compton, Carson, Hawaiian Gardens and Cerritos for funds a public hearing was held on March 20th to discuss the issue. At stake is $70,000 from all the cities combined or about two per cent of their Proposition A sales tax funds. Although there have been no official responses yet Carson which is planning to start up its own system is receptive to the idea while Bellflower is leaning toward non payment. LBT is seeking answers by the end of April with appropriate service changes beginning next July.

DONT FORGET TO SEND US YOUR NEW ADDRESS IF YOU MOVE - DONT MISS ONE THRILLED PACKED ISSUE OF WT

COUNTY TRANSIT (CT)

SAN JOSE: The January 2, 1984 Sign Up brought the following route and schedule changes: 18-EASTRIDGE-STANFORD, CT's original lift equipped "Handy Coach" service, a long, circuitous cross county route with many diversions to serve various activity centers (120 minutely weekdays only with 50/70 minutely on the western end between El Camino Hospital and the Stanford Medical Center terminus) was abandoned without direct replacement due to low ridership. 25 of CT's 55 arterial and local routes are now fully equipped with accessible buses so that all areas formerly served by the 18 can be reached by alternate transit service. 25-EAST SAN JOSE DE ANZA COLLEGE had selected weekday trips (120 minutely) deviated from the regular route to serve San Jose City College (from Fruitdale via Sherman Oaks looping ccw Kingman, Mansfield, Randolph and return on Shernan Oaks to Fruitdale) and De Anza College (from McClellan via service road to Parking Lot G and return) as replacement for discontinued 18. 30-MILPITAS-SUNNYVALE S.P. DEPOT (weekdays only - 4 trips am and pm - 30 minutely in peak direction) had am routing out of Milpitas changed to run Weller and Abel to Calaveras instead of Main and Serra to Calaveras (pm route). 32-SANTA CLARA S.P. DEPOT - SUNNYVALE S.P. DEPOT) had weekday peak headways improved from 30/60 to 30. 51-MOFFETT/AMES-VALLCO FASHION PARK had two southbound (toward Vallco) am and northbound mid afternoon trips diverted east off Grant Road via Bryant, Truman and Fremont to serve Mountain View High School. 67-SANTA TERESA-ALMADEN EXPWY was extended at its northern terminus to operate a double clockwise loop. After completing the regular Hillsdale, Gardendale, Foxworthy, Almaden Expwy loop the bus continues via Hillsdale, Cherry, Curtner and Lincoln onto Almaden Expwy to Capitol Expwy and eastward via regular route to Bernal & Santa Teresa. 83/83A-SPARTAN STADIUM-GOOD SAMARITAN HOSPITAL (San Jose local line) had the 83 branch routing in So. San Jose simplfied to run on Cherry from Kimberly to Curtner. 86-STANFORD UNIVERSITY-MAYFIELD MALL (Palo Alto local line) was rerouted between Stanford Medical Center and the Campus Quadrangle while 165-WESTGATE-NO. SAN JOSE/OAK CREEK EXPRESS was rerouted off San Tomas Expwy via Scott and Walsh on northbound morning trips Routes 51, 72, 86 and 99 became officially lift equipped on January 2nd which date also marked the closing of Central Division at West San Carlos and Sunol Streets in San Jose. Central was CT's oldest operating division having been built by the S.P. owned San Jose Railroads in 1938 when the final streetcar lines were replaced by buses and soon after taken over by SAN JOSE CITY LINES when PACIFIC CITY LINES bought the system from SOUTHERN PACIFIC. It is located on the site of the original Peninsula Railway carhouse, later shared with sister company SJRR until 1933 when the PRy interurban system was abandoned. Central was CT's only operating base from the system's start on January 1, 1973 until the opening of North Division in Mountain View in November 1974 and was considerably enlarged by CT with extension of the yard to Auzerius Street and addition of a fueling island and bus washers. The closure involved transfer of 86 operators and about 60 buses to the other operating divisions as follows (coach requirements shown in parenthesis): Rtes 21 (5), 65 (4), 83 (5), 85 (3), 87 (3), 94 (1), 103 (1), 162 (2) and 164 (1) to Chaboya Division; Rtes 62 (12) and 82 (4) to Agnew Division and part of 103 (2) to North Division. As noted before Rte 18 (3) was discontinued. Coach types transferred were 35 and 40 foot GMC RTS II and Gillig/Neoplans. About 30 of the Gilligs remain in inactive storage at Central for eventual disposition and the rest were sent to North Division which is now the only yard operating propane fueled coaches.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The following changes were made with the Winter Schedule effective December 8, 19[illegible] 30-SCOTTS VALLEY added one early afternoon daily northbound trip and dropped one late afternoon trip on the leg serving the Probation Center on Graham Hill Road increasing total trips to 3 northbound and 3 southbound (remains at one direction per direction on weekends). 40-SANTA CRUZ-DAVENPORT added the seasonal extension along Highway 1 from Waddell Creek to Ano Nuevo State Park (four trips daily), site of the elephant seals' winter breeding grounds. 75-GREEN VALLEY (Watsonville local) was extended on its outer end from Green Valley & Mesa Verde along Green Valley to Wheelock (loops cw Casserly, Wheelock, Green Valley). 93-SANTA CRUZ-WATSONVILLE EXPRESS added weekend service hourly 1000AM to 500PM from each terminal.

SOUTH TAHOE AREA GROUND EXPRESS (STAGE)

SOUTH LAKE TAHOE: The following is a summary of changes made in STAGE service since the major reorganization of July 1, 1981 which shortened the M-STATELINE- D ST. MAINLINE route by eliminating the Al Tahoe, Sierra Blvd/Martin Ave and Tahoe Island detours off Lake Tahoe Blvd and replaced them with existing feeder lines A-TAHOE ISLAND/GARDNER MOUNTAIN, B-GLENWOOD/PIONEER/ AL TAHOE and new E-SIERRA/KEYS and improved midday service (900AM-500PM) Monday thru Saturday on M from 30 to 15 minutely. Although exact dates of the changes are unknown they are listed in chronological order. For the 1981/82 winter season a fourth Ski Bus route was added to the three already serving the California side base lodge of the Heavenly Valley ski resort (PIONEER GREEN ROUTE, STATELINE YELLOW ROUTE AND BIJOU RED ROUTE. This is the STATELINE-NEVADA CASINO-BOULDER BASE LODGE ROUTE which runs from Stateline Ave. via U.S. 50 (passing the Nevada casinos/hotels), Kingsbury Grade (Nev. Hwy 19) and Benjamin Dr. to Boulder Base Lodge on the Nevada side of Heavenly Valley. The shortened M MAINLINE is thought to have lasted only six months with the original route being restored as was the original A-TAHOE KEYS/GARDNER MTN route and the E abandoned about January 1, 1982. Two coaches continued to operate the shortened M as the STATELINE-D ST. EXPRESS, 30 minutely Monday thru Saturday 900AM to 500PM but this too, was dropped in February 1982. About July 1st evening service (700PM-1000PM daily) on Rts A and B was discontinued and in November basic cash fares were increased from 75¢ to $1 for adults (tokens 50¢ to 75¢); from 25¢ to 50¢ for juniors and from 15¢ to 25¢ for seniors/disabled (pre school children still ride free). Monthly Passes were introduced at $30 for adults, $20 for juniors and $10 for seniors/disabled. In equipment news, delivery of the three 30 foot Gillig Phantoms (#3046-3048) in late 1981 allowed the four remaining Mercedes Benz 0309Ds (3012, 3013, 3016, 3017) of the original City of South Lake Tahoe (now STAGE) fleet of six buses to be phased down. In mid winter of 1983 only 3017 was serviceable and a year later all of this series but 3013 (which had been restored to active service) had been disposed of. In late 1982 two used 0309Ds were obtained from an unknown Southern California property and placed in service in mid 1983 as #3051 and 3052. Unlike the original six MBs these are air conditioned and lift equipped so that all city service buses except 3013 are now fully accessible. Stored out of service on the property are TDH 3501 #3027 (ex SAMTRANS) and TDH 4517s #3033-3034 (ex Oklahoma City MASSTRANS). STAGE also maintains two Ford/Wayne B7000 school bus types operated for Sierra Ski Ranch, located a few miles west of Echo Summit off US 50, and numbered 530-531. This service operates daily during the ski season (December to April) along Highway 50 from Stateline Blvd. to Sierra Ski Ranch base lodge, with a loop serving the Stateline California side motel district, departs at 730, 800, 920 and 950AM from Stateline and returns from the Ski Ranch as double headers at 330 and 500PM. Running time is about 50 minutes and the fare is $1.50 each way.

BISHOP RANCH BUSINESS PARK (BRBP)

SAN RAMON: BRBP began (on January 23, 1984) its own bus line offered free to the 1200 people who work in the 36 businesses in the 585 acre Bishop Ranch. As part of the BRBP Transportation Management Plan this service operates between BART/Walnut Creek and Bishop Ranch using two buses running weekdays only 630AM to 900AM and 430PM to 700PM. BRBP owns the two buses and it is operated by PENINSULA CHARTER LINES who will provide spare back up buses if needed. The buses are GMC RTS II units, both believed to be demonstrators - #1 and #2 - T80204/81250? and 821126. The buses have 41 high back reclining seats upholstered in english wool, individual reading lights, overhead luggage racks and an AM/FM stereo system.

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: The PUC recently passed a series of Resolutions including two affecting bus operators. ANTELOPE VALLEY BUS, INC. has been authorized to temporarily suspend service between Lancaster and Los Angeles International Airport and intermediate points. HUDSON GENERAL COACH LINES can now delay until November 1, 1984 the start up of service between Westwood, Beverly Hills and the Los Angeles International Airport.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SEPIAL	NOTES
-NEW-				
So Calif Rapid Trnst Dist	(3300-3372	Neoplan	AN440A/DL013765-13837	43,lift eqpd
	(3373-3390	Neoplan	AN440A/DL013839-13856	"
	(3391-3714	Neoplan	AN440A/EL013001-13324	"
AC Transit	1260	Neoplan	AN440A/DL013838	
Aspen Free Shuttle	unkn	Neoplan	AN435A/DL013632-13636	
Utah Transit Authority	(8301-8339	GMD	TC40102N/D3500427-465	Classic design
	(4801-4899	GMD	T8H5307A/3539-3637	(
	(4901-4920	GMD	T8H5307A/3639-3658	(Correction
	(4921	GMD	T8H5307A/3638	(
RTD (Denver)	9001-9089	MAN	SG310/DC700498-DC580587	
West Valley Chtr Lines	unkn	Eagle	AE10/DB031150-31151	
Scottsdale Stages	unkn	TMC	MC9/DR00A116	
Utah Valley Transit	69	TMC	MC9/DR00A118	
Arizona Bus Lines	140	TMC	MC9/DR00A120	
AAA Charter Lines	4474	TMC	MC9/DR00A121	
Citizens Auto Stages	40-365	TMC	MC9/DR00A127	
Orange County Transit	0301-0376	Ford	Econ/mixed	10,lift eqpd
Western Contra Costa Transit	(unkn	WideOne	2B7KB331ADK301884	14 psgr,lift reta
Authority	(unkn	WideOne	2B7KB3318DK301804	14 psgr, lift
Merced Transit System	(unkn	WideOne	2B7KB3315EK206803	17 psgr, lift
	(unkn	WideOne	2B7KB3317KB30680A	"
Kings Area Rural Transit	(unkn	WideOne	2B7KB3311DK405685	16 psgr
(Hanford CA)	(unkn	WideOne	2B7KB3312EK206807-808	"
City of La Verne, CA	unkn	WideOne	2B7KB3312DK3A8469	18 psgr
City of Palos Verdes, CA	(unkn	WideOne	2B7KB3319DK395499	16 psgr, lift
	(unkn	WideOne	2B7KB3316DK398573	19 psgr
	(unkn	WideOne	2B6KB3312EK21993A	19 psgr
-USED-				
STAGE (So. Lake Tahoe)	(3051-3052	M/B	0309D/-	A/C, lifts
	(3053-3054	Ford/Wayne	B7000/-	Ski buses
Sierra Ski Ranch	530-531	Ford/Wayne	B7000/-	Ski buses
Celebrity Airport Livery	57	Transch	2221S/7033	OCTD 727
Town Tour Fun Bus	unnumb	Transch	2221S/7046	OCTD 736
CTSA (Santa Ana)	61-67	Ford	Econ/CHB08197,08206, 08207,11318, 19114,19120,19125	OCTD 0381,0378, 0379,0377, 0382,0383,0380
Yellow Bus Company	402	GMC	PD4106/-	
Aztec Bus Lines	771	GMC	PD4903/189	Renumb from 741
Unitrans (U.S. Davis)	5311	GMC	TDH5303/4789	SMMPL 5351

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