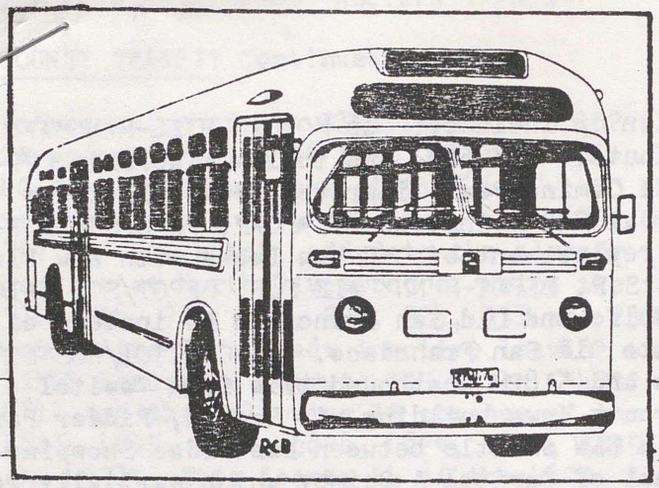


Western Transit

Monthly Publication of The Western Transit Society

VOL. 23 NO. 1 JANUARY 1985

PINETREE SERVICE CORPORATION (PSC)

CYPRESS: During November PSC received Public Utilities Commission approval to assume the certificates of YELLOW BUS COMPANY between Lindbergh Field (San Diego) and Los Angeles International Airport and of HANSEN MEDICAL ENTERPRISES between Camp Pendleton and San Clemente. YBC and HME were both owned by Maurice Hansen of San Clemente. Actual operations began November 20th. PSC is the parent corporation of PINETREE TRANSPORTATION COMPANY (school buses), CALIFORNIA CHARTER BUSES (charter buses and shuttle operations), TOURCOACH (group tours) and AIRPORTCOACH (airport service). PINETREE has a fleet of Dodge Vans and Crowns and CCB has GMC TDH 4517s, MCI/TMC MC5As and MC8s and Prevost Le Mirages. TC and APT use CCB's MC8s with the appropriate name affixed. AIRPORTCOACH is using a fleet of six MC8s to provide airport service between Los Angeles International Airport including Imperial Terminal by reservation, Long Beach Municipal Airport, Orange County/John Wayne Airport, Laguna Hills, San Clemente (Greyhound/CCB Terminal), Oceanside (Intermodal Transit Center), La Jolla (Park & Ride at I-805 and Governor Drive) and San Diego's Lindbergh Field at all terminals. There are six southbound LAX-SD trips and eight northbound SD-LAX trips. In addition there are four morning southbound trips San Clemente-SD and two late evening LAX-Oceanside trips. Northbound there are three morning Oceanside-LAX and two late evening SD-Oceanside trips. An approximate two hour headway is provided. One way fares range between $8 and $20 and where APT serves the same locations as AIRPORT SERVICE, INC. APT has somewhat lower fares. Childrens fares are one half the adult fare and package express service is provided with a maximum of fifty pounds for each package. CCB is operating the service between downtown San Clemente and the five northernmost camps within Camp Pendleton. They are using a fleet of CCB's TDH 4517s. Service operates hourly between 500PM and 1000PM weekdays, 800AM and 1100PM on Saturdays and between 900AM and 1000PM on Sundays. The major users of this services are Marines stationed at Pendleton.

GLENDALE BEELINE (GB)

GLENDALE: GB, a downtown shuttle operating a two directional loop connecting all the major downtown attractions, commenced operating on December 3rd. The service is operated by PACIFIC BUSING, INC. under contract with the City of Glendale who is using Proposition A funds to pay for the service. Buses operate weekdays between 9AM and 6PM with ten minute headways between 11AM and 2PM and twenty minutely at other hours. The buses are 15 passenger Ford Econoline 350XL/Diamonds with upholstered perimeter style seats, wheelchair lift, two way radios, reading lights and are propaned powered. They are fleet numbers 62-66 in the PBI fleet and are painted generally white with a brown over yellow over maroon belt rail stripe. GB costs 25¢ per ride but service operated during the month of December was provided FREE. In addition, on the weekend of December 22/23 service operated between 900AM and 900PM for the convenience of Christmas shoppers. There was a two month delay in awarding the service contract (WT 10/84) but service did begin prior to Christmas which was the main objective. GB is advertising the service by saying "Buzz Off on the Glendale Beeline".

COUNTY TRANSIT (CT)

SAN JOSE: Changes effective with the October 1st sign up included: 16-MORGAN HILL-SAN MARTIN (South County local) dropped Saturday service (*0 minutely *AM-6PM) due to low ridership, 22-EASTRIDGE-MENLO PARK, the system's main stem along El Camino Real, improved weekend/holiday morning service to transition from 30 to 15 minutely at 730AM instead of *00AM, 26-EASTRIDGE-SUNNYVALE VIA PRUNEYARD became lift equipped due to replacement of GMC New Looks with new Flxible Metros of the 1561-1584 series. 32-SANTA CLARA S.P. DEPOT-SUNNYVALE S.P. DEPOT/SO. PALO ALTO was rerouted in east Sunnyvale to run Evelyn, Wolfe and Old San Francisco Rd instead of continuing on Evelyn to the point where it curves onto Old San Francisco. 36-CAPITOL/HOSTETTER VALLCO PARK had the 702AM eastbound trip from Vallco and 518PM westbound trip from Capitol routed off Old Oakland Rd. to serve the San Jose Mercury-News building via Brokaw, Ridder Park and Schallenberger. 39-39A-EASTRIDGE-FLINT/RUBY is a NEW shuttle between Eastridge Shopping Center in south San Jose and the residential area east of Capitol & Quimby which partially replaces the circuitous routing of 71-MILPITAS-EVERGREEN in this area. 39 makes a cw loop from Eastridge via Quimby, Tully, Capitol Expwy, Cunningham, Wonderama, Ocala onto Martin, Flint, Norwood, Ruby and Quimby to Eastridge. 39A operates the same route ccw except returns on Capitol between Tully and Quimby. 2 buses from Chaboya Division provide 30 minute headways in each direction 600AM-600PM weekdays only. 44-SANTA CLARA S.P. DEPOT-RIVER OAKS/OAK CREEK SHUTTLE is a NEW weekday peak service providing connections with 3 am southbound and 3 pm northbound CALTRAIN/S.P. commute trains and River Oaks Business Park and Oak Creek Industrial Park in north San Jose. From S.P. Depot 44 runs Franklin, The Alameda, Lewis, Lafayette, The Alameda, De La Cruz onto Trimble, No. 1st, River Oaks Pkwy, Montague Expwy and McCarthy to Cottonwood looping cw McCarthy, Sycamore, Barber and Cottonwood. 1 coach from North Division provides 30 minute am/45 minutely pm service in the peak travel direction only. 71-MILPITAS-EVERGREEN had alternate weekday peak (30 minutely) and all midday service rerouted straight on White Road from Marten to Quimby (its former jog replaced by 39/39A) which reduced weekday peak bus requirements from 11 to 10 and midday from 5 to 4. Evening and weekend service remains over the longer route, but the short eastward detour off San Felipe Rd via Yerba Buena to Evergreen Community College and return was dropped on Sundays/holidays due to low patronage. *2-MOUNTAIN VIEW S.P. DEPOT-MAYFIELD MALL (weekday off peak Mtn View local) was changed on its north end to serve San Antonio Shopping Center instead of the former Mayfield Mall, which is in the process of being converted to office use, extended on the south end from Mtn View S.P. to El Camino Hospital and redesignated 92-EL CAMINO HOSPITAL-S.P. DEPOT-SAN ANTONIO RD. New route begins at Hospital via Grant, El Camino Real, Calderon, Evelyn (past S.P.), Hope, Villa (returns Castro and Evelyn between Villa and Hope) to Bailey, then makes a large cw loop via Villa, Esquela, California, Showers, El Camino Real, San Antonio, Middlefield, Pengstorff, Montecito, Montebello, Hackett, Sierra Vista, Montecito and Bailey to Villa. One bus serves the line but, due to the longer route the headway was changed from 35 to 60. Operating hours begin at 730AM (one hour earlier) and end at 330PM (as before). There were increases in the number of express trips on the following: 101-CAMPBELL-WESTGATE-STANFORD INDUSTRIAL PK EXP, 103-EASTRIDGE-STANFORD INDUSTRIAL PK EXP, 104 PIEDMONT HILLS-STANFORD INDUSTRIAL PK EXP and 128-ALMADEN VALLEY-LOCKHEED VIA SAN TOMAS & AQUINO EXP. 140-BART/FREMONT-MAYFIELD MALL EXP discontinued its diversion to serve the National Semiconductor plant on Kifer Rd due to low ridership and the line again runs on Arques and Fair Oak 165-WESTGATE-NO. SAN JOSE/OAK CREEK EXP was extended on its south end from Westgate Ctr and rerouted from San Tomas Expwy and Payne via Payne, San Tomas, Aquino, Hamilton, Campbell, Saratoga and Cuito to Park & Ride Lot at Westmont. On August 27th CT began a one year contract with San Jose State University (SJSU) to provide shuttle service between the campus and a park/ride lot Vine under the I-280 elevated freeway due to parking shortage caused by construction. Route begins with a cw SJSU loop from San Carlos via 3rd, San Antonio & 4th, San Carlos and Vine to Gra returns Grant, Almaden Ave onto Almaden Blvd and San Carlos to 3rd. Service is free to student and faculty with SJSU I.D. and runs 15 minutely 730AM-330PM Monday thru Thursday using one bus from Chaboya Division.

CT equipment story continues on Page Three.

SUPPORT THE SOCIETY BY ATTENDING THE MONTHLY MEETINGS WHICH ARE HELD THE SECOND SUNDAY OF EACH MONTH AT 730PM AT 272 ALPINE STREET IN PASADENA, CALIFORNIA.

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COUNTY TRANSIT Continued

Introduction of new Flxible Metro 40102-6Ts #1501-1564 has enabled CT to transfer additional 20 propane fueled 35 foot Gillig-Neoplan PT-477s of the 600, 602-733 series and 57 second hand 40 foot GMC New Looks of the 46-47-4800 series to the inactive fleet. The Gilligs removed were 612, 617, 622, 630, 631, 64*, 682, 684, 685, 687, 6*2-6*4, 6**, 70*, 710, 713, 720, 726, 727 and 732 which, added to the already inactive 62 coaches of this class, leaves 51 units in service at North Division, of which the following 13 are stored in reserve: 705-707, 70*, 712, 716, 718, 71*, 721, 723, 724, 731 and 733. An additional 31 of the former TNJ 4600-4655 series joined the 24 already inactive leaving only 4637 in service. Six of the ten former GREYHOUND LINES Peninsula commute TDH 5301s (#4702-4711) have been inactivated: 4704, 4706, 4707 and 4708 4711 and the following 19 coaches of the 4800-4881 series joined the 18 previously retired: 4811, 4815, 4818, 4828, 4829, 4832, 4835-4837, 4843, 4844, 4851, 4856, 4858, 4863, 4866-4868 and 4871. This leaves 44 of the 4800s in the active fleet with the following 15 stored in reserve at Agnews Division from which all of CT's GMCs operate: 4805, 4821, 4823, 4825, 4826, 4834, 4838, 4842, 4847, 4848, 4852-4854, 4858 and 4872. Lastly, former SAN JOSE CITY LINES TDH 4517 #6516 has become the first of the 15 ex SJCL 35 footers (#6513-6527) to be retired. At their November 13th meeting the CT Board of Directors (Santa Clara County Supervisors) approved the transfer of 50 of the GMC New Look buses to the Department of General Services for sale as surplus.

CHRISTMAS BUSES

For Christmas 1984 only two decorated buses were spotted - SANTA MONICA MUNICIPAL BUS LINES 4740, a Grumman/Flxible 870 was painted as the Candy Cane Express and ALAMEDA-CONTRA COSTA TRANSIT DISTRICT 1462, a new 40 foot Gillig Phantom was outfitted appropriately. (Ed. Note- It is believed that the SMMBL bus is the first Advance Design bus which has been painted).

EUREKA TRANSIT SERVICE (ETS)

EUREKA: The City of Eureka has been in the bus business for about twelve years using the Bishop Transit Service as the contractor to run the ETS. At one time ETS was operated with contractor owned buses but as the equipment was due for replacement city owned equipment replaced the privately owned buses and today all units are city owned. In the past the City renewed the contract without calling for bids. However, this year the City sent out Request For Bid proposals and received four bids to run ETS. Westcoach, Inc. of Chico submitted the highest bid followed by Bishop Transit Service, then Community Transit Service (Dave Systems) and the lowest being HUMBOLDT TRANSIT AUTHORITY at $264,00 per year on a three year contract. One of the city councilman, also serving on the HTA Board, stressed contracting with HTA for operation of ETS while his election opponent emphasized keeping it with Bishop. Many letters to the editor appeared in the local press and it became a real campaign issue. The incumbent councilman lost the election and his seat on the HTA Board. When bids were opened the City Council threw out all bids and decided to hire a transit manager (at $25,000) and operate the service as a straight municipal system at $304,000, $40,000 over the HTA bid plus the manager salary. The municipal operation is scheduled to take over February 1st but no visible changes are expected. Now, various groups are getting prepared for a taxpayers suit against the city naming the City Council as defendants. The County Board of Supervisors, who fund 27% of ETS' expenses, are also threatening action. The Humboldt County Taxpayers League has jumped into the issue and is preparing for action saying the City should deal with HTA and save up to $100,000 per year. The Regional Transportation Plan for Humboldt County requires an eventual merger of all three systems (ETS, HTA and ARCATA & MAD RIVER TRANSIT SYSTEM) as a means of reducing operating costs. Little action has been taken in that direction, however.

UNION CITY TRANSIT (UCT - The Flea)

UNION CITY: UCT or The Flea now operates all base service with their 30 foot Gillig Phantoms, the Mercedes Benz 0309Ds are either out of service, in stand by use or sold. The name "Flea" appears on the Gilligs but in very small letters about six inches in heighth.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Recent applications to and decisions by the Commission include the following:

ORANGE BELT STAGES, INC. has filed an application to increase intrastate passenger fares by twenty per cent.

Hearing has been set on application of J. Mitchell et al (MARINA SHUTTLE) for a passenger stage certificate between points in Los Angeles County and Los Angeles International Airport.

OAKLAND AIRPORT EXPRESS has been granted a certificate between points in Sonoma County and Oakland International Airport.

The Commission has ruled that AMADOR STAGE LINES, INC. must continue to provide service between Sacramento & Jackson and Stockton & Jackson unless the Commission orders discontinuation.

A certificate has been granted to D. G. Pertl (PENNGROVE ROADRUNNER) to operate a home to work service between points in Cotati and the Presidio Army Post.

SANTA BARBARA AIRBUS (E. Onnan et al) has been granted an extension of a previous certificate to serve Buellton and other points in Santa Barbara County on its LAX service.

The certificate of T. A. Johnson dba QUICKSILVER STAGE LINES in the Mammoth area has been reinstated.

Two recent Assembly Bills dealing with matters involving the Commission are now law. The first item is that an applicant for a passenger stage certificate must send a copy of the application to each public transit agency operating in any portion of the territory that the applicant proposes to serve. Prior to awarding a certificate the Commission must consider the effect of the applicant's proposed operations on the services furnished by any public operator.

Effective January 1, 1985 all carriers who conduct round trip sightseeing tours are required to obtain a permit pursuant to new Section 5384 (c) of the Public Utilities Code. The PUC was mailing applications to all regulated carriers and those carriers believed to already be providing round trip sightseeing service before the implementation of the new regulations.

FOOTHILL TRANSIT (FT)

SUN VALLEY: FT is a new door to door transit service within portions of the communities of Sylmar, Pacoima, Lakeview Terrace and Sunland utilizing three 15 passenger vans painted red, gold and yellow and operating Monday through Friday between 600AM and 700PM. It is a general purpose Dial A Ride system open to all. FT began operating on November 26th and is funded on a one year trial basis by the City of Los Angeles using funds from Proposition A. The one way fare is $1 and ten cent transfers are available between FT and PTD.

REDWOOD EMPIRE LINES (Eureka-Redding Stages, Inc. dba) (REL)

REDDING: REL received some television coverage (Redding Channel 7) recently. REL operated its GMC PD4104 on the regular route between Eureka and Redding and the TV coverage centered around the thirty year old coach still in service. Bob Stewart, REL owner, has restored the coach with such loving care that the bus in no way shows its age. REL recently constructed a new shop and office in Redding on land immediately north of their former location on the east side of town near the airport. The new facility has four shop bays in a brick building and the office is adjacent to the shop as an extension of the same building.

WTS MONTHLY ENTERTAINMENT MEETINGS ARE HELD SECOND SUNDAY OF EACH MONTH AT 730PM AT 272 ALPINE STREET IN PASADENA, CALIFORNIA. PLAN TO ATTEND - MEET NEW PEOPLE - EXCHANGE NEW IDEAS

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LEGISLATION, POLITICS AND TRANSIT

It has been twenty years since the first large scale piece of federal legislation (Urban Mass Transit Act of 1964) designed to aid and benefit the transit industry and the riding public was passed. Ways had (still have) to be found to encourage commuters, students and shoppers to use mass transit more and rely less on the private auto and the road and highway system required. It was also during the late 1960s/early 1970s that the transition from private firm to public agency took place. On the national, state and local levels the political mood of the country has changed several times in those twenty years. In 1964 social service types of programs and the costs to finance them were in fashion. Today following economic recessions reducing the cost of government is a major objective of a country that is following a more conservative bent. In the proposed FY 85-86 federal budget the Reagan Administration has proposed the elimination of operating subsidies and substantial reduction in funds for capital projects. The cuts would slice nearly two thirds from the $3.8 billion federal transit program.

Available data indicates that the operating costs of public transit today have risen at a greater rate than the rise of inflation throughout the country. Over the last several years legislative steps, usually at the state level, have been taken to ensure that transit users pay a greater share of providing transit in the belief that non users were paying a disproportionate share. A common element has been a mandated farebox recovery ratio (a certain per cent of the cost of operation must be generated through the farebox) which must be met or exceeded in order for the transit agency to continue to receive local government funding.

Another approach which has gathered momentum over the last couple of years is to use private firms operating service under contract to a political jurisdiction. The ORANGE COUNTY TRANSIT DISTRICT has always used private firms to operate the Dial-A-Ride program and for the first eighteen months of the fixed route system SOUTH COAST TRANSIT CORP. and TOWN TOUR FUN BUS ran the large buses and the District assumed direct operations in February 1974. In Los Angeles County there are several proposals now being discussed by the political powers. The first is a directive to the County's Road Department by the Board of Supervisors to report on ways that the San Gabriel Valley could be withdrawn from the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, explore the availabilty of private operators to provide service and devise a plan for hiring of such firms. RTD officials have promised stiff oppostion to this plan because of its potential impacts on a regional system.

The City of Los Angeles has indicated that it will not renew the contract with RTD to operate Lines 602-DOWNTOWN MINIRIDE and 605-WESTWOOD VILLAGE SHUTTLE next July and instead seek private firms for these lines as well as a proposed Park And Ride service between Encino and downtown Los Angeles. The City has also indicated that they may seek private operators for any express lines RTD may drop next summer as part of service reductions caused by the discontinuation of the 50 cent fare mandated by the passage of Proposition A in 1980. In the San Pedro area SAN PEDRO TRANSIT, an arm of Wilmington Cab Company, has been operating service between San Pdero and Terminal Island since last October 1st seven days a week between 530AM and 900AM and 200PM and 600PM using a fleet of four Dodge Vans which replaced RTD Line 148-WILMINGTON-TERMINAL ISLAND-SAN PEDRO which had operated for three months following discontinuation of LONG BEACH TRANSIT Line 14-LONG BEACH-TERMINAL ISLAND-SAN PEDRO in a dispute over funding issues (WT 7/84 10/84).

Subcontracting of service will likely be an issue during labor contract negotiations between RTD and the United Transportation Union which represents RTD bus operators. Earl Clark, General Chairman of UTU, has indicated that the union is absolutely opposed to subcontracting and against the creation of smaller transit zones which could be operated by private firms.

Earlier this year there was discussion of the BAY AREA RAPID TRANSIT DISTRICT contracting with firms other than AC TRANSIT to provide the express bus service between BART stations and outlying suburban areas in both Contra Costa and Alameda Counties primarily due to cost factors, but the partnership of the two public agencies did remain intact with BART now underwriting costs, as necessary, of local type services in the Oakland area which begin and end at BART stations.

Private Bus Firms? 1985 May Be Their Year in L.A. County

By WILLIAM TROMBLEY, *Times Urban Affairs Writer* 12-30

The private bus companies that largely disappeared from Los Angeles area streets in the 1950s and 1960s may be making a comeback.

Concern over the high cost and sometimes inadequate service offered by the Southern California Rapid Transit District has prompted public officials to suggest that some RTD bus routes should be turned over to private operators.

The new twist is that there would be government subsidies for the private operators, along with requirements for routes and frequency of service.

The city's Department of Transportation plans to contract with a private company to take over the downtown and Westwood Village "miniride" service next summer.

City Seeks Bids

The city has asked for bids on a new express bus service between downtown and Encino and is exploring the possibility of turning over other express routes to private operators.

"The private sector can do it more economically than RTD can," said S. E. (Ed) Rowe, assistant general manager of the transportation department. "RTD's costs average $60 per hour. You can do it for half or less with private service."

County Supervisor Pete Schabarum has asked for a study of a new "transportation zone" in the San Gabriel Valley, a step that could lead to removal of the area from the RTD system and possibly to private contracting in the valley.

The Los Angeles County Transportation Commission is encouraging area transit operators to consider private contracting for at least part of their services.

'One Possible Way'

"Our main objective is to increase efficiency and reduce costs," said Paul Taylor, deputy director of the county commission. "Contracting is one possible way to achieve this."

Commission member Wendell Cox is an enthusiastic supporter of private contracting.

"It's the difference between competition and monopoly," Cox said. "With competition you gain cost control and you provide service the market is seeking, not service the agency wants to impose."

A majority of the RTD board of directors appears to be opposed to the contracting concept, but the board's advance planning committee has scheduled a discussion of the idea for Thursday.

The activities in the Los Angeles area are part of a national pattern of movement toward private operation of transit service.

Examples in Other Cities

In Dallas and Houston, most of the express bus routes, which tend to be the most expensive, are run by private companies. In Phoenix, Sunday service is contracted out to a company that uses taxis and small vans to move passengers.

All of this is taking place in a favorable national climate, since the Reagan Administration likes the idea of replacing government services with private enterprise whenever possible.

The Urban Mass Transportation Administration has indicated that it will require public transit agencies to explore possible private participation in order to be eligible for future federal funds.

"What you are seeing is the onset of a new philosophy," said Washington transportation consultant Kenneth Orski, "that government should be the provider of last resort and not the provider of first resort."

But not everybody is happy with the application of this "new philosophy."

'Strongly Opposed'

"We're strongly opposed to outside contracting of RTD services," said Earl Clark, general manager of the United Transportation Union, representing about 5,000 RTD workers. "RTD was created by the Legislature to perform a service to the communities in this area and they're doing just that."

Clark said private companies can run cheaper bus operations than RTD because "they use non-union drivers and pay half the wages and few of the benefits. We certainly aren't in favor of that."

For instance, Antelope Valley Bus Inc., which operates an express bus service between Newhall and downtown Los Angeles under a contract with Los Angeles County, pays its drivers $6.04 to $7.50 per hour, while a full-time RTD driver earns as much as $12.72 an hour.

RTD officials contend that extensive private contracting would disrupt the system of bus routes that has been built up during the agency's 20-year history and probably would result in poorer and more confusing service for riders.

"That's not a valid argument," replied Cox of the county Transportation Commission. "Schedules, transfers—all that sort of thing can be worked out between private and public providers. It's just no big deal."

Some critics argue that private operators would skim off the most profitable bus routes in the system, leaving the public agency with what one RTD staff member called "the midnight bus to Watts."

"If you turn transit over to private profit, by all means you'll see that," said John W. Richeson, RTD's assistant general manager for management.

Again, Cox disagrees.

"I would argue that contracting would provide for increased service levels" in poor neighborhoods, he said. "Money saved by contracting out some of the high-deficit suburban services could be used to improve service in areas where demand is heavy."

An underlying question, according to Richeson, is this: "Is transit a public service or is it a non-vital activity that can be operated on a profit-and-loss basis? I think that's a bit of a dilemma."

Skeptics who recall that many private transit companies went broke in the 1950s and early 1960s, leading to the formation of large public agencies such as RTD, wonder if the same thing will not happen again.

"This is completely different from the '50s," said Mike Lewis, an aide to Schabarum and a member of the RTD board of directors. "Then, they were being asked to make a profit, but this time there would be public subsidies."

In return for these subsidies Lewis emphasized, private operators would have to provide levels of service that are determined by public bodies.

"We're not saying to private operators, 'Go get it, you're on your own,'" he said. "That's not realistic. People want the service and the only way you can guarantee the service is with contracts."

Lewis, Cox and others who favor private contracting believe that it would be cheaper than existing service, even with a substantial public subsidy.

They point out that private companies could pay lower wages and provide fewer employee benefits than a public agency such as RTD and would be subject to fewer union-negotiated "work rules" that run up the cost of public transit.

Cox also said that RTD, with 9,000 employees, an annual budget of $450 million and a service area that covers 2,200 square miles, suffers from "diseconomies of scale" that would not plague smaller operators.

Public transit costs are high, Lewis said, because "there's no competition—there's not as much emphasis on controlling cost as there is on just maintaining service."

"For a long time, money was flowing out of the federal coffers and nobody really cared," he added, "but things are different now."

Things will be very different in the Los Angeles area next July when the county subsidy that has kept bus fares at the 50-cent level will be reduced.

RTD officials are planning to raise fares and reduce service. If a 75-cent fare is adopted, they say daily bus boardings are expected to decline about 250,000 a day from their present all-time high of about 1.7 million.

Advocates of private contracting believe that this approach can soften some of the impact of the subsidy cut.

Said Lewis: "Instead of the usual reaction—'let's raise the fares and cut the service'—we're saying 'let's see if there isn't a better way to do this. . . .' Contracting seems to offer some hope."

This article appeared in the December 30, 1984 edition of the Los Angeles Times and describes anticipated actions concerning transit.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: HTA adopted a new time schedule beginning January 3rd on its TRINIDAD-EUREKA-SCOTIA line which retained the straight hourly schedule all day, which has accounted for an increase in ridership, plus reinstating service to the Arcata-Eureka Airport and the community of Manila. Service along Old Arcata Road which was dropped last September by HTA and contracted with ARCATA AND MAD RIVER TRANSIT SYSTEM for three trips per day will again be operated by HTA using a small Wayne Busette (#17) instead of a standard size transit coach.

LIVERMORE TRANSIT SYSTEM (RIDEO)

LIVERMORE: RIDEO is still operating the Chance Trailer Modules during peak hours. To our knowledge this is the only transit operation in the country that bought the Chance Trailer buses (the idea behind the unit is to be able to increase transit's carrying capacity without adding additional operators to drive). RIDEO uses them for peak hour service between points in Livermore and the Lawrence Radiation Laboratory. During non peak hours they uncouple the trailer unit from the power unit.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: MST recently broke ground for the new Salinas Maintenance Facility located on a 2.3 acre site in West Salinas which will consist of a 9000 square foot building with three maintenance bays, one maintenance pit, office space, parts storage, dispatch office and operators' quarters. The Salinas Division will accommodate about 30 buses and save $230,000 annually in reduced deadhead mileage costs. Since the 1981 merger of the former MONTEREY PENINSULA TRANSIT and SALINAS TRANSIT SYSTEM minor maintenance on the Salinas buses has been done in a leased, sub standard warehouse type building.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: A number of service changes are being implemented during the winter months. Saturday service on 71-HAIGHT-NORIEGA will now make all local stops and will not run as a limited stop operation. There will be no changes on weekdays. Lines 9-SAN BRUNO, 38-GEARY/ 38L GEARY LIMITED, 44-O'SHAUGHNESSY, 71-HAIGHT-NORIEGA and 76-MARIN HEADLANDS are now accessible during all hours of operation except that the 38/38L is only so between 500AM and 730PM while the MAN articulated buses are in operation. During the evening and Owl hours GMC New Look buses are used. The Historic Trolley Festival has been suspended until the spring due to the overhead wire replacement work.

# #

AS THE GM SEES BY WILLIAM VALLOW

My apologies to those of you who attended the January 17th meeting in response to my urgent invitation and found me not in attendance. I understand the entertainment was really special with movies and new slides. Unfortunately I was sidetracked at virtually the last minute and could not arrive until 845PM. I am quite sorry I missed many of you. Unless the earth comes apart I will be attending the February 12th meeting - may I ask each of you to return? 277 Alpine Street in Pasadena is the place.

If you have any ideas for WTS activities please contact me at the new business address. I woul really like to see something happen this year.

I understand the Motor Bus Society spring convention will be held in San Diego on May 4 and 5. Those of you who attended the Los Angeles and San Francisco MBS conventions know these events are outstanding. Let's have a good turnout of WTS members.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
SCRTD	4100-4131	Crpntr	TC-83020-32/DS01-0025-10056	Addtl info
	4132-4161	Crpntr	TC-8425-30/ES01-0068-10097	" "
Southwest Coaches, Inc.	102-103	GMC	T8204/EV822955-2956	
Gray Line of San Francisco	109-116	MCI	MC9/EP030020-30027	
Marin Airporter	19	MCI	MC9/-	
-USED-				
Golden Tours	(131	GMC	SDM4501/079	CLOSE 201
	(145	GMC	TDH5301/1968	AC Transit 506
Gray Line of Reno	136	GMC	S8M5303A/143	Achors Gray Line -
Western Tours	55-57	GMC	PD4107/844,849,850	GLW 7964,7069,7070
Verde Y Crema (Tijuana)	88	GMC	TDH4517/1227	Culver City 4501
Azul Y Blanco (Tijuana)	(1-28	GMC	TDH4519/1220	Memphis 403
	(1-177	GMC	TDH4519/1166	LRTC 4557
Concord Blue Devils	554	GMC	PD4905/092	orig Indian Trails 154
Sweets Service	4107	GMC	PD4107/742	Citizens Auto Stage 270
KNEW Hot Bus	unnumb	GMC	PD4107/887	Msn Trails II607
San Francisco Sheriff Dept	unnumb	GMC	TDH3301/084	RTD 1204
Arizona Bus Lines	(132	GMC	PD4106/2608	INMAN 4043
	(137	GMC	PD4905/077	SVRL 290
	(139	MCI	MC9/BP036460	--
Arizona Southern Coach	(405	GMC	P8M4905A/373	Roberts Holiday 405
	(930	MCI	MC9/3484	Roberts Holiday 930
Eastshore Lines	341-342	MCI	MC9/BP036085-36086	Cleveland-Lorain Mt Coach 83-84
Golden World	unnumb	MCI	MC8/U30713 S1063	GL-W 2265
Fresno Charter Service	6051	B&C	01SE/-	LCT 6051, "10" from roof cap
DISPOSITIONS-				
Americoach	464	GMC	S8M5303A/202	to pvt party
Eastshore Lines	(320	GMC	PD4107/233	to Bassett Transit
	(335	GMC	P8M4905A/925	to TPL Enterprises
Metro Transit Authority (Houston)	824,921, 1020,1071,1119	GrFlx GrFlx	53102-8-1/90606,90703, 90802,90853,90901	to Potard Coaches
Gray Line of Los Angeles	mixed	GMC	several PD 4107s	deactivated from act
		GMC	several PD 4905s	service and availabl
		MCI	several MC 8s	for sale

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