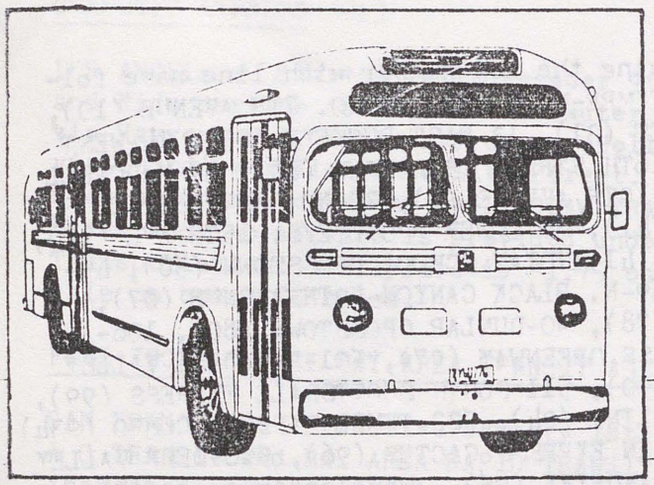


Western Transit

Monthly Publication of The Western Transit Society

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PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: PTS made major changes in service on January 27th including a system wide renumbering, two new lines, discontinuation of one line, new Saturday service on two lines and changes to coordinate with the new local transit system in Scottsdale. The bus line numbers now tie in with the streets on which they operate - 16 runs on 16th Street and 27 runs on 27th Avenue. As with all plans there are some exceptions such as 7 operating on 7th Street with 8 the number for 7th Avenue. The east-west routes have numbers that relate to how far north or south the street is located - 41, for example, operates on Indian School Road which is 4100 north. Crosstown routes on Indian School Road, Thomas Road, McDowell Road, Broadway Road and Southern Avenue are now strictly that - crosstown - and they no longer make trips downtown during weekday peak hours. Route 3W has been reorganized and now runs on West Van Buren Street and 43rd Avenue only. NEW 35-35TH AVENUE CROSSTOWN replaces former 3W and has been extended south to Durango Street. The second NEW line is 44-44TH STREET CROSSTOWN-ASU which operates from 44th and Camelback via 44th Street, Hohokam, Broadway Road and Mill Avenue to Arizona State University. It operates every half hour between 600AM and 800PM weekdays only and provides a link over the Salt River to ASU and downtown Tempe. The third NEW line is 502-PARADISE VALLEY EXPRESS-SHADOW MOUNTAIN which serves the new Shadow Mountain Park And Ride lot at 30th Street and Shea Blvd connecting Paradise Valley with the Central Corridor, downtown Phoenix and the State Capitol. There are two southbound morning trips and two northbound afternoon trips with no local service provided south of Camelback Road. The Central Avenue Corridor now has two lines operating on very frequent headways and with a 25¢ fare (normal PTS fare is 75 cents). O-CENTRAL AVENUE SHUTTLE operates along Central from Dunlap (diverting to serve the PTS Downtown Bus Terminal) to Baseline, looping via 7th Street, Monte Way, Piedmont, 10th Avenue, Dobbins and Central to Baseline. A ten minute weekday peak headway, twelve minute midday and all day twenty minute Saturday headway is operated. The other line is OO-CAPITOL SHUTTLE which operates from Indian School and Central via Central, Adams, 1st Street (Terminal)and Washington Street to 17th Avenue (State Capitol) returning via 17th Avenue, Jefferson, 1st Street, Washington and Central. Service operates weekdays only on headways ranging between five and twelve minutes which has been dovetailed in between Line O to provide very frequent service along Central Avenue which includes a collection of high rise office buildings and a number of commercial areas. Although the Line O and OO fares are a quarter you can pay regular PTS fares if you want to transfer to or from other connecting services. 7-7TH STREET CROSSTOWN is a combination of former 7-NO. 7TH STREET and 11-SO. 7TH STREET while 61-SOUTHERN CROSSTOWN is a combination of 13-W. SOUTHERN and 15-E. SOUTHERN. 6-WEST CAMELBACK ROAD was discontinued although alternative service is available. PTS service on Camelback, Indian School, Thomas and McDowell Roads will continue into Scottsdale to Granite Reef Road. The City of Scottsdale will be providing north-south service on Scottsdale Road, Hayden Road, Granite Reef Road and Miller Road. Saturday service will be added on 17-McDOWELL CROSSTOWN and 24-ROESER-24TH STREET-GLENDALE.

...Y TRANSIT SYSTEM Continued

The following is a list of the renumbered services showing the new number with line name followed by the old number in parenthesis: 1-WASHINGTON-TEMPE-MESA (60), 8-NO. 7TH AVENUE (10), 10-E. ROOSEVELT-COUNTY HOSPITAL (27), 12-NO. 12TH STREET (31), 13-EAST BUCKEYE (25), 14-WEST BUCKEYE (28), 15-NO. 15TH AVENUE-METROCENTER (29), 16-16TH STREET CROSSTOWN (18), 17-McDOWELL CROSSTOWN (38), 18-EAST MOHAVE-SKY HARBOR (17), 19-NO. 19TH AVENUE (8), 20-NO. 20TH STREET (21), 24-ROESER-24TH-GLENDALE (1), 27-NO. 27TH AVENUE (41), 28-LOWER BUCKEYE/S. 15TH AVE (12), 29-THOMAS CROSSTOWN (48), 34-GRAND AVE-GLENDALE (same), 41-INDIAN SCHOOL CROSSTOWN (58), 45-BROADWAY CROSSTOWN (14), 50-CAMELBACK CROSSTOWN (22), 59-N. BLACK CANYON-59TH AVENUE (87), 60-BETHANY HOME CROSSTOWN (58), 80-NORTHERN CROSSTOWN (78), 90-DUNLAP CROSSTOWN (80), 106-PEORIA/CACTUS CROSSTOWN (5W), 500-PARADISE VALLEY EXPRESS GREENWAY (97), 501-PARADISE VALLEY EXPRESS P. V. MALL (98), 510-NORTH SCOTTSDALE EXPRESS (90), 511-SOUTH SCOTTSDALE EXPRESS (99), 520-TEMPE EXPRESS SOUTHERN (93), 521-TEMPE EXPRESS BASELINE (94), 522-TEMPE EXPRESS COMBO (93&4) ...N. MOUNTAIN EXPRESS 35TH AVENUE (92), 581-N. MOUNTAIN EXPRESS CACTUS (96), 590-DEER VALLEY EXPRESS 31ST AVENUE (91) and 591-DEER VALLEY EXPRESS BEARDSLEY (95). Wheelchair accessible service is now provided on Lines 10, 19, 80 and 90.

GREYHOUND LINES, INC. (GL)

PHOENIX: GL has announced plans to close or relocate nine bus depots by April 27th and that six bus routes would be discontinued by April 9th. Although other bus companies are expected to provide service on the discontinued routes no details have been outlined. Depots in the west include Long Beach, Redwood City, Vallejo and Albuquerque. Bus routes to be discontinued, in the west, include Flagstaff-Albuquerque and what has been referred to as a triangular route of Albuquerque-Amarillo, Texas-Raton, New Mexico-Albuquerque. Other bus routes are in South Carolina and in New England. On a more positive note GL has announced that it has entered into a contract with AMERICA WEST AIRLINES, based in Phoenix, to provide express ground transport between Phoenix' Sky Harbor Airport and Scottsdale (Scottsdale Embassy Suites at 5001 North Scottsdale Road). AWA passengers pay nothing extra for the bus service while others pay $15 each way. Three new GL buses, painted in AWA colors, will be used for the service. Seventeen round trips daily are operated departing Sky Harbor at 805AM and every fifty minutes until 925PM. Trips depart Scottsdale at 655AM and every 50 minutes until the last trip at 815PM. AWA has named this service the America West Careliner.

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND: TRI MET officials announced the recent implementation of new routes and schedules for many of the system's sixty eight bus lines including new direct service between Estacada, Clackamas Town Center and downtown Portland. This service change, scheduled for last Labor Day was delayed by labor negotiations between TRI MET and the Amalgamated Transit Union which have settled on a three year contract which includes, among other things, increase in the number of part time bus operators from 115 to 185 and decrease in full time operators from 785 to 759. In addition, a five per cent wage rollback means that service hours will be maintained while reducing the labor cost of providing the service. TRI MET officials recently appeared on Portland Cable Access Channel 5 in a program employing interactive audience feedback. During the program viewers were able to call in and offer comments as well as give their opinions on routings of specific bus lines in north Portland. Over one dozen community workshops have already been held as TRI MET staff gathers data to be used in reshaping the 1986 draft service plan for formal public hearings.

MONTHLY ENTERTAINMENT MEETINGS HELD SECOND SUNDAY EACH MONTH AT 730PM AT 272 ALPINE IN PASADENA SUPPORT THE SOCIETY BY ATTENDING

COMMUTER EXPRESS (CE)

LOS ANGELES: Started last December 9th (WT 2/86) the route of this Encino-Los Angeles Park and Ride service is from the Commuter Express Terminal at Magnolia and Hayvenhurst in Encino via Hayvenhurst, Ventura Freeway, Hollywood Freeway, Broadway, First, Hope, Fourth (returning via Third) and Flower to 11th Street. Three inbound morning trips and three outbound after noon trips are operated by LAIDLAW TRANSIT, INC. using a fleet of new one door Gillig Phantom buses and the service is provided under contract to The City of Los Angeles, Department of Transportation. Dailyfare is $1.75 one way and monthly passes cost $65 and are available for sale on board CE buses.

FARE INCREASES BY BAY AREA TRANSIT AGENCIES

SAN FRANCISCO: Effective January 1st four agencies, SAN FRANCISCO MUNICIPAL RAILWAY, SAMTRANS, A C TRANSIT and BAY AREA RAPID TRANSIT DISTRICT, all increased passenger fares in response to increased operating costs and reduced state and federal funding. MUNI increased its basic fare from 60¢ to 75¢ (adults) and the elderly and disabled fare from 5¢ to 15¢. Cable Car fares were also increased to $1.50 for adults and 75¢ for children while the monthly "Fast Pass" was reduced from $24 to $23. SAMTRANS was faced with two issues - how to restructure its rather complicated fare structure and at the same time ensure that the agency would meet its state mandated farebox return rate of 24.3 per cent. Under the new system the five zone system was replaced by a two zone system - service within San Mateo and Santa Clara counties is part of Zone A while service in San Francisco County north of Army and Taraval Streets is in Zone B. Adult riders pay 50 cents per zone while youth, elderly and disabled riders pay 25¢ for the first and 15¢ for the second zone. AC TRANSIT increased its Transbay fares. Trips between San Francisco and Zone 1 which includes Berkeley, Oakland and Alameda went from $1.25 to $1.50 (youth, elderly and disabled now 70¢). Zone 1 also includes service from Union City to Palo Alto via the Dumbarton Bridge. Trips between San Francisco and Zone 2 which includes San Leandro, Hayward, El Cerrito, Richmond and San Pablo increased from $1.50 to $1.85. Trips between SF and Zone 3 which includes South Hayward and parts of Richmond north of Hilltop Mall rose from $1.75 to $2.25. Zone 1 monthly passes are now $54, Zone 2 passes cost $67 and Zone 3 passes cost $81. AC Directors have held hearings on increases in the local fare structure but no decisions have yet been reached. BART increased fares about 30 per cent increasing the base fare from 60¢ to 80¢. Station to station fares also increased as part of a new formula that charges short haul riders - those riding less than 14 miles - 92¢ plus 6.9¢ per mile and long haul riders $1.47 plus 4.1¢ per mile. Discounts for youth and handicapped remain at 90% while that for seniors is yet to be considered. High Value Tickets are available - $30 for $32 worth of rides and $20 for $21 worth of rides.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Current plans envision opening of the new Hayward Division this June with the transfer of all current operations at Newark Division to Hayward in addition to moving twelve lines and about 100 buses from East Oakland to equalize the size of the two divisions and reduce the size of East Oakland, the largest of AC's four divisions. The new division will be located on Mack Lane off Winton Avenue and is on the site of a former Mack Truck factory. This is the location where the MUNI Macks were driven to when the lease agreement between MUNI and Mack ended. Also on this site is the new AC Training Center which opened earlier this year. AC Gillig #1485 which is used as a training bus is located here.

PEERLESS STAGES, INC. (PSS)

OAKLAND: The Public Utilities Commission recently approved PSS application to increase passenger fares by twenty five per cent on its OAKLAND-HAYWARD-SAN JOSE-SANTA CRUZ routes (WT 12/85) and the fare changes have already been implemented.

ROYAL COACH TOURS (RCT)

SAN JOSE: RCT was formerly SMITHS CHARTER BUS SERVICE located in Fremont. They have an extensive charter business and have buses available for charters to anywhere in the continental United States. Listed below is the RCT roster as of February 1986.

FLEET NOS	BUILDER	MODEL/SERIAL	YEAR	SEATS	NOTES
500	GMC	P8M4905A/802	1974	40	
501	GMC	P8M4905A/1364	1976	47	McMahon Transp -
503	GMC	P8M4905A/1901	1978	47	McMahon Transp 712
505	GMC	P8M4905A/1521	1976	40	
509	MCI	MC9/CP037083	1982	40	
510	GMC	P8M4905A/1868	1978	40	
511	GMC	PD4107/309	1966	25-VIP	Charter Coaches 86
515	MCI	MC9/S14843	1980	40	
516	MCI	MC9/DP038572	1983	40	
518	GMC	P8M4905A/1108	1975	40	
519	GMC	P8M4905A/1397	1976	40	
520	MCI	MC9/S148Ah	1980	40	
521	GMC	PD4107/142	1966	41	
522	Diamond	1FDKE3010DHB92138	1983	21	
523	GMC	P8M4905A/803	1974	40	
525	MCI	MC9/S13674	1979	47	
526	MCI	MC9/S15348	1980	36-VIP	
527	TMC	MC9/EP00L489	1984	40	
529	TMC	MC9/EP0C4490	1984	40	
530	MCI	MC9/S14204	1979	47	
535	MCI	MC9/S14205	1979	47	
536	MCI	MC9/S15313	1980	36-VIP	Chery Hill Trnst 80-17
538	MCI	MC8/S11958	1976	47	Travelway Inc 523
539	MCI	MC9/S15137	1980	47	Travelway Inc 531
540	MCI	MC9/S148A2	1980	40	
545	GMC	P8M4905A/708	1974	40	
548	MCI	MC8/S13072	1978	47	Travelway Inc 529
549	MCI	MC9/S15138	1980	47	Travelway Inc 532
550	GMC	P8M4905A/709	1974	40	
551	GMC	TDM5303/064	1965	55	Sacto PT 5306
552	GMC	TDM5303/065	1965	55	Sacto PT 5307
553	GMC	SDM5302/480	1965	55	
554	GMC	SDM5302/1068	1967	50	GLOSF 212
556	GMC	SDM5302/926	1967	40	Travelway Inc 518
557	GMC	S8M5304A/130	1974	40	Travelway Inc 519
558	GMC	SDM5302/979	1967	40	Travelway Inc 520
560	GMC	PD4106/1080	1963	41	
561	GMC	PD4106/1082	1963	28	
562	GMC	PD4106/1706	1963	28	
565	MCI	MC9/BP03577A	1981	40	
570	GMC	P8M4905A/1672	1977	40	
575	MCI	MC9/BP036400	1981	40	
580	GMC	P8M4905A/1783	1977	40	
585	MCI	MC9/CP037082	1982	40	
590	GMC	P8M4905A/1720	1977	40	
595	MCI	MC9/BP035775	1981	40	

MOUNTAIN AREA TRANSIT COMPANY (MATCO)

BIG BEAR: MATCO service between San Bernardino and the Big Bear area resorts was discontinued with the close of service on December 6th. The last daily round trip left Big Bear at 830AM and San Bernardino at 330PM for the two hour trip. Jerry and JoAnne Hanford wanted to keep the service operating but a combination of declining revenues and skyrocketing insurance costs forced the discontinuatio . The service began in 1980 with a grant from the state Department Of Transportation (CALTRANS) under a program to encourage private firms to initiate service to small towns not served by other forms of transportation. The subsidy was discontinued in 1983 but MATCO kept operating although with reduced schedules.

OAKLAND AIR/BART (OAB)

OAKLAND: OAB expanded service, for a ninty day test period, beginning February 10th by instituting service between the Hyatt Regency Hotel in downtown Oakland and the Oakland International Airport. Service is offered hourly daily between 600AM and midnight at a $5 fare. The idea behind this service is to provide a direct connection to/from the airport for passengers on the BART DALY CITY-CONCORD line. Ten minute service between the Airport and the BART/Coliseum station charging a $1 fare, the original AIR BART service, continues to operate without any change.

PACIFIC COAST SIGHTSEEING TOURS & CHARTERS (PCST)

ANAHEIM: The Public Utilities Commission has granted the PCST application to provide service between the Anaheim and Buena Park areas (WT 11/84, 4/85, 12/85) transporting primarily tourists over the objections of FUN BUS SYSTEMS, INC. which has already been operating in the area. PCST was fined $2,000 however for operating in violation of a Commission order to discontinue operations until a final decision had been reached on the application. PCST operates three routes from the Disneyland hotel/motel area to and from Knotts Berry Farm. Round trip transportation is offered as well as round trip transportation plus Knotts Berry Farm Admission tickets.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: LACTC's draft contract provisions for the procurement of their light rail vehicles will call for a minimum of 54 LRVs with options for purchase of up to 36 additional cars for the Long Beach, Century and Coast Lines. Vehicle dimensions include a car length over coupler of 90 feet, width of car at floor level of 8 feet 9 inches, maximum height from top of roof to top rail of 11 feet 6 inches, maximum operating spped of 55 mph and maximum design speed of 65 mph, each end equipped with operator's control position, a single articulated joint with center truck unpowered and four doors on each side. LACTC staff is considering alternatives for the Long Beach line signalization program in order to speed up service between stations and also reduce dwell times at stations. This may lead to partial or total traffic preemption measures and selected grade separation through the mid corridor. The Commission is committing $133 million for an LRT line in the middle of the Century Freeway with construction planned for the early 1990s.

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The West Coast Motor Coach Society will hold its Second Annual Open House on Saturday June 7, 1986 beginning at 200PM. Between 15 and 20 buses will be on display and bus rides will be offered along Valley Boulevard. The WCMCS facility is located in La Puente at Valley Boulevard and Rancho La Puente Drive which is half way between Azusa Avenue and Nogales Street. Visitors coming by car should use the Pomona Freeway to either Azusa or Nogales to Valley. Under the auspices of SCRTD a parade of restored TDH 4801s will be used for a fan trip run and photo session along the San Bernardino Freeway Express Busway.

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EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Greyhound Lines, Inc.	(1348-1354	TMC	96A3/FP005190-FP005196	
	(1400-1416	TMC	102A3/FP005265,5272,5297-5311	
	(1444-1494	TMC	102A3/FP005341-5362,5368-5385, 5390-5400	
Orange Belt Stages	204	TMC	96A3/FP005155	
Regional Transit (Sacto)	101-126	Siemens-Duewag	U2A/37212-37237	LRVs
-USED-				
VIA Charter Lines	84	MCI	MC9C/S15176 U7770	LA-ElPo Limo Exp 505
Bay Rapid Transit (Monterey Gray Line)	232	MCI	MC8/S10345	Ex GL --
Pacific Coast Sghtsg Tours	4703	MCI	MC8/U30524 S10504	Ex GL --
-DISPOSITIONS-				
Peerless Stages System	246	GMC	TDM4512/126	to pvt party
Christian Carriers	3608	GMC	P8M4905A/101	Biola Unic 3608
AC Transit	(112,123,	GMC	SDH4501/033,044	to Royal Hwy Tours
	(141,142	GMC	SDH4501/061,062	" " " "
Eastshore Lines	463	GMC	SDM5302/1061	" " " "
County Transit	(4626,4630	GMC	TDH5302/145,194	to Los Gatos
	(4631,4640	GMC	TDH5302/267,103	Christian Church
	(4644,4815	GMC	TDH5302/380,735	" "
Somerset Bus Company	(9881-9884	GMC	SDM5301/101-104	" " 15,18,16,17
	(9887-9888	GMC	SDM5301/107-108	" " 19,20
San Francisco Municipal Pwy	3048	GMC	T8H5305/119	to pvt party
Orange County Transit	2027	GrFlx	53102-8-1/90454	to Azul Y Blanco
AC Transit	(8000,05,06,	Flx	53102-8-1/60600,05,06	to Metro Apple Exp
	(8008-13,19,	Flx	/60608-13,19	(same nos) New
	(8021-22,26,	Flx	/60621-22,26	York City
	(8031-32,35	Flx	/60631-32,35	

The Somerset Bus Company units were used by a company in Los Angeles (name unknown) during the 1984 Summer Olympics and then sold to the Los Gatos Christian Church

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