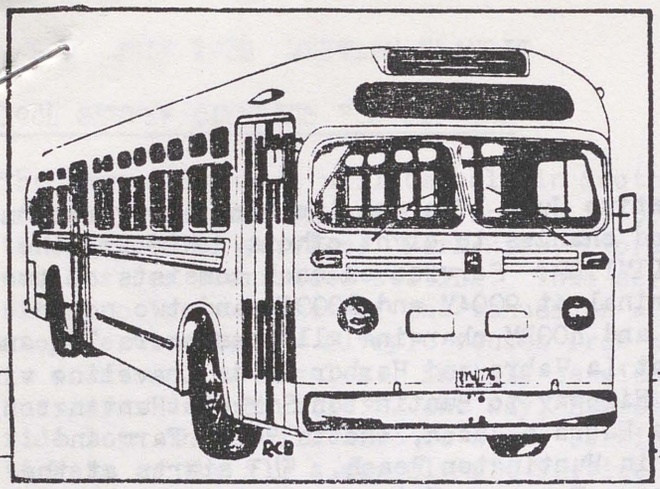


Western Transit

Monthly Publication of The Western Transit Society

VOL. 22 NO. 7 JULY 1984

THE CARSON CURCUIT (TCC)

CARSON: The newest transit system in Southern California started June 4th - THE CARSON CURCUIT a six route intra community system anchored at the Carson Mall serving the City of Carson. TCC is operated by Private Sector Systems, the transportation management division of Wilmington Cab Company. TCC replaced the two route free fare CITY OF CARSON SHUTTLE BUS which had been operated by PINETREE TRANSPORTATION COMPANY under contract to the city using one Dodge Sportsman Va between mid 1980 and June 2, 1984. The City of Carson sponsors TCC as well. All six routes run every half hour (one bus per route) beginning at 700AM on weekdays and 930AM on Saturdays with the last trip from Carson Mall at 630PM all days. No service is provided on Sundays or holidays. Fare is 25 cents per ride and transfers are not yet offered. Service is generally operated as loops with two lines in the northern part of the city, two in the eastern and two to the south. Lines are A-CAL STATE DOMINGUEZ HILLS, B-KEYSTONE, C-SCOTTSDALE, D-LINCOLN DOMINGUEZ, E-TURMONT STREET and F-CIVIC CENTER. There is a fleet of seven buses (six scheduled, one spare) consisting of Econoline 350/El Dorado Industries Falcon bodies which seat 20, are air conditioned, have overhead package racks, reading lights, seat belts and high roofs. Diamond fare boxes are used. Outside the buses are painted white with two tone blue stripes and black windows. They have the TCC name and logo, four encircling blue arrows. Fleet numbers are 801-807 and the buses are apparently owned by WCC as they have regular rather than exempt license plates. The buses sport one piece headsigns showing the line names, as above, and they are two way radio equipped. The TCC public timetable and map is a six color affair indicating not only the trip times and routings but also each stop is shown as well as connections to LONG BEACH TRANSIT, TORRANCE TRANSIT SYSTEM and SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT.

LONG BEACH TRANSIT (LBT)

LONG BEACH: June 17th brought the summer schedules and some changes including earlier morning service on 2-SANTA FE-CHERRY-PARAMOUNT and 6-ATLANTIC and expanded service to Seal Beach on 5-LONG BEACH BLVD-EAST FOURTH STREET. 18-SHOPELINE SHUTTLE was changed so that all trips now serve Pier 55. Beginning July 1st Line 14-LONG BEACH-SAN PEDRO which also served Terminal Isla was changed such that it no longer operates west of Navy Base Main Gate serving both Terminal Island and San Pedro. Following directives from City of Long Beach officials LBT had been conducting talks with officials from all the cities they serve to obtain funds to permit the continuation of bus service. City of Los Angeles officials representing the San Pedro area declin to fund any LBT operation because of the precedent that it might set with other transit agencie Los Angeles officials talked of requesting RTD to provide service as an interim solution pendin a permanent replacement. Add six more LBT buses to the group that is being repainted to resemble the Advance Design buses (WT 6/84). The units include T6H4521As 4508 and 4509 and TDH 5303s 5112, 5114, 5115 and 5122. The repainted units also have electronic headsigns and very dark tinted windows.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Summer schedules and routings became effective June 17th and included inauguration of two summer oriented lines, resumption of another and changes to eight others. NEW are the 529-BEACH BOULEVARD LIMITED and 543-HARBOR BOULEVARD LIMITED. Service on each consists of two morning southbound trips departing their northern terminal at 900AM and 1000AM and two northbound trips departing the southern terminals at 300PM and 400PM charging all passengers 75¢ and not honoring any other fare instruments. 529 begins at La Habra and Harbor Blvds traveling via La Habra, Beach Blvd, Atlanta, Lake and Pacific Coast Highway to Huntington Street (Huntington Beach). Limited stops are made (La Habra & Harbor, La Habra & Beach, Knotts Berry Farm and Beach & Chapman) with one stop at the end of the line in Huntington Beach. 543 starts at the Brea Mall and travels via State College, Imperial, Orange Freeway, Nutwood, State College, Commonwealth (serving Fullerton Transportation Center), Harbor, Ball, West, Katella, Harbor, Palm, Garden Grove, Fairview, Newport Blvd, Balboa Blvd to Ocean Front and Palm (Balboa). Limited stops are also made on this line including Brea Mall, Cal State-Fullerton, Fullerton Transportation Center, La Palma & Harbor, Disneyland and Harbor & Katella with three stops in Newport Beach at 32nd & Newport, 23rd & Balboa and Ocean Front & Palm. Line 93-ALICIA PARKWAY-MISSION VIEJO was reinstated for the summer. It begins at the Laguna Hills Mall traveling via Paseo de Valencia, Alicia Parkway looping Marguerite Parkway, O'Neill Road and returning Alicia and Paseo de Valenica to the Mall. Service operates every 48 minutes during the week and hourly on Saturday using one bus. 33-MAGNOLIA was rerouted to operate directly along Magnolia and end at the newly constructed loop inside the Huntington State Beach. 44-DISNEYLAND-KNOTTS VIA BALL ROAD was extended on both ends. On the north the line no longer loops around via Western Avenue in Buena Park but rather operates from Knotts Berry Farm along Beach, Orangethorpe and Magnolia ending at the Fullerton Park and Ride Lot. On the south end the loop around the hotel/motel area was enlarged. Beginning at Walnut & Katella buses operate via Walnut, Cerritos, West, Katella, Haster, Orangewood, Harbor, Ball and Beach to Knotts. Sunday service (hourly 9AM-6PM) was implemented on 56-GARDEN GROVE BOULEVARD. Selected weekend trips on 65-SANTA ANA-BALBOA VIA IRVINE were diverted off Culver Drive to serve the Tustin Marine Corps Helicopter Station. On Line 100-ANAHEIM STADIUM SERVICE buses will again serve weekend and weeknight home games of the Los Angeles Rams beginning in August and the 100C and 100N branches will be combined into one leg serving both Newport Center and Costa Mesa (Town Center). 133-FULLERTON-SANTA ANA VIA ANAHEIM was rerouted to serve the Martin Luther Hospital and again operates continuously along East Street between Ball and Sycamore. 161-TRASK-NEWLAND was suspended for the summer season. 353-SANTA ANA QT SHUTTLE was revised as to routing, frequency and fares. Service now operates between 1100AM and 200PM every ten minutes using three buses (0700 series Transcoaches). The alignment was also changed and the line now begins at Santa Ana Fashion Square operating along Main, Civic Center, Ross, 4th, Spurgeon, 3rd, Ross, Civic Center, Main, Owens, Lawson, Town & Country and Main to Fashion Square bus stop on Main. For the first six weeks of the operation The City of Santa Ana is sponsoring the line and all patrons will ride free rather than pay the established quarter fare. All the Transcoaches have decals on their front bumpers (black lettering on white background) that say "RIDE FREE". Equipment wise 45-FAIRVIEW and 85-PACIFIC COAST HIGHWAY are now accessible using 4500 series Gillig 35 footers. Buses 1809 and 1810 assigned to Line 44 have had decals (white lettering on blue background) placed on the front just under the front window saying "TO DISNEYLAND/KNOTTS". Buses 1901-1904 used on the new lines 529 and 543 have decals also which say "THE BEACH BUS" as the Limited Stop Service program has been tagged. The 529 and 543 operate from Division 6 while the reinstated 93 is based at Division 7.

GREAT AMERICAN STAGELINE , INC. (GASL)

THOUSAND OAKS: GASL has filed an application with the PUC for authority to extend its present Santa Barbara-Ventura County points-Woodland Hills-Los Angeles International Airport service to Carpinteria. Presently only selected schedules operate north of Oxnard. A hearing date has yet to be set.

* JULY 1984 WESTERN TRANSIT

1984 SUMMER OLYMPICS BUS SERVICE

The Summer Olympics will be held in Southern California between July 28 and August 12. RTD will add 550 buses and 24 new bus routes to operate direct service to most venues. There will be three types of service: Park/Ride, Express and Shuttle. Park/Ride will require advance reservations for guaranteed seating. This service will operate non stop from the various Park/Ride sites to the entrance of the venues on a round trip basis. Express will operate round trip non stop service to six Olympic venues from a special RTD Olympic Bus Terminal at First and Spring in downtown Los Angeles. Shuttle service will operate on seven different alignments. Olympic bus fares are: Shuttle $2 one way, Express $4 and $6 and Park/Ride $6 one way. At most park and ride lots there will also be a car parking fee. Fares will be payable by RTD 1984 Olympic token tickets or the $10 a day Olympic Service Gold Pass. Cash fares will not be accepted. The Gold Pass can be used on all RTD Olympic service as well as regular RTD service. ORANGE COUNTY TRANSIT DISTRICT buses will also honor the Gold Pass. Since no public tax funds can be used to subsidize the Olympic service, premium fares need to be charged to recoup the cost of the special service, estimated at $13.3 million. Services to be operated include the following:

710 DOWNTOWN-FLOWER ST-EXPO PARK	(S)	727 WESTWOOD-UCLA SHUTTLE	(S)
711 VALLEY COLLEGE-EXPO PARK	(P)	740 DOWNTOWN LA-THE FORUM	(E)
712 CENTURY CITY-EXPO PARK	(P)	743 HOLLYWOOD PARK-LAY-LOYOLA UNIV	(S)
713 HOLLYWOOD PARK-EXPO PARK	(P)	750 DOWNTOWN LA-LONG BEACH	(E)
714 CERRITOS COLLEGE-EXPO PARK	(P)	753 HOLLYWOOD PARK-LONG BEACH	(P)
715 PASADENA CITY COLLEGE-EXPO PK	(P)	754 CERRITOS COLLEGE-LONG BEACH	(P)
716 CRENSHAW CENTER-EXPO PARK	(S)	760 DOWNTOWN LA-ANAHEIM CONV CTR	(E)
718 18TH & GRAND-EXPO PARK	(S)	764 CERRITOS COLLEGE-ANAHEIM CTR	(P)
719 ALPINE VILLAGE-EXPO PARK	(P)	770 DOWNTOWN LA-DODGER STADIUM	(E)
720 DOWNTOWN-WESTWOOD-UCLA	(E)	780 DOWNTOWN LA-SANTA ANITA	(E)
721 VALLEY COLLEGE-UCLA	(P)	790 DOWNTOWN LA-ROSE BOWL	(E)
723 HOLLYWOOD PARK-UCLA	(P)	795 PASADENA (PARSONS)-ROSE BOWL	(S)

(E)-Express (P)-Park/Ride (S)-Shuttle 727 to be operated by SANTA MONICA MUNICIPAL BUS LINES

TORRANCE TRANSIT SYSTEM will offer daily park and ride service to Exposition Park departing from West High School at Del Amo Blvd and Victor Street with service scheduled to coincide with the various events. Service will also be offered to the soccer matches at the Rose Bowl on August 8, 10 and 11. The round trip ticket price is $10.00 and reservations are required.

ORANGE COUNTY TRANSIT DISTRICT will operate a special alignment and an approximate five minute headway on 91-LAGUNA HILLS-SAN CLEMENTE on July 29 for the Mission Viejo Bicycle Race, a non ticketed spectator event. In addition, four additional special routes will be operated from park and ride lots in the south county to Mission Viejo charging regular fares. Service passing Disneyland will be rerouted to not operate along West Street. 43-HARBOR BOULEVARD, 46-BALL ROAD, 50-KATELLA AVENUE and 543-HARBOR BOULEVARD LIMITED will stay on the streets of their names and a special Line 40-DISNEYLAND PERIMETER SHUTTLE will be established operating a one way loop along West Street, Ball Road, Harbor Boulevard and Katella Avenue connecting with the four lines 40 will be operated from Division 6, operate all day long on an approximate ten minute headway and require two or three buses depending upon the time of day. 44-DISNEYLAND-KNOTTS BERRY FARM VIA BALL ROAD will continue to run on its present alignment but will have a fourth bus added to maintain schedule reliability.

SANTA MONICA MUNICIPAL BUS LINES will operate Line 727-WESTWOOD-UCLA SHUTTLE between the Federal Building parking lot and UCLA via Veteran, Wilshire, Gayley returning Landfair, Gayley, Wilshire and Sepulveda. A $2 shuttle fare will be charged.

Although this may not include all services to be operated to and from the 1984 Summer Olympics at press time these are the known operations.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: June 17th was the start of the Summer Shake Up as well as opening day for the NEW Division 10 located in Los Angeles on Mission Road between Macy Street and Marengo Street, the site of the Macy Street Division which was closed in 1950. All new transportation and maintenance buildings have been constructed on the site which can accommodate up to 250 buses. This new facility allows for overcrowding at a number of other operating divisions to be reduced. All or portions of eighteen lines were moved there from four divisions. From Division 1 came part of 33/333-VENICE BLVD-ECHO PARK AVE/VENICE BLVD LIMITED, 55-WILMINGTON-LOS ANGELES VIA COMPTON AVE, 56-CARSON-LOS ANGELES VIA WILMINGTON AVE, 254-120TH ST-HUNTINGTON PARK-LOPENA ST and all of 68-WASHINGTON BLVD-BROOKLYN AVENUE. Division 2 sent all of 38-WEST JEFFERSON BLVD and its part of 60/61/360-LOS ANGELES-LONG BEACH BLVD/LONG BEACH BLVD LIMITED. Division 3 contributed part of 27/28/328-OLYMPIC BLVD-BURTON WAY/OLYMPIC BLVD LIMITED and all of 250/253-BOYLE AVE/EVERGREEN-EUCLID AVES, 255-ROWAN AVE-COUNTY HOSPITAL-GRIFFIN AVE and 256-EASTERN AVE-AVENUE 64-NORTH HILL AVE. In addition, Line 429-L.A.-SUNSET BLVD-WESTWOOD EXPRESS was sent from Division 7. Originally planned to be based at Division 10 was 608-AIRPORT SHUTTLE but it was scheduled for cancellation on June 17th due to the opening of the new LAX Transit Center and the ability for RTD patrons to use the LAX sponsored Lot C Shuttle buses to and from Los Angeles International Airport as the LAX Center is in the Lot C parking area.

There were other changes which took place on June 17th including transferring Line 605-WESTWOOD VILLAGE SHUTTLE from Division 6 to 7 (the 605 is to be suspended between July 29 and August 16 because of the Olympics activities in Westwood) and the operational combination of 110-108 TH STREET-FERNWOOD AVE and 126-YUKON AVE-MANHATTAN BEACH BLVD by thru routing at the Hawthorne Plaza. The only actual service changes were extension of Line 434-L.A.-SANTA MONICA-MALIBU-TRANCAS EXPRESS from the former terminal at Pacific Coast Highway and Trancas Canyon Drive to Leo Carrillo State Beach daily. Weekday headways were improved to half hourly and weekends to 35 minutely. This change is for the summer only and funded by the County of Los Angeles. Saturday and Sunday service has been added, for the summer, on 304-SANTA MONICA BOULEVARD LIMITED, 320-WILSHIRE BOULEVARD LIMITED and 333-VENICE BOULEVARD LIMITED.

The summer season at the Hollywood Bowl opened July 1st and service is again being provided from fifteen different pick up points directly to the Bowl. Lines operated include: 651-SHERMAN OAKS, 652-WESTWOOD, 653-NORTHRIDGE, 654-WESTCHESTER, 655-PASADENA, 656-EL MONTE, 657-TORRANCE, 658-SANTA MONICA, 659-ROLLING HILLS ESTATES, 660-LONG BEACH, 661-DOWNEY, 662-WEST HOLLYWOOD, 663-ARCADIA, 664-FULLERTON (new this year) and 667-SOUTH LONG BEACH. 664 will originate at the OCTD Fullerton Park & Ride Lot and operate non stop to the Bowl. 667 is operated by LONG BEACH TRANSIT.

The El Segundo City Council has voted to use $5,000 of its Proposition A transit sales tax money to help offset the cost of operating the two BEEP lines which are designed to serve the El Segundo Employment Center (685-RANCHO PALOS VERDES TORRANCE-REDONDO-EL SEGUNDO and 686-SAN PEDRO-LOMITA-TORRANCE-EL SEGUNDO). BEEP started in 1978 as a two year federally funded project to test the feasibility of operating special commuter service to a non central business district employment center. After the test RTD assumed the full operating cost. As gasoline became more plentiful after the 1970 crises and competition arose from van pools and other bus pools service was gradually reduced from twelve lines to the present two which together transport an average of sixty six daily round trip passengers.

The Neoplan buses continue to arrive and to be placed into revenue service. In addition to Divisions 8 and 15 buses are now at Division 9 (observed on 264-SAN GABRIEL BLVD-ALTADENA DR, 266-LAKEWOOD/ROSEMEAD BOULEVARD and 270-EL MONTE-CERRITOS) and at Division 12 (seen on 130-ARTESIA BOULEVARD, 149-LONG BEACH-RIVERSIDE, 205-SAN PEDRO-HARBOR CITY, 232-LONG BEACH-REDONDO-LAX and 456-LONG BEACH FREEWAY EXPRESS).

SCRTD Continued

On June 20th the Los Angeles City Council, by a 9 to 2 vote, approved spending $100,000 to have RTD provide bus service for a minimum of 90 days while city officials find a permanent substitute for the now discontinued LONG BEACH TRANSIT Line 14 between San Pedro and Terminal Island (WT 7/84). Beginning July 1st NEW Line 148-WILMINGTON-TERMINAL ISLAND-SAN PEDRO began operations. It operates seven days a week with one bus on an approximate 80 minute frequency between 530AM and 700PM charging regular RTD fares. Line 148 is based at Division 12 and is usually assigned a 1000 series GMC T8H5307A. Beginning in Wilmington at Anaheim and Avalon (looping Avalon, I Street, Marine and Anaheim) via Anaheim, Henry Ford Avenue onto Terminal Island (47) Freeway, Ocean Blvd/Seaside Ave, Ferry St, Terminal Way, Earle Street, Seaside, Vincent Thomas Bridge, Harbor Blvd, 6th Street and Sampson Way to the Ports O' Call terminal. Selected morning and afternoon peak hour trips on a daily basis are extended from Earle and Terminal via Terminal Way and Seaside Avenue to the Federal Correctional Institute.

OMNITRANS (OT)

SAN BERNARDINO: On July 10th the OT Board has scheduled a public hearing to discuss discontinuation of the five local lines in the Yucaipa-Calimesa area (10-NORTH YUCAIPA, 11-SOUTH YUCAIPA, 12-SECOND STREET-EAST CALIMESA, 13-WEST YUCAIPA and 14-CALIMESA) and their replacement by Dial-A-Ride and Dial-A-Lift. Currently one bus, usually an 1100 series AM General, operates all the lines each on a two hour headway. There is an existing DAR/DAL operation with at least two non lift equipped Ford Econolines; two lift equipped, high roof Ford Econolines and one Checker cab. OT recently painted out the word "Omnibus" from the sides of all the large buses although they still retain the OT logo and stripes.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: With the beginning of the summer schedules on June 10th ASI made minor adjustments with the exception that the AMBASSADOR service between Disneyland and Los Angeles International Airport featuring a hostess aboard, beverages and newspapers was discontinued with the trips involved returning to the regular service mode.

STOVALLS SHUTTLE SERVICE (SSS)

ANAHEIM: Stovall Enterprises, Inc. owns and manages nine hotels/motels in the Disneyland area on Ball Road, Harbor Boulevard, Katella Avenue and Walnut Street and for a number of years had contracted with FUN BUS SYSTEMS to operate a shuttle service (two separate routes) for hotel guests between their hotels and inside the grounds of Disneyland. In recent times FBS used their two TDH 4519s from Long Beach on this operation. Beginning on May 1st SSS began operation of the service directly and purchased two TDH 5303s from SAN DIEGO TRANSIT CORPORATION (#1 - TDH 5303/6183, SDTC 329 and #2-TDH 5303/6175, SDTC 321). The buses retain their SDTC paint scheme except for a wide dark blue belt rail which has been added along with the name "Stovalls Shuttle Service". Service is now also operated to and from The Grand Hotel for airport connections.

SILVER EXPRESS (SE)

ENCINO: SE, a division of Silver Carriage Limousines, Inc. is now operating service between Pasadena (Huntington Sheraton, Hilton Hotel and Holiday Inn) and the Burbank-Glendale-Pasadena Airport replacing METRO COMMUTER COMPANY. MCC also served the Holiday Inn in Glendale upon request. Sixteen round trips are operated Monday thru Friday with fourteen round trips provided on weekends. Chevrolet vans with luxury appointments are used by SE.

MONTHLY ENTERTAINMENT MEETINGS - SECOND SUNDAY EACH MONTH 730PM AT 272 ALPINE STREET IN PASADENA

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: On May 1st MUNI began operating an expanded service between the S.P. Depot at Fourth and Townsend and downtown San Francisco on Lines 80X-GATEWAY EXPRESS and 81X-CALTRANS EXPRESS. 42 morning trips, up from 31 and 24 afternoon trips rather than 16 are now operated using sixteen additional buses. Twenty buses have been leased for one year from AC TRANSIT and they retain their AC fleet numbers and are painted all white with a medium blue stripe under the windows and blue tire rims. "CALTRAIN" decals are on the front and door side only. A sign appears in the first side window of each coach stating that the CALTRAIN service is operated by MUNI. By June 1st some of the spares were mixed with the scheduled buses and one was replaced by ACT (740 replaced by 750). The twenty buses leased include the following: TDH 5304s #301, 305, 306, 307, 308, 309, 313, 314; TDH 5301s # 562 and 578: TDH 4517s # 740 and 744; TDH 4519s #758, 765, 772 and 775: spares included TDH 4517s #746, 747 and 748 with TDH 4519 #773 as the twentieth unit. The San Francisco City Public Utilities Commission has approved a Metropolitan Transportation Commission proposal to apply for $550,000 in regional funds to operate the service which has already received $500,000 from the California Transportation Commission. As a part of this one year project a joint monthly ticket will be sold to commuters at a cost of $10 more than CalTrain's monthly ticket cost. It will allow full access to MUNI and SAMTRANS and COUNTY TRANSIT feeder buses to Peninsula train stations. MUNI will be reimbursed for the full $24 cost of the Fast Passes sold to these commuters.

The Cable Cars returned to service officially on June 21st after a twenty month, $60 million rehabilitation project. The system is now equipped with new cables, tracks, winding gear, turntables and a major renovation to the Washington and Mason Division which doubles as a cable car museum open to the general public. Between June 3 and 17 there was interim service on 61-CALIFORNIA, between June 10 and 17 there was interim service on 59-POWELL-MASON and 60-POWELL-HYDE, June 17 to 21 there was bus service on all three with final adjustments and on June 21st dedication ceremonies returning the system to service.

TRI DELTA TRANSIT (Eastern Contra Costa Transit Authority dba)

PITTSBURG: Both fixed route and Dial-A-Ride operating expenses are expected to be reduced this year because COMMUNITY TRANSIT SERVICES, INC. will be operating both systems under contract Previously CTS operated Dial-A-Ride while AC TRANSIT ran the two fixed routes in the system (WT 2/84). Ridership is anticipated to increase 37 per cent although plans for expansion, if any, have yet to be announced. There has also been no word whether the seven Flyer buses purchased for ACT with TDT funds will be transferred, however, TDT has taken delivery on an order of seven new 35 foot Gillig Phantom buses. The first five are #1001-1005, model/serial 35G6TR6V02/80832-80836. Fixed route fares are regular 50¢; seniors, handicapped and children 5 thru 12 25¢ and children under five free. Fares on the zoned DAR system range from 50¢ to $1.25 for handicapped and seniors and from $1 to $3 for others. The service area stretches from Byron to West Pittsburg although a special DAR run connects east county points with several hospitals in central county.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: With assistance from a $300,000 state subsidy ACT is taking over operation of the Martinez-Richmond corridor service which was formerly operated under contract to BART. Plans call for some expansion of peak hour service on Line 30-Z (formerly Z) RICHMOND-MARTINEZ which also serves San Pablo and Pinole. The two zone express route will be operated on a one year trial basis with hopes for improving both ridership and service levels.

MONTHLY ENTERTAINMENT MEETINGS - SECOND SUNDAY EACH MONTH AT 730PM AT 272 ALPINE STREET, PASADE SUPPORT YOUR SOCIETY AND ATTEND - BRING YOURSELF, YOUR SLIDES, YOUR PHOTOS BUT BE SURE AND COME

Depot at SMTA

AS THE GM SEES - BY WILLIAM VALLOW, WTS GENERAL MANAGER

Thank you for your responses to the recent WTS Questionnaire. Approximately twenty were sent back. Based upon the information received, it is obvious that much, much more participation is the only thing which would make monthly meetings feasible. There is no one day or time which could be convenient for everyone so we will continue to have monthly entertainment get-togethers. The date of the next business meeting and excursion will be announced in advance.

I am interested in trading slides with fellow WTS members. I have quite a selection of eastern properties, but very little from the west. Can you help? Either come to our monthly sessions in Pasadena or contact me in care of the Business Address in San Gabriel.

Those of you who are Motor Bus Society members may be interested in the July 1984 issue of MOTOR COACH AGE which is tentatively scheduled to carry an article on Colorado Springs Transit. Yours truly did much of the research for the story. I say this not to brag but to encourage others of you to do the same because I know that it can be done and all the transit hobbyist organizations' publications are always in need of material and stories.

Hope to see more of you in Pasadena each meeting. Remember that we meet each month on the second Sunday at 730PM at 272 Alpine Street in Pasadena, California.

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SEATTLE METRO TRANSIT (SMT)

SEATTLE: The Municipality of Metropolitan Seattle is planning a 1.3 mile long, all electric bus tunnel through Seattle's Central Business District, one of the first such transit projects in the nation. The project comes after nearly ten years of study by METRO, the City of Seattle and UMTA. The tunnel would include two portal stations and three or four intermediate underground stations. Initially the tunnel would be designed to accommodate dual powered buses. Planners estimate that the tunnel would provide capacity through the year 2003 and it is being designed for possible conversion to light rail. Boring will be used to construct the tunnel and surface disruption would occur only at station and tunnel access locations where cut and cover construction is planned. Without diverting from its normal bus purchase program SMT will have at least 230 articulated, dual powered buses available for use in the tunnel when it opens in June 1989 and by 1995 SMT could have more than 520 dual powered buses. Total project cost is estimated at $387 million and SMT's financial plans assume discretionary, new start UMTA grants for between 50 and 75 per cent of the tunnel portion of the project. The local share of the program and the balance of SMT's capital program will be financed by UMTA formula grants, a local transit sales tax and potential State of Washington, City of Seattle and downtown contributions.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Carson Circuit	(801-807	FordEld or	Econ350/Falcon/	801-1FDKE30L1EHB32324
	(			804- EHP44467
	(			806- EHP44466
Roesch Lines	(443-444	MCI	MC9/EP035755-756	
	(445-446	MCI	MC9/EP036083-084	
	(447-448	MCI	MC9/CP036800-000	
	(449-450	TMC	MC9/DR003865-866	
	(451-453	TMC	MC9/ER004247-249	
	(454-456	TMC	MC9/ER004251,52,54	
Storer Transportation Serv	130-131	TMC	MC9/DR004122-123	
Vista Limousine Service	4904-4905	TMC	MC9/DR004124-125	
Kopecky Corp Chtr Buses	2424	TMC	MC9/DR004126	
Lewis Bros Stages	384	TMC	MC9/ER004246	
Sun Valley Bus Lines	931	TMC	MC9/DR004099	
Orange Blossom Lines	9004-9006	TMC	MC9/-	
-USED-				
Classic Adventures	5801	GMC	PD4107/1130	ASI 5801
Stovalls Shuttle Service	1-2	GMC	TDH5303/6183,6175	SDTC 329,321
Van Nuys Flyaway Service	88	MCI	MC9/-	GLOLA 5341
Americoach (San Francisco)	(61-62	MCI	MC9/13756,14552	Falcon 61-62
	(65	MCI	MC9/EP036545	Falcon 65
	(100	GMC	SDH4501/021	AC 100
	(152	GMC	TDH5301/3113	SAMTRANS 152
	(231-232	MCI	MC8/10328-29	GLOSF 231-232
	(233-236	MCI	MC8/10331-34	GLOSF 233-236
	(301	MCI	MC8/10365	GLOSF 301
	(463	GMC	SDM5302/1061	ESL 463
	(464	GMC	S8M5303A/002	ESL 464
	(590	GMC	TDH5301/2052	AC 590
	(763	GMC	TDH4519/264	AC 763
	(9804	GMC	TDM5303/008	SAMTRANS 9804
-DISPOSITIONS-				
Airport Service, Inc.	5902,3,6	GMC	PD4107/1233,1257,1231	For Sale
San Diego Transit Corp	(201,213,	GMC	TDH5301/553,560,	to Verde y Crema 14, 29
	(219,231	GMC	/566,1579	32, 100
Orange County Transit	(0101-0105	Ford	Econ250/1084,87-90	##
	(0201-0214	Ford	Econ250/1085,1094-1102	##
	(		1104,05,03,7125	##
	(0785-0791	Dodge	Fortivan/S0138-S0144	##
	(1019	Flxible	53102-8-1/59817	to be scrapped
Gardena Municipal Bus Lines	(747-749	GMC	TDH4519/1615,1859-60	For sale
	(750-751	GMC	T6H4521/170-171	"
	(756-757	GMC	T6H4521A/653-654	"
	(733-737,54,55,58**		T6H4523A/032-039	"

- to be sold after arrival of thirty Dial-A-Ride vans

** - six of this group of eight offered for sale