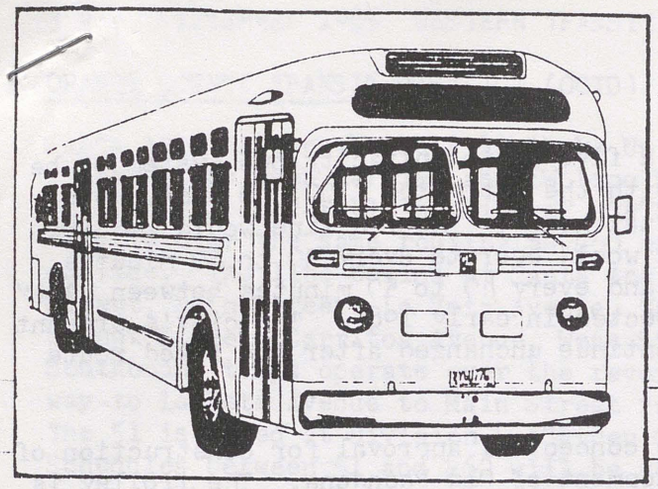


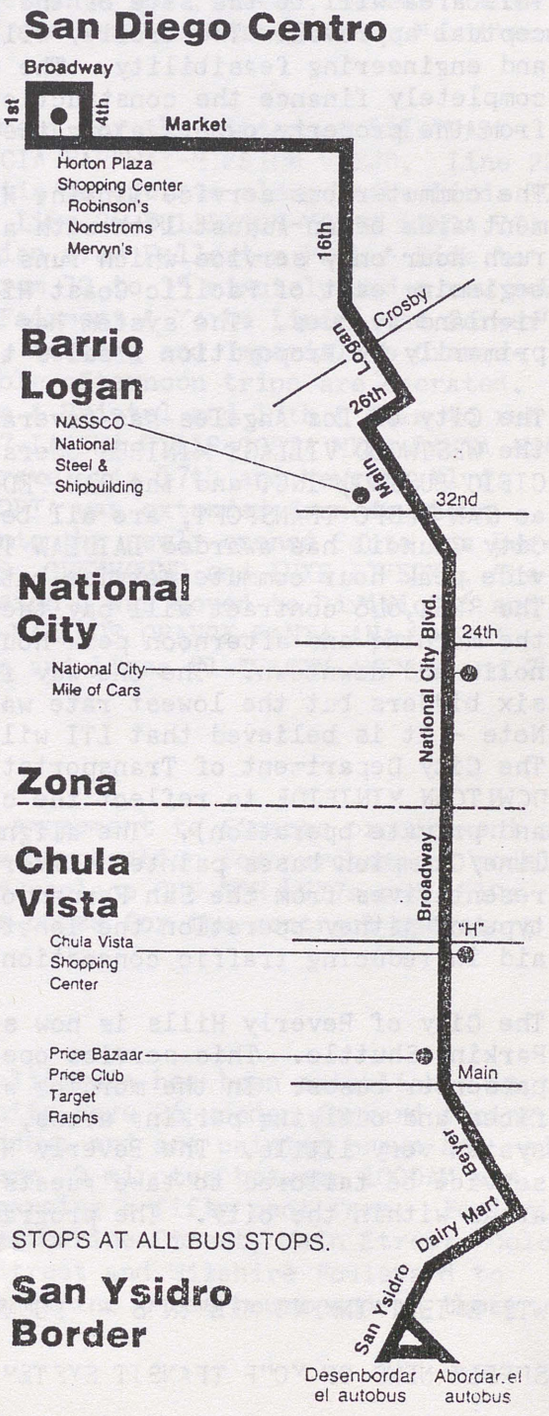
Western Transit

Monthly Publication of The Western Transit Society

VOL. 23 NO. 9 SEPTEMBER 1985

YELLOW AND PINK BUS LINES (YAPBL)

SAN DIEGO: YELLOW AND PINK BUS LINES also known as TRANSPORTES AMARILLO Y ROSA, affiliated with SOUTHWEST COACHES, INC. of San Diego, began operating NEW service between San Ysidro and San Diego on August 1st over an alignment similar to the original SAN DIEGO TRANSIT CORP Line 32 which was altered in July 1981 when the SAN DIEGO TROLLEY began operations. The routing is shown to the right and the downtown San Diego terminal is Third & Broadway. Fares between San Diego and National City and between Chula Vista and San Ysidro are 75¢ and fares between the two areas is $1.00. Zone checks are issued and collected at the zone limit - the Chula Vista/National City city limits. The YAPBL fleet includes seven former MEMPHIS TRANSIT AUTHORITY air conditioned TDH 5303s (MTA and YAPBL 882, 884, 885, 886, 887, 911 and 914) which are painted rose and yellow and white with the design identical to the SCRTD chrome yellow and saddle tan with the rose in the window area, the yellow below the front window and rub rail and white in the other areas. Fleet numbers are in the railroad roman design. The buses have Cleveland lock type fareboxes which accept paper money and piped in music is provided with an AM radio station. Five of the seven buses are scheduled. Daily service is offered departing San Ysidro 510AM and every half hour through and including 910PM. From San Diego buses leave 532AM and every half hour through 802PM, then 902PM and the last trip at 1002PM. Although SDTC, NATIONAL CITY TRANSIT and CHULA VISTA TRANSIT each operate on segments of the Broadway thoroughfare this line now provides continuous service along the road providing more convenient transit service for those not destined to/originating at the TROLLEY as bus lines in the South Bay area all divert to serve the Trolley stations in their immediate area.



PROPOSED INTRA COMMUNITY TRANSIT SYSTEMS

The Monterey Park City Council has voted to establish a five route intracity bus system to be operated by a contractor with passengers riding free with the estimated $300,000 cost coming from the city's share of Proposition A county sales tax money. The bus line would require six buses, each seating 12 to 15 passengers, and buses would operate every 30 to 40 minutes from 630AM to 830AM and 430PM to 630PM on five routes and every 40 to 50 minutes between 830AM and 430PM on four routes. Start up operations are expected in early 1986. The city's present Dial A Ride program for residents 55 and older will continue unchanged after the fixed route system is started.

The Pasadena Board of City Directors has voted to give conceptual approval for construction of an eight block trolley system as a part of the redevelopment of Old Pasadena. The trolley is planned to run on the rectangle formed by Raymond, Green Street, Delacey Avenue and Union Stree This area will be the site of the planned $42 million Marketplace which has also received conceptual approval. The trolley will still undergo a series of reviews to determine its economic and engineering feasibility. The city has stipulated that developer John Patrick Wilson must completely finance the construction and operation of the trolley and obtain written consent from the property owners along the route.

The commuter bus service linking Hermosa Beach and Manhattan Beach with the El Segundo employment area began August 19th with a week of free rides. Regular fare will be 50 cents for this rush hour only service which runs 615AM to 830AM and 400PM to 615PM. Two routes are operated beginning east of Pacific Coast Highway on Anita Street and traveling north along Hermosa and Highland Avenues. The system has been nicknamed "Herman" and its operation will be financed primarily by Proposition A sales tax revenues.

The City of Los Angeles has several projects underway or planned. Three existing operations, the WESTWOOD VILLAGE MINIBUS operated presently by SCRTD, the FAIRFAX TROLLEY operated by PACIFIC BUSING, INC. and the SAN PEDRO-TERMINAL ISLAND route operated by Wilmington Cab Company as SAN PEDRO TRANSPORT, are all being advertised for new operating contracts. The Los Angeles City Council has awarded LAIDLAW TRANSIT, INC. (formerly APA TRANSPORTATION) a contract to provide peak hour commute service between Encino and downtown Los Angeles beginning in October. The $254,646 contract will pay the full cost of the service. LTI will operate three trips in the morning and afternoon peak hours between the Encino Park/Ride Lot at Wayvenhurst and Magnolia and downtown. The one way fare has yet to be established. LTI was the second lowest of six bidders but the lowest rate was rejected because of alleged inferior bus equipment. (Ed. Note - it is believed that LTI will be purchasing four Gillig Phantoms 40 x 102 for this line). The City Department of Transportation is presently conducting a contest to name the present DOWNTOWN MINIRIDE to reflect the change in operation beginning September 30th (city sponsorship and private operation). The alignment and fare will stay the same, but a fleet of new Econoline/Champion buses painted silver gray with dark windows will be utilized. City Council representatives from the San Fernando Valley have proposed that the city consider funding some type of jitney operation the length of Ventura Boulevard, a busy, commercial thoroughfare to aid in reducing traffic congestion.

The City of Beverly Hills is now studying ways to improve utilization of the city's Free Ride Parking Shuttle. This service operates in the city's congested business triangle using two 22? passenger buses. In the morning and afternoon rush hours employees use the buses between offices and outlying parking areas, but shoppers who the service was designed for utilize the system very little. The Beverly Hills Visitors Bureau has suggested that during off hours the service be tailored to take guests from the city's several hotels to the various shopping areas within the city. The program is funded from the city's portion of Proposition A funds.

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

SUPPLY NEWS OF YOUR TRANSIT SYSTEM FOR INCLUSION IN EACH EDITION OF WESTERN TRANSIT

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Although the Fall Shake Up date was September 15th the biggest change actually occurred one week earlier as NEW Line 51-SANTA ANA-FASHION SQUARE-DISNEYLAND was inaugurated replacing a comparable section of SCRTD Line 460-LOS ANGELES-NORWALK-SANTA ANA. The 51 will operate over the same routing as 460 and will generally offer the same hours and frequency of service. The line begins at Santa Ana Transit Terminal via Santa Ana Blvd, Ross Street, 1st Street, Main Street, La Veta Avenue, Garden Grove Freeway, Santa Ana Freeway, Katella Avenue, Walnut Street, Cerritos Avenue, West Street (Disneyland), and Katella Avenue to Walnut Street. Southbound trips operate over the reverse of the northbound routing except via Santa Ana Freeway to La Veta Avenue to Main Street in Orange because of different freeway on and off ramps. The 51 is based at Division 4 (Garden Grove) and is assigned three 1900s (Flxible 53102-8-1s). Schedules between 51 and 460 will be coordinated to provide for an approximate five minute transfer between the buses, in both directions, at the Disneyland transfer point. The 460 will be rerouted in the Anaheim area to travel south on the Santa Ana Freeway, Harbor Boulevard, Katella Avenue looping via Katella, Walnut, Cerritos and West to Disneyland. Northbound buses to Los Angeles will operate along the same streets.

Changes were made to seven other lines including reinstatement for the winter of 161-TRASK-NEWLAND and discontinuation, also for the winter of 93-ALICIA PARKWAY-MISSION VIEJO. Line 22-TUSTIN-LA HABRA VIA HEWES & LAMBERT was rerouted in Placentia to operate along Yorba Linda Pl. and Valencia Avenue in lieu of Rose and Imperial Highway. Line 26-FULLERTON-YORBA LINDA VIA COMMONWEALTH was revised three ways - the peak hour extension from Fullerton Park & Ride to Cal Comp was discontinued, weekday headways were slipped from 30 to 35 minutely and a new peak hour extension was implemented. This extension begins at Fairmont & Yorba Linda, the former eastern terminal, and travels along Fairmont, Orangethorpe, Kellogg and Imperial to Orangethorpe. Two morning peak hour round trips and two comparable afternoon trips are operated. Line 56-GARDEN GROVE BOULEVARD was rerouted between La Veta & Bristol and 17th & Main to run along Bristol and 17th Street while, in Costa Mesa, Line 57-LAGUNA HILLS-COSTA MESA-SANTA ANA was rerouted between 17th & Orange and 19th & Newport to travel via 17th and Newport Blvd. Line 80-SANTA ANA-HUNTINGTON BEACH VIA SOUTH FLOWER & VICTORIA was extended from downtown Santa Ana via 5th/Santa Ana Blvd. to Santiago Avenue and into the newly opened Santa Ana Regional Transportation Center (also home to AMTRAK, TRAILWAYS, GREYHOUND and LUXE LIVERY). The portion of Line 42-LINCOLN AVENUE previously based at Division 4 was moved to Division 6 and the entire line is now based at Anaheim Division. Line 53-MALL OF ORANGE-SANTA ANA-BALBOA became accessible using 4000 series Gillig Phantom 40 x 96s and Lines 71-TUSTIN AVENUE and 74-TALBERT-MAIN-CULVER are no longer wheelchair lift equipped.

SACRAMENTO REGIONAL TRANSIT DISTRICT/YOLOBUS (RT) (YTS)

SACRAMENTO: RT and YTS have entered into a joint purchase agreement to finance procurement of 41 diesel buses and they awarded the contract to the Gillig Corporation for purchase of model 40102TB6V92, 27 for RT and 14 for YTS. The RT buses should replace GMC TDH 4517s and 4519s while the YTS buses will allow the public agency to provide buses for the contract operators of the YOLOBUS system.

AMERICAN TROLLEY LINES (ATL)

SANTA MONICA: The second ATL trolley system in Southern California has been established in thi beach city using a fleet of two motorized trolleys. The units have 26 wooden forward facing seats, one door, observation platform, sliding openable windows and are painted brown and red. The routing downtown is a two directional loop operated every 20 minutes between 1000AM and 200PM and between 230PM and 600PM on Tuesday thru Sunday charging a fifty cent fare. Beginning at Wilshire and Ocean the loop traverses Ocean, Barnard Way, Marine Street, Main Street, Colorado Avenue, Second Street, Santa Monica Boulevard, Sixth Street and Wilshire Boulevard to Ocean Avenue. ATL vehicles are available for charter trips during those hours and on those days that the trolley system is not in operation.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Line 601-PASADENA SHUTTLE was discontinued with the close of service on Saturday August 3rd following a decision of the City of Pasadena to no longer fund the shuttle service originally designed to stimulate business in the downtown area.

RTD is again operating a number of bus lines to the Hollywood Bowl for the Symphonies Under The Stars concerts. This year, however, three lines previously operated by RTD are being provided by other carriers - 658-SANTA MONICA-HOLLYWOOD BOWL by SANTA MONICA MUNICIPAL BUS LINES and 660-LAKEWOOD-HOLLYWOOD BOWL and 661-DOWNEY-HOLLYWOOD BOWL by CALIFORNIA CHARTER BUSES, INC.

September 8th was the date of the Fall Shake Up. With the exception of the change on Line 460-LOS ANGELES-NORWALK-DISNEYLAND to no longer operate between Disneyland and Santa Ana (with replacement by new OCTD Line 51) the changes were internal, but were substantial. Division 2 at 16th and San Pedro Streets was closed with its lines transferred between Divisions 1, 3, 5, 10 and 18. In addition, Division 1 was moved to the current location of Division 2 to allow reconstruction of the maintenance buildings at Division 1. Upon completion of the construction the division will reopen. The Division 2 location will then become home to midday storage of weekday peak hour buses presently stored at Division 10 and Terminal 25, will house certain maintenance operations and will be the new home of the Transit Police. Lines presently based at Division 1 will all remain and from Division 2 will come its portion of 14/37-BEVERLY-WEST ADAMS and all of 66/67-OLYMPIC BLVD-WEST 8TH STREET. Division 3 is to pick up 104-WASHINGTON BLVD-WHITTIER-FULLERTON and 176-CYPRESS PARK-ALHAMBRA-EL MONTE from Division 9, 200-ALVARADO STREET from Division 2 and 250/253-BOYLE-EVERGREEN from Division 10. 188-NORTH FAIR OAKS-DUARTE ROAD will move from Division 3 to Division 9. Division 5 will send several lines to Division 18 and will inherit 48-MAPLE-SOUTH SAN PEDRO STREET and 204-VERMONT AVENUE from Division 2. Division 10 will receive 20-WILSHIRE BOULEVARD, 45/46-NORTH/SOUTH BROADWAY and 576-SOUTH LOS ANGELES-PACIFIC PALISADES from Division 2. Division 12 will receive 265/275-PARAMOUNT BLVD-WHITTIER-CERRITOS, 270-EL MONTE-WHITTIER-CERRITOS and 271-WHITTIER-HAWAIIAN GARDENS from Division 9. Line 185-HACIENDA BLVD-ARROW HWY-MONTCLAIR is being moved from Division 9 to Division 16. Division 18 will receive the largest increase in lines and buses. From Division 2 will be its portion of 51/351-SAN PEDRO STREET-WEST 7TH. Division 5 will contribute part of 40/442-HAWTHORNE BLVD-UNION STATION and all of 42-LOS ANGELES-WESTCHESTER-REDONDO BEACH, 211-PRAIRIE AVENUE, 438-CULVER BLVD FREEWAY EXPRESS and 439-LOS ANGELES-REDONDO BEACH FREEWAY EXPRESS. From Division 12 come 55-WILMINGTON-COMPTON-LOS ANGELES, 130-ARTESIA BOULEVARD, 445-SAN PEDRO PARK/RIDE and 448-LOS ANGELES-PALOS VERDES PENINSULA EXPRESS. The 4100-4161 series Carpenter buses will be reassigned and operate only from Divisions 3, 12 and 16.

The RTD Board recently voted to increase fares on special event lines to the Rose Parade, County Fair, Hollywood Park, Los Alamitos and Santa Anita. Except for a five cent reduction to $3.00 on 609-LOS ANGELES-LOS ALAMITOS fares were increased from a $1.25/$2.85 range to a $1.50/$3.50 range.

After testing about one hundred electronic fareboxes, manufactured by Cubic Western Data of San Diego, RTD has voted to purchase about 2600 of the units to be installed on RTD buses beginning in January. The boxes accept coins, dollar bills, tickets and two sizes of tokens.

For Fiscal Year 1985/86 RTD will have a $484.8 million operating budget and a $242.3 million capital budget. More than $5 million will be spent to support its accessible bus service program for wheelchair patrons. 150 new standard size buses, including 30 methanol powered ones, are to be purchased and 30 members of the present fleet will be rehabilitated. Completion of the new Central Maintenance Facility located at Macy and Lyon just east of the Union Station is programmed in one year. At that time all heavy overhaul maintenance work will be transferred from South Park Shops with South Park assuming responsibility for other facets of district operations.

MOVING? BE SURE TO NOTIFY THE EDITORIAL ADDRESS SO THAT YOU DO NOT MISS ANY ISSUES OF WT

ALTADENA BUS SERVICE (ABS)

ALTADENA: ABS, which is a one route crosstown line in the community of Altadena sponsored by the County of Los Angeles and operated by the FOOTHILL AREA COMMUNITY SERVICES, INC., made a routing change last February 11th to serve the Altadena Public Library and the Altadena Area Senior Citizens Center. The line now jogs off Calaveras Street via Santa Rosa Avenue, Mariposa Street and Santa Anita Avenue. Service continues hourly 7h5AM-4h5PM Monday thru Friday except holidays, but the holidays have been increased from the "big Six" to eleven including Martin Luther King's birthday, Lincoln's birthday, Washington's birthday, Admission Day and Veterans Day.

BLUE AND GOLD RAPATRANSIT LINES (B&GPL)

LANCASTER: B&GPL recently began two different routes, LOS ANGELES-LANCASTER-MOJAVE and LANCASTER-EDWARDS AIR FORCE BASE. Service on the Edwards line includes two and one half round trips on weekdays and one and one half round trips on weekends. On the Los Angeles line are nine one way trips, four southbound and five northbound, that do not have a true pattern to them. Southbound trips include one Lancaster-Los Angeles, one Lancaster-San Fernando, one Mojave-Los Angeles and one Mojave-Lancaster. Northbound there is one Los Angeles-Lancaster one San Fernando-Lancaster and two Palmdale-Mojave trips. The Los Angeles terminal is the Union Station and the only known equipment is B&GPL #2, a five passenger Plymouth van painted all white with blue trim and lettering.

LONG BEACH TRANSIT (LBT)

LONG BEACH: The LBT Board of Directors recently authorized solicitation of bids for thirteen new diesel buses, four new Dial-A-Lift vans, a video security system for the LBT property and a maintenance facility landscaping and irrigation contract. The Board also approved a 4.5% cost of living wage increase for their non contract employees and management personnel.

SUNLINE TRANSIT AGENCY (STA)

THOUSAND PALMS: STA, operator of the SUNBUS transit system in Palm Springs, Indio, Coachella and surrounding communities, recently moved from a leased facility in Palm Springs to their new headquarters in Thousand Palms which has been determined to be more centrally located for valleywide service. Located on ten acres are seven modular units which are used for administration, operations, maintenance, classrooms, employee lounge and two security units.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Beginning July 1st the system's basic fare was increased from 50¢ to 60¢. The $1 fare on the premium fare routes, 305-OCEANSIDE-CAMP PENDLETON-SAN CLEMENTE and 307-ESCONDIDO-RAMONA, remained at that rate which means that there is now only a 40¢ upgrade required when transferring from a basic fare service to a premium fare service. The 25¢ transfer charge also remained unchanged as did the new transfer agreement with OCTD (WT 7/85).

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

STOCKTON: Beginning June 1 SMTD adopted a new name for its service, SMART (Stockton Metropolitan Area Rapid Transit) as well as a new paint scheme consisting of white body with the same brown stripe but with an orange stripe added below. The word SMART is incorporated into the scheme in orange. All buses have already been repainted and soon new timetables and system map will appear with the new name and logo. The District will retain its original SMTD name for other purposes. The color and name change as well as a new Operator of the Month program and an annual SMTD Bus Operator Rodeo are all results of a new marketing plan which was adopted by the SMTD Board earlier this year.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Long Beach Transit	4477	GMC	T8060H/823075	10,000 th GMC PTS
National City Transit	(101-108	Bluebird	Citybird/	101 is DFO 59288,
	(			103 is DFO 59290
	(			105 is DFO 59292
	(			108 is DFO 59308
California Charter Buses	4541	MCI	MC9/EPO 39215	
-USED-				
Scenic Hyway Tours	7429	Prevost	2P9L/C1001307	Country Pd Tours 101
Hebaragi Tours	4106	MCI	MC7/U10989 S8950	ASI 4106
Hacienda Coaches	7801	MCI	MC8/S13388	--
Pacific Coast Sghtsg Tours	4701	MCI	MC8/-	GLW 7570
GO American	8501-8502	MCI	MC8/-,-	GLW 1011,7562
Fiesta Leasing	341	TMC	MC9/EP004237	LVTF 155
Custom Tours	322-323	GMC	PD4107/1041,1201	Airporter 322-323
Vista Limousine Service	3908	GMC	P8M4108A/004	Texas Mtr Coaches 52
Cal Coast Charter	128	GMC	T6H4521A/616	GGT 408
Golden State	7708	GMC	P8M4905A/866	VVBL 265
Apple Tours	43	GMC	P8M4905A/1311	Falcon 40
Mark IV Charter Lines	(II 151M-154M	Crown	A-426-11/35432,-352	Embree 80,81
	(		47,35248	Embree 82,83
	(551M-556M	Crown	2A-426-11/37399-37404	orig 151-156
-DISPOSITION-				
Airport Service, Inc.	(1949	GMC	PD4903/323	to Heritage Tours in
	(5302	GMC	P8M4905A/463	San Jose

With this disposition ASI has become an all MCI property with MC7, 8 and 9s

Orange County Transit auctioned off 63 Grumman Flxible 870s, 16 Transcoaches and 7 Dodge B-300 vans on August 24th. Only three of the 870s and three of the Dodges were sold to known transit operators and many were sold to dealers likely for future resale.

# #

WT STAFF

Editor — Edmund Buckley

Senior Staff — John McKane, Warren F. Quon, Robert Higginbotham

Reporters — Marvin Martin, Scott Page, Tom Evans, Craig Barnes, Steve Hoskins

WTS OFFICERS AND ADDRESSES

Meeting Location — 272 Alpine Street, Pasadena CA 91106, Second Sunday each month beginning at 730PM

Editorial Office — 1506 West Nottingham Lane, Anaheim CA 92802

Support the Society by attending the monthly meetings and submitting stories for WT