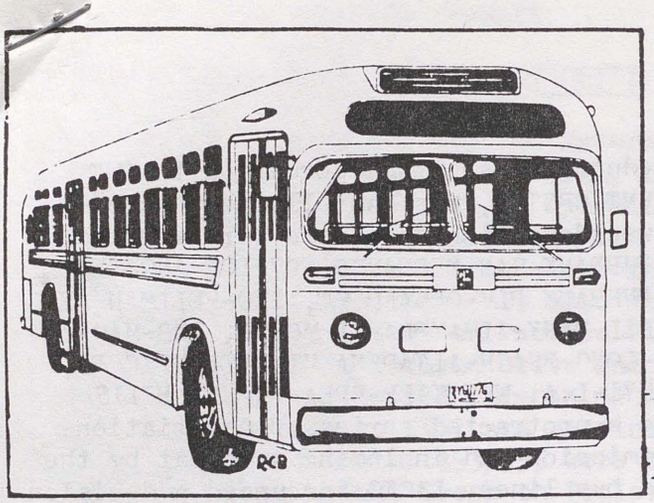


Western Transit

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NEW INTRACITY TRANSIT OPERATIONS IN LOS ANGELES COUNTY

CITY OF DUARTE MINITRANS

DUARTE: On February 20, 1984 the City of Duarte implemented a fixed route minibus operation. With a fleet of two Specialty Vehicle Manufacturing minibuses (only one scheduled) the 12.5 mile route operates on a one way loop serving the city perimeter and traffic generators such as City of Hope, City Hall, hospitals, shopping centers, parks, etc. Service operates weekdays only with the first trip at 700AM and the last at 600PM. A one hour headway is operated with the running time scheduled at 45 minutes with 15 minutes recovery at the City Hall terminal. MINITRANS is a "no fare" operation. The funds for implementation and operation of the system are provided as part of the "Proposition A" allocations based on the ½¢ sales tax which was implemented in Los Angeles County in 1982. The first ten days of operation averaged 58 passengers per day. The vehicles are painted with a white body, royal blue around the windows and below the rub rail with a wide gold belt rail. The Specialty body is affixed to a Ford Econoline 350. Coach #100 has 21 forward facing, upholstered seats, carpeting on the floor, air conditioning, AM radio for passengers and two way radio for the driver. Coach #101 has 19 seats arranged in perimeter fashion.

CITY OF BALDWIN PARK FREE SHUTTLE

BALDWIN PARK: The SHUTTLE began operation on October 31, 1983 and is designed to encourage people to shop in downtown Baldwin Park by providing this circulator to get around the area. The service operates Monday through Saturday between 900AM and 600PM on an approximate ten minute headway using one vehicle, a ten passenger Dodge Ram 350 Royal van. The van is painted silver grey with a wide maroon band with lettering reading "Free Maine Avenue Shoppers Shuttle". The van has a red interior and red cloth seats, air conditioning and an AM/FM radio for the riders. On the roof is a sign reading "Ride Free". The routing travels primarily along Maine between Pamona Blvd. and Los Angeles Street and along Pamona Blvd. between Baldwin Park Blvd. and Bogart Avenue.

OAKLAND AIRPORT EXPRESS (OAE)

SANTA ROSA: A new airport operator, OAE began operation March 1st providing four weekday round trips and three weekend and holiday round trips connecting Santa Rosa (Los Robles Lodge), Petaluma (Motel 6), Novato (Dennys Restaurant), San Rafael (Holiday Inn Marin), Oakland 16th Street Station (on reservation basis) and the Oakland International Airport. One way fares from Sonoma County points (Santa Rosa and Petaluma) are $14 while one way fares to/from Marin County points (Novato and San Rafael) are $12. Senior citizens receive a $2 discount and children travel at half price.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: March 18th saw the last round of service reductions started February 19th (WT 2/84). Only one line, 687-WILMINGTON-EL SEGUNDO EMPLOYMENT CENTER, was cancelled but seventeen others received wider headways, usually middays on weekdays although there were weekend service reductions. Lines affected included 92/93-L.A.-BURBANK-SAN FERNANDO, 97-LOS ANGELES-RIVERSIDE DR-SHERMAN OAKS, 125-ROSECRANS, 154-TAMPA AVE-BURBANK BLV-OXNARD ST, 170-HELLMAN AV-SOUTH EL MONTE, 166/168-NORDHOFF ST-LASSEN ST, 176-GLASSELL PARK-ALHAMBRA-EL MONTE, 183-MAGNOLIA-KENNETH RD-EAST COLORADO, 187-PASADENA-POMONA, 260-LONG BEACH-ALTADENA VIA ATLANTIC BL, 266-ROSEMEAD/LAKEWOOD BLVDS, 270-EL MONTE-CERRITOS, 470/471-L.A.-WHITTIER-BREA-PUENTE HILLS and 480-L.A.-WEST COVINA-POMONA. On March 29th following a protracted series of negotiations between RTD and the Los Angeles County Transportation Commission and including a threat by the United Transportation Union to shut down two heavily used bus lines, LACTC announced a decision to allow RTD to increase the number of service hours it can operate. The Commission is able to limit the RTD service because it (LACTC) apportions the money generated by the county's half cent sales tax used to keep bus fares at 50 cents. Bus ridership has risen dramatically since the lower fares were implemented resulting in overcrowding on bus lines throughout the county. While service can be increased it will be only a small amount in comparison to the probable needs and patrons were advised that there would still be overcrowding but that things would be improving. The service reductions over the last month were a result of the limitation on the number of service hours which could be operated.

The RTD Board has approved testing a new computerized fare collection system using fareboxes manufactured by the Cubic Western Corporation of San Diego. The new fare boxes. to be tested at Division 6 (Ocean Park) will accept dollar bills, any U. S. coin, bus tokens and fare tickets. Operators can see the fares in a display window while a digital monitor shows the exact amount deposited. Total revenue in a fare box also can be tallied instantly. If the test is successful an additional 760 fare boxes would be delivered by the summer of 1985. The present use of Cleveland fare boxes was begun in October 1980 with the advent of the Exact Fare system.

On Monday March 26th the first of the Neoplan buses was placed into revenue service, all from Division 15 (Sun Valley). During the first week buses in a range from 3305 to 3485 were observed and by April 7th 3534 was spotted. The buses will be numbered 3300-3714 (WT 4/84) and are to be assigned to Divisions 3, 8, 9, 12 and 15. Initially buses were seen on 90/91-LOS ANGELES-SUNLAND, 92/93-L.A.-GLENDALE-BURBANK-SAN FERNANDO, 94-L.A.-SAN FERNANDO, 96-L.A.-VAN NUYS, 97-L.A.-RIVERSIDE DRIVE-SHERMAN OAKS, 152-FALLBROOK-ROSCOE-VINELAND, 158-DEVONSHIRE-WOODMAN and 163-SHERMAN WAY. The buses feature 43 seats including two wheelchair positions, front door wheelchair lift, cream colored interiors with wood grain lower sides, smoke Lucite windows that open, air conditioning, "Stop Requested" light, black paint in front area and drivers compartment, double air assist push rear doors, buzzer cords mounted 2/3 of window height with extra cords vertically connected to main cord at the wheelchair positions, two roof hatches, electronic headsign and sidesign, three digit Bus Run Number box, microphone and two way radios.

Beginning April 1st all weekday service on Line 1-HOLLYWOOD BOULEVARD is now scheduled to be provided by articulated buses using a fleet of seven lift equipped buses and nineteen non lift units. 9200-9229 (originally purchased by RTD)are non lift buses while 9250-9259, late of GOLDEN GATE TRANSIT, are lift equipped. The midday ten minute headway was changed to twelve minutely occasioned by a greater seating capacity of each bus (average of 70 versus 43). Saturday and Sunday service still uses conventional buses, normally 8300 series PTS IIs based at Division 7. Previously the MAN/AMG articulated buses were divided between Line 1 and Line 20-WILSHIRE BOULEVARD and were used, recently, on weekends as well as weekdays.

Construction of the new Division 10 (East Los Angeles) on the site of the former Macy Street Division (742 North Mission Road, Los Angeles) is well under way and the brand new facility, capable of holding up to 250 standard buses, is scheduled to be open for the June 17th service change. This division is being constructed right along the San Bernardino Freeway Express Busway.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

WALNUT CREEK: CCCTA inaugurated several route changes beginning January 23, 1984 in conjunction with the driver sign up. First, the two halves of the recently started Line 116 (local loop in Martinez and local loop operating from BART/Pleasant Hill serving Pleasant Hill) were connected into one continuous line via Alhambra Avenue. This line is now called 116-ALHAMBRA AVENUE-GREGORY AVENUE and connects both BART/Walnut Creek and BART/Pleasant Hill with the AMTRAK Station in Martinez. It also gives two routes in the City of Martinez, on Alhambra and also to the southeast on Pacheco Blvd. Second, recently started Line 111 from BART/Pleasant Hill westward to Holland Drive and Pleasant Hill Road was combined with Line 307-OAK GROVE to form the new cross area 111-OAK GROVE ROAD/GEARY ROAD, now running from Holland Drive via Geary to BART/Pleasant Hill and continuing on to BART/Concord via the former 307 routing. Lastly, Lafayette routes 353/355 were extended eastward from Pleasant Hill Road to connect with Line 101 in Walnut Creek on Boulevard Way. This provided the first bus connection between the cities of Lafayette and Walnut Creek. However, this extension lasted only one week as residents along the new routing, especially on Windsor Drive, loudly complained about buses and fumes and narrow streets. Line 353/355 returned to its prior route and CCCTA and Lafayette city planners went back to the drawing boards to try and work out an alternate routing. CCCTA has called for bids on new coaches - for five 40 foot coaches with an option for an additional five. These will be used for additional route expansion scheduled to take effect in September. The larger buses will be used on some of the heavier current lines releasing some of the 35 foot Gilligs for the new routes. The former AC TRANSIT buses (Flyers and Minibuses) have now all been repainted into the CCCTA color scheme (Ed. Note - observers have said that the buses are very attractive).

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI has purchased a six acre former United States Steel facility bounded by Harrison, 15th, Folsom and 16th Streets as the third motor coach division. When the division actually opens in fiscal year 1986/87 it will be the official home for MUNI's fleet of 100 articulated motor coaches which are scheduled to arrive in the Bay Area later this year from the MAN factory in North Carolina. Traditional 40 foot buses would also be based there. The work to be done to ready the facility includes a drive through area, steam cleaning and bus washing station, fueling islands and an inspection area. MUNI is preparing for a General Sign Up to take effect on May 30th in anticipation of the return to service of the three cable car lines after a two year hiatus for complete reconstruction, discontinuation of the 58-POWELL and 61-CALIFORNIA bus replacement lines and the opening of the new Army Street Division which will be the temporary home of the articulated buses. Army Street is located at the former Avis Truck Depot at Third and Army Streets. However, thirty five runs will actually pull out of Pier 70 because there is not enough space at Army. 35 pull in operators will shuttle serviced buses to Pier 70 and ride a shuttle bus back to Army. The following lines will operate from Army: 15-THIRD (five base runs and several AM trippers with the remainder assigned from Woods; 30X-STOCKTON EXPRESS (all base service and PM peak trippers with AM trippers from Kirkland); 38-GEARY (all base, Saturday and Sunday service. Evening and Owl service will come from Kirkland); 42-DOWNTOWN LOOP (all daytime service seven days a week with evening service from Kirkland) and RICHMOND EXPRESSES (Lines 1X, 31X, 38X) - one PM tripper plus some trips provided by Line 38 base runs. There are only two of the Grumman Flxible 870s still in active service (4040 and 4045). The Flyer buses are due to begin arriving in mid April and the MAN articulated buses are scheduled to begin arriving April 30th.

SONOMA COUNTY TRANSIT (SCAT)

SANTA ROSA: SCAT has been advertising for bids from independent contractors to provide fixed route transit within the county using a fleet of 26 buses and providing 50,000 annual service hours. The contractor needs to provide management, operators, maintenance personnel and dispatchers. Buses, equipment, fuel, parts and supplies are provided by Sonoma County. This would be a one year contract with future renewals subject to negotiation. Presently COMMUNITY TRANSIT SERVICES, INC. operates the service.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Following dedication ceremonies on March 30th the new Santa Ana Transit Terminal located at Santa Ana Boulevard and Ross Street in downtown Santa Ana opened for business on April 1st. The terminal is now the focal point for transit service in the central area with eleven OCTD & RTD (47, 49, 56, 57, 61, 65, 69, 72, 75, 80 and 460) bus lines rerouted to always operate into and out of the terminal. Three other OCTD lines (60, 64 and 146) operate both to/from the terminal and along Fifth Street and Santa Ana Boulevard (streets flanking the SATT) depending upon either time of day or origin/destination. Four OCTD lines (53, 70, 85 and 87) always operate past the terminal along Santa Ana and Fifth. The facility features partially enclosed waiting and boarding areas, information and security offices and restrooms. It has been designed to accommodate future high rise development. Following opening remarks by members of the OCTD Board of Directors a parade of five buses (Gillig 4525, RTS II 3144, Flxible New Look 1129, Transcoach 0777 and Dial A Ride Ford 0365) proceeded into the terminal with 4525 actually breaking a banner stretched across the entrance driveway announcing the opening of the terminal. The SATT and the street stops surrounding it replace the Sixth and Flower outdoor terminal which had been the major transfer point in the OCTD system since January 2, 1973. Plans for the terminal actually started back in 1977 and during that time the site and the design of the terminal changed a half dozen times. The California Angels have resumed home games for the 1984 baseball season and OCTD has resumed weekend operation of Line 100-MISSION VIEJO-LAGUNA HILLS-ANAHEIM STADIUM and diversion of two trips (one eastbound, one westbound) weeknight evenings on 50-KATELLA AVENUE to return fans home. On the going trips riders must walk into the Anaheim Stadium from State College and Katella.

COMPETITION BETWEEN ANAHEIM AND LOS ANGELES INTERNATIONAL AIRPOPT

ANAHEIM: A three way competition arose between AIRPORT SERVICE, INC., FUNBUS SYSTEMS and LOUNGE CAR TOURS on March 26th on trips between the Anaheim/Disneyland area and Los Angeles International Airport. ASI has been the regular carrier for about twenty years and recently inaugurated "Ambassador Service" between the points in addition to the regular service (WT 4/84 FUNBUS calls their service "AIRLINK" with hourly departures (14 per day) between their Anaheim Depot on Katella, hotels/motels around Disneyland and LAX. Their one way fare is $8.75 with round trip fares and commuter fares (10 rides) also sold. Reservations from Anaheim are suggested although they will transport all passengers subject to seat availability. FUNBUS advertising says "40 minutes between Anaheim and LAX with European style coaches" Buses observed operating on the AIRLINK have been MC-9s #8001, 8002, 8100 and 8110. LCT was using their 21 passenger lounge cruisers (deluxe appointed model 10 Eagles) with a $12 one way fare with terminals at the Anaheim Sheraton, Marriott and soon to open Hilton Towers. The LCT service was also hourly. ASI was successful in obtaining a court injunction against LCT for operation of the service on April 3rd and service was suspended at midnight on April 4th. LCT was promoting the first week of service with free rides. As of April 14th FUNBUS was still operating. (Ed. Note - there has been some controversy concerning whether or not FUNBUS and/or LCT had authority to pick up fare paying passengers within the grounds of the Los Angeles International Airport, but the FUNBUS promotional material says that AIRLINK stops at all seven terminals within LAX. It is suspected that the upcoming 1984 Summer Olympics games has helped to spur competition and our Los Angeles area members/subscribers will likely see other such operations by the close of summer 1984).

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: Ground will be broken this month for the first 4.5 miles (to Euclid) of the East Urban Line, eventually planned for 15 miles out to El Cajon. MTDB has approved the execution of an option with Siemens-Allis to purchase six additional light rail vehicles which will be similar to the existing fleet except that they will be air conditioned for use on the new rail link.

ENTERTAINMENT MEETINGS - SECOND SUNDAY EACH MONTH AT 730PM - 272 ALPINE STPEET IN PASADENA, CA

TRAILWAYS, INC. (TWI)

LOS ANGELES: TWI has made a number of service reductions in recent months. On January 4th the weekend only round trip between San Diego and Las Vegas via Santa Ana and Riverside was cancelled and one of three LOS ANGELES-NEW YORK VIA ALBUQUERQUE & ST. LOUIS round trips was shortened to a PHOENIX-NEW YORK round trip with connections to/from points west of Phoenix using an AMERICAN BUSLINES, INC. LOS ANGELES-DALLAS schedule. On February 20th service in the north/south corridor (Seattle-Sacramento-San Francisco-Los Angeles) was substantially changed. Prior to this time there were three daily LOS ANGELES-SEATTLE round trips, two daily LOS ANGELES-SAN FRANCISCO round trips and one daily SAN FRANCISCO-MODESTO round trip connecting with a Seattle schedule. Now service consists of one daily round trip LOS ANGELES-SEATTLE, three daily round trips LOS ANGELES-SAN FRANCISCO and two daily round trips SACRAMENTO-MODESTO connecting with the San Francisco schedules. This schedule provides four trips through the San Joaquin Valley and one trip through Northern California, Oregon and Washington. On the plus side an additional daily round trip LOS ANGELES-EL PASO-DEL RIO-SAN ANTONIO-HOUSTON was added. This service is operated by AMERICAN BUSLINES, INC. between Los Angeles and Van Horn, Texas, TRAILWAYS TEXAS LINES between Van Horn and San Antonio and by TRAILWAYS BUS SYSTEM between San Antonio and Houston. Late in March there were newspaper stories concerning statements by TWI officials that drivers would be layed off and routes would be reduced cancelling service to nineteen cities unless unionized employees would forego salary and cost of living increases scheduled to take effect on April 7th. (Ed. Note - since that time that have been no news stories on this topic and no visible signs of service changes related to the item).

TRANSIT CONTRACTORS (TC)

LOS ANGELES: ATE Management and Service Company has entered into a partnership agreement with Private Sector Systems, Inc. and Wilmington Cab Company of California, both of which operate paratransit businesses in greater Los Angeles County. TC is the name of the new firm. The nationwide ATE said that the partnership will provide the firm with the opportunity to expand its interests in the Southern California paratransit business which is expected to expand rapidly over the next three to five years.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are applications filed with or decisions of the PUC concerning certificates for regular route, charter party carriers or airport carriers.

AMD-CV Palminteri et al dba AM PM AIRPORTER TRANSIT has been granted a certificate between Los Angeles International Airport and points in Los Angeles County.

Northstar Enterprises dba BEALE SHUTTLE SERVICE granted a passenger bus service certificate between Beale Air Force Base, Sacramento Metropolitan Airport and intermediate points.

R. D. Robles et al dba EXECUTIVE COACH LIMO SERVICE granted a Class B charter party certificate at Rowland Heights.

Hearings have been sent for applications of CALIFORNIA CRUISE, INC. and M. F. Maher dba MFS-MAHER RECEPTIVE SERVICES, THE BIG ORANGE both for service between points in Orange County and Los Angeles International Airport.

Another application for airport service between LAX and points in Riverside County has been filed by C. R. Perry dba SHORELINES LTD AIRPORT SHUTTLE SERVICE.

LORD & MINER, INC. dba BLUE & GOLD CAB has filed for a certificate for bus service between Lancaster, et al. and Mojave.

PAUL'S LINE, INC., a San Diego based school bus and charter operator, has been granted a certificate for bus service between points in Kern County.

RESORT BUS LINES (RBL)

BEND, OREGON: RBL is continuing until at least May1, 1985 bus service which has been operating on a trial basis between Bend and Chemult. The service connects with AMTRAK Trains 11-14, tickets are $12.00 each way and seats must be reserved and tickets paid for in advance.

KITSAP TRANSIT (KT)

BREMERTON, WASHINGTON: The last of the Fageol Twin Coaches of the KT fleet were scheduled to be auctioned off on March 31st in Bremerton. Included were twenty three buses, both 34-S and 41-S models. Premerton was the last known city in the country to be using the "real" Twin Coaches in regular service. The sale was to also include two 30 passenger restroom equipped GM coaches with 6-71 engines (4104s?) and two others with 8-71 engines (4106s?).

CITY OF PHOENIX PUBLIC TRANSIT ADMINISTRATION (COP)

PHOENIX: The City of Phoenix has been advertising for proposals to operate Dial-A-Ride and Small Bus Fixed Route service for a one year period beginning July 1, 1984 with options to renew for two additional years exercised on an annual basis at the discretion of the city. Phoenix provides a dial-a-ride service in two limited areas of the city for all riders on weekdays and a citywide dial-a-ride on Sundays. Fixed route scheduled service using small buses is currently being provided on two routes. This service is presently operated by the Phoenix Human Resources Department (WT 4/83).

COLORADO SPRINGS TRANSIT (CST)

COLORADO SPRINGS: March 9th saw a number of service changes in this city. Lines 5-EASTERN CROSSTOWN, 7-CONSTITUTION AVENUE and 9-WIDEFIELD now operate hourly service all day rather than half hourly peak service. Line 3-UNION was discontinued due to low ridership and the West Kiowa leg of 6-RUSTIC HILLS-WEST UINTAH was discontinued because of essentially duplicating service on Colorado Av nue (Line 1). The 26th Street leg of 1-MANITOU was reduced in size and now operates via 26th, Bott, 23rd, Robinson, 26th to Colorado. The remainder of the line was unchanged.

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WT has received word from the newly formed West Coast Motorcoach Society that they have secured property at the intersection of Venice and Robertson Boulevards near Culver City and they will be opening a bus museum on May 6, 1984. The open house will take place on that day between 1000AM and 400PM. Between the Society members a total of fifteen buses are owned including Flxibles, Fords, General Motors, Macks, Twin Coaches and White.

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