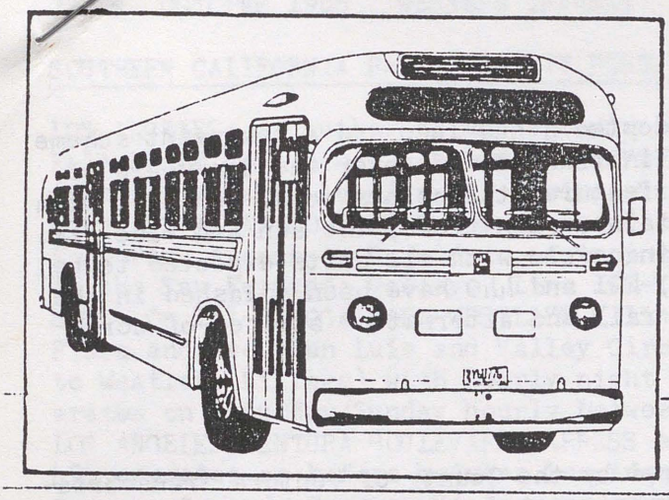


Western Transit

Monthly Publication of The Western Transit Society

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RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: September 7th saw inauguration of local transit between Hemet and Banning/Beaumont with the establishment of RTA Line 31-BEAUMONT-BANNING-HEMET which operates weekdays only between 830AM and 500PM on a ninety minute headway (six round trips) using a twelve passenger Econoline 350/Escort I high roof van (one of RTA's 700 series). This line, along with Line 30-HEMET-SAN JACINTO LOCAL and HEMET/SAN JACINTO DIAL-A-RIDE, are all operated under contract to RTA by COMMUNITY TRANSIT SERVICES, INC. The line begins in Hemet at Sears Plaza and travels via Oakland, Santa Fe, Campus, Weston, Devonshire, San Jacinto, Ramona Blvd, State Street (diverting into Mt. San Jacinto Community College), Gilman Springs Road, Lambs Canyon (Cal Hwy 79)/Beaumont Avenue, Sixth Street and Highland Springs Avenue to the terminal at San Gorgonio Hospital which is the connecting point for both BANNING MUNICIPAL TRANSPORTATION SYSTEM and BEAUMONT DIAL A RIDE. Line 31 is on a six month trial basis and its continuation will depend upon ridership growth. Initial daily ridership is projected at 70 people per day. At the same time Line 29-RUBIDOUX-PEDLEY was extended into the Pelltown area by diverting from the previous route at 38th and Rubidoux Blvd via Rubidoux, 28th, Avalon, 30th and Rubidoux to 34th. In addition Saturday service was added and six day a week service now operates between 600AM and 700PM on an approximate 80 minute headway. On Line 1-MAGNOLIA AVENUE-UCR a second bus was added on Sundays/Holidays. Previously an all day 75 minute headway was operated using two buses. The third bus provides for an alternating 35/70 headway between approximately 1000AM and 600PM. Service span on Sunday is between 630AM and 900PM. RTA's $6.3 million administrative and maintenance comple was officially dedicated on September 19th although operations have been phased in over the las several months. The covered bus parking area in the maintenance facility has sixteen parking lanes, each lane being four deep. The Gilligs are parked in Lane 1, the RTS in the next several rows and then the GMC New Looks. Rows 14-16 are for bad order buses. When a bus comes in from the road it is parked in its respective row and since each parking stall has its own fuel, oil and water supplies the buses can be serviced where they park. The new buildings are on the site of the former facility which consisted primarily of converted trailers serving as buildings. Later this month the RTA Board will be holding hearings on plans to increase fares and to consider service reductions on 17-CANYON CREST (reducing weekday service to peak hours or elimination), 19-MORENO VALLEY-PERRIS (discontinue Saturday service) and 30-HEMET-SAN JACINTO LOCAL (either discontinue or realign to serve new areas). Increases of five cents are proposed for the 55¢ regular fare, 45¢ student fare and 25¢ elderly/handicapped fare. $2.00 increases are also proposed for all monthly passes. The proposed fare changes are the first since April 1984 and they are being planned to help offset an expected $1.15 million reduction in state transit funding beginning next year. In addition, RTA plans to ask the Riverside County Transportation Commission for funding increases next year. RTA has received four additional RTS motor coaches, presently lettered A, B, C and D and has seven more on order. (Ed. Note - It is believed that these four buses will be used in the Methanol Engine Conversion Tests to be conducted in cooperation with State of California authorities. The new maintenance facility has been equipped to fuel and service methanol buses).

OMNITRANS (OMNI)

SAN BERNARDINO: The OMNITRANS Board of Directors has adopted a new logo and a new paint scheme for the fleet to reflect the expansion and improvements in transit made over the ten years of OT's operations. OMNI is the new name and the new logo features the colors coral and blue with native graphics. The letter "O" contains stylized mountains, palm trees, the sun and blue sky. Buses will be repainted according to the normal repainting cycle with all units expected to be in the new colors by next August. So far RTS buses 408, 431 and 440 have been splashed in the new scheme - white roof, black windows, royal blue belt rail and alternating stripes of coral and blue with white below about the rub rail.

EL RIO BUS SERVICE (ERBS)

OXNARD: ERBS is a NEW service (January 1, 1986) sponsored by the County of Ventura Transportation Department operating in the Oxnard area and the unincorporated area of El Rio east of Oxnard. The line begins at the Builders Square and operates along Wagon Wheel Road, Esplanade Shopping Center roadways, Esplanade, Vineyard Avenue, Olive, Colonia Ave, Stroube, Balboa St, Ventura, Alvarado St, Orange, Balboa, Simon Way (selected trips operate via Vineyard Av and Central Avenue to Rio Mesa High School returning to the regular route), Minna, Helsam Avenue, Cortez Street, Orange, Alvarado, Ventura, Balboa, Stroube, Colonia, Olive, Vineyard, Esplanade, Esplanade Center roadways and Wagon Wheel Road to Builders Square. Service operates weekdays except holidays on a 40 minute headway between 730AM and 1015AM and on a 50 minute headway between 115PM and 315PM. ERBS fares are 50 cents for regular riders and 25 cents for seniors and because this is a county sponsored operation transfers are not exchanged with SOUTH COAST AREA TRANSIT.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: The Third Street Bridge in downtown Oxnard spaning the Southern Pacific Railroad tracks is presently being reconstructed with expected completion in June 1987. In order to minimize inconvenience to area residents SCAT and the City of Oxnard are providing free bus boardings at two locations closest to the bridge--3rd and Garfield and 3rd and B Streets on Line 6A-COLONIA. The normal routing and schedule for 6A will remain in effect.

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: Beginning September 20 and operating until next July 7 LBMTL is operating a new weekend trolley service along Pacific Coast Highway between Cliff Drive on the north and Diamond Street on the south charging the regular city fares. Service operates approximately every thirty minutes between 1100AM and 600PM. One of the Village Trolleys (Minibus brand vehicle that resembles San Francisco cable car) will be used each day. This is the first trolley service offered in the winter months and the first regularly scheduled service on Sundays (summer festival service excluded).

LONG BEACH TRANSIT (LBT)

LONG BEACH: There were reductions in scheduled service to and from the Long Beach Naval Shipyard including discontinuation of the special service between Savannah/Cabrillo Navy Housing and the Naval Station effective with the September 7th service changes. On September 29th the LBT Board conducted a public hearing to receive input on four changes proposed for implementation next February including addition of a new route segment to Line 10-CARSON STREET between Atlantic & Willow and Long Beach Naval Hospital via Willow, Lakewood, Spring, Studebaker, Wardlow, Norwalk and Carson (includes replacement of part of 173), shortening 91-BELLFLOWER BLVD to operate into the new Bellflower Transit Center and no longer operate on Bellflower north of Belmont Street, rerouting 173-STUDEBAKER to operate from Carson and Norwalk via Norwalk and South to Gridley (Los Cerritos Center) and discontinuing Sunday service on 13-EAST THIRD STREET.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: A number of major route and service changes took place on September 28th with the Fall Shake Up. Line 33-VENICE BOULEVARD was shortened to operate between Santa Monica and downtown Los Angeles looping via Spring, Sunset/Macy, Alameda, Los Angeles, Arcadia and Spring. Line 200-ALVARADO STREET was extended north and east from Alvarado and Montana via Montana and Echo Park Avenue to Donaldson replacing a portion of the former 33 line. The other changes were in the San Fernando Valley. Line 150-VENTURA BOULEVARD was discontinued and replaced by 161 and 424. On 161-CANOGA PARK-WESTLAKE VILLAGE half hour headways are now operated between Topanga Plaza and Ave. San Luis and Valley Circle between 6AM and 6PM (hourly service still continues to Westlake Village) with hourly night service until about 11PM on the short line. 161 now operates on Saturday/Sunday hourly between 600AM and 1100PM on the short line routing. Lines 424-LOS ANGELES-VENTURA BOULEVARD EXPRESS and 425-VENTURA BLVD LIMITED EXPRESS were also changed. 424 operates as before between Los Angeles and Ventura & Reseda, thence via Ventura, Topanga Canyon, Oxnard, Canoga, Victory and Topanga Canyon to Sherman Way. The discontinued portion of 424 on Reseda Boulevard between Ventura and Devonshire was replaced by NEW Line 240-RESEDA BOULEVARD which operates out of Division 8. Ten minute weekday peak headways, twenty minutes base headways and all day weekend 20 minute headways are operated. The revised 425 now operates on the Hollywood and Ventura Freeways to Van Nuys Blvd, thence Van Nuys, Ventura and same route as 424 to Canoga Park except for limited stops on Ventura between Van Nuys and Reseda. 424 runs daily while 425 runs weekdays only between 5AM-10AM and 2PM-7PM. Line 183-MAGNOLIA BLVD-KENNETH ROAD-EAST COLORADO was extended westward from North Hollywood to Sherman Oaks operating as before from Glendale to Magnolia and Colfax, then via Magnolia and Sepulveda Boulevards to Ventura Boulevard. Line 420-LOS ANGELES-VAN NUYS-NORTHRIDGE was shortened and its two peak hour express branches, 421-L.A.-UNIVERSAL CITY-VAN NUYS-NORTHRIDGE EXPRESS and 422-L.A.-SHERMAN OAKS-VAN NUYS-NORTHRIDGE EXPRESS, were both discontinued. 420 operates as before between downtown Los Angeles and Chandler & Whitsett in North Hollywood, then via Whitsett, Burbank, Van Nuys, Chase, Tobias, Parthenia and Van Nuys to Chase in Panorama City. NEW Line 167-PLUMMER STREET replaced a portion of 420 and was extended farther west to Chatsworth. 167 begins at Van Nuys and Sherman Way looping via Van Nuys, Gault, Sherman Circle and Sherman Way, Van Nuys, Chase, Woodman, Plummer, Zelzah, Nordhoff, Reseda, Plummer to DeSoto looping via Plummer, Variel, Itasca and DeSoto. Line 167 operates from Division 8 and operates half hourly weekday daytime service, 40 minute weekend daytime service and hourly evening service all days. The route of Line 427-LOS ANGELES-WOODLAND HILLS-CANOGA PARK EXPRESS was changed and the 427A alternate route was discontinued. 427 now operates from Los Angeles via Figueroa, 5th or 6th, Hill, Temple, Hollywood Freeway, Ventura Freeway, Canoga Ave, Victory Blvd, Fallbrook Ave and Vanowen Street to Platt Avenue. Hourly morning outbound and afternoon inbound service was established. Half hourly morning inbound and afternoon outbound service remained as before. The Division 1 portion of Line 497-LOS ANGELES-POMONA-MONTCLAIR PARK/RIDE was transferred to Division 13 as it became a full operating division with the establishment of maintenance capabilities.

In equipment news the RTD Board recently voted to execute an addendum to the currently advertised specifications for purchase of 150 heavy duty transit buses to increase the base order quantity to 267 buses and to allow bidders to supply either a front door or rear door lift.

A contract is also being negotiated between RTD and Neoplan USA of Lamar, Colorado covering rewiring of electrical systems, replacement of air conditioning systems and associated repairs of eighteen 9900 series double deck buses. These units have been out of service for several months following a fire in one of the units caused by what was believed to be a short in the electrical system of one of the buses (WT 4/86).

Invitations To Bid have been issued covering the sale of 99 surplus and obsolete buses (Ed. Note - it is believed these units are 6100/6200 series Flxible 111-CC-D5-1 buses purchased in 1968 and presently in the reserve fleet).

SUPPORT THE SOCIETY BY ATTENDING THE MONTHLY ENTERTAINMENT MEETINGS AND SUBMITTING ITEMS OF INTEREST ABOUT YOUR TRANSIT SYSTEM FOR WT.

PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: PTS made changes to summer schedules on June 9th. The big news was a "Freeway Construction Alert" about the I-10/I-17 interchange construction which will last the next few years. PTS added NEW Express 582-NORTH MOUNTAIN-METROCENTER EXPRESS and added service during rush hours on Lines 3W, 19 and 35 to provide a public transit alternative to driving. There were already five express routes from north Phoenix converging on the Metrocenter Transit Center and then operating to downtown via the I-17 Black Canyon Freeway. Four operate via the State Capitol complex to downtown while 590 operates via Indian School Road and the Central Corridor. New 582 starts and ends at Metrocenter and adds four trips each way weekdays to augment the five Indian School-Central trips of Line 590. PTS made its fall changes September 2nd which included a few route changes. 61-SOITHERN CROSSTOWN was changed to deviate less from Southern and related changes were made to two other routes. The 61 stays on Southern rather than operating via 7th Ave, Baseline and 19th Ave. It no longer goes up 35th Ave to Tamarisk although it still makes the same 35th Ave, Alta Vista, 43rd Ave, Southern loop at the west end of the line. 24-ROESER-24TH ST-GLENDALE was changed to include the 19th Ave, Baseline, 7th Ave service formerly provided by 61. The 24 used to operate between those avenues on Southern rather than Baseline. The southern terminus of 35-35TH AVE CROSSTOWN was moved south from Durango to Southern to cover the part of 35th Avenue formerly served by the 61. On Saturdays 35 and 61 are now thru routed - southbound 35s turn east from 35th Ave onto Southern to become eastbound 61s without making the terminal loop of either route - westbound 61s make the Line 61 loop via south on 35th Ave, west on Alta Vista, north on 43rd Ave, east on Southern, then turn north on 35th Avenue to become northbound 35s. 19-NORTH 19TH AVENUE was modified so that all of the peak hour extensions to Honeywell's Large Computer Products plant operate via Cactus Road. Some trips on 44-44TH STREET CROSSTOWN/ASU and 50-CAMELBACK CROSSTOWN are now thru routed on weekdays. About half the trips on 44 (weekday only line with 30 minute headways and one-third of the trips on 50 which has a 20 minute headway do not make the Village Drive loop but rather thru from 44th Street onto Camelback or vice versa. 20-NORTH 20TH STREET was eliminated. It had consisted of two morning and three afternoon round trips. Bike N Ride is now being promoted with bicycle racks installed at the Shadow Mountain Park and Ride lot and at Metrocenter Transit Center.

OTHER TRANSIT SERVICES IN THE VALLEY OF THE SUN

PHOENIX: PTS serves Glendale, Tempe, Scottsdale and Mesa in addition to Phoenix with its network of forty five fixed routes. All the other cities operate fixed route service within their boundaries or Dial A Ride service. GLENDALE DIAL A RIDE operates within the city. The TEMPE TROLLEY operates motorized "trollies" over three loop type routes, two serving Tempe and one in Mesa with hourly headways Monday thru Saturdays. The SCOTTSDALE CONNECTION also consists of three routes - SCOTTSDALE ROAD (half hourly headways weekdays and hourly Saturdays), GRANITE ROAD (northbound)/MILLER ROAD (southbound) LOOP (hourly Monday thru Saturday) and HAYDEN ROAD (90 minutely Monday thru Saturday). MESA DIAL A RIDE also serves all points within the city.

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WTS/WEST COAST MOTOR COACH SOCIETY TRIP

On Sunday October 12th fifteen WTS and MCMCS members and guests (from Southern California, Northern California, Las Vegas and St. George, Utah) visited MONTEBELLO MUNICIPAL BUS LINES, LOUNGE CAR TOURS and SANTA MONICA MUNICIPAL BUS LINES for garage tours and picture taking opportunities. We wish to thank Joe Luna of MMBL and Bob Ayer of SMMBL for showing the group around and answering our many questions. The day was topped off by an evening slide show including shots of PERY and LATL vehicles and early days of LAMTA.

Based upon the success of this first trip we are planning more excursions including a spring time Valley Boulevard Local trip to San Bernardino and way points. Watch the pages of WT for additional details.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: During September SCAT increased passenger fares and reduced service levels in order to operate within its FY 86/87 budget of $10.5 million which was the same figure as last year in spite of increases in all costs particularly insurance. Fares were increased beginning on September 14th. Adult cash fare was increased from 50¢ to 75¢, child fares went from 25¢ to 35¢, elderly/handicapped cash fares remained at 15¢ (the only rate which did not change), express fares rose from $1.00 to $1.25, monthly passes increased from $20 to $25, express passes rose from $40 to $50 while transfers were reduced from 20¢ to free. HandiSCAT fares remained at 50 cents. Transit advertising will now be permitted on the sides of SCAT buses in another effort to raise money. Previously advertising was only permitted on the backs of buses. Service changes took effect on September 28th. All bus service was discontinued on the six major holidays - New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas Day. One of two round trips was discontinued on both express lines - 1-EASTSIDE EXPRESS and 2-NORTHEAST EXPRESS. Lines 10-UTEP VIA SUNSET HEIGHTS and 50-CIELO VISTA MALL VIA MONTANA were combined with a new 40 minute headway (was 30 on both previously). One bus was removed from the combination of 13-CORONADO HILLS VIA MESITA, 14-CORONADO VIA ESCONDIDO, 15-DONIPHAN VIA MESA (the Mesa Street lines) with a new 20 minute headway on the trunk. Peak hour headways on 23-PAISANO VIA FOX PLAZA and 24-DELTA VIA SECOND WARD were reduced from half hourly to hourly. 30-FORT BLISS VIA HOWZE, 31-FORT BLISS VIA RADFORD and 64-TIGUA VIA PRESA were operationally combined with resultant headways of hourly on 64 and two hourly on 30 and 31. 32-BEAUMONT VIA PIEDRAS and 36-HIGHLAND VIA RIO GRANDE were combined. Local service will now be provided between Fort Blvd & Piedras and Beaumont Hospital on 40-SUN VALLEY VIA PUSHING and 41-SUN VALLEY VIA MCCOMBS. Service was eliminated to the Farah Plant on Paisano on 59-PEEP VIA FARAH/PAISANO AND HAWKINS and the alternate via Ben Swain Street of 62-PASODALE VIA LAKESIDE was also dropped. In all, ten less scheduled buses are being operated with fourteen bus operators and three bus cleaners needed in the work force. In equipment news SCAT has been evaluating a Saab-Scania CN112 bus as a possible replacement vehicle when the fleet of RTS II buses begin to be replaced beginning in about three years. The bus was operated around the system with patrons and employees commenting on it. The El Paso City Council has awarded a $703,097.00 contract to National Coach Company for thirteen Ford/Escort units. The Escorts will be able to carry four wheelchairs and will have brake retarders.

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND: Light Rail transit came to the Pacific Northwest on September 5th as TRI MET opened its light rail line between Gresham, in east Multnomah County, and downtown Portland. Originally known as the Banfield Transitway Project, the 15 mile long, $212 million project debuted as MAX for Metropolitan Area Express. The line will be served by a fleet of 26 88 foot long light rail vehicles built by Bombardier, Inc. of Canada. The project dates back to 1978 when it was approved in concept by the TRI MET Board with a construction schedule of over four years beginning with construction of the Ruby Junction Light Rail Operations Center in March 1982.

WILDERNESS TRANSIT COMPANY (WTC)

CRAIG, COLORADO: WTC ceased operations between Rifle and Craig, Colorado this past summer. The final equipment was a GMC PD4501 which was used in regular service with two Flxible Clippers as stand by equipment (WT 9/86).

EL PASO RAPID TRANSIT AUTHORITY (EPRTA)

EL PASO: The RTA Board is still formulating plans for the transit authority and has yet to call for an election to establish a sales tax to be used to fund transit improvements. The consultants report to the prior board is to be refined, particularly the proposed bus replacement schedule for members of the existing SCAT fleet.

IF YOU MOVE SEND THE EDITORIAL ADDRESS YOUR NEW ADDRESS PRIOR SO THAT YOU DO NOT MISS ANY ISSUE

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Fun Bus Systems, Inc.	8646	Setra	S215HDH/61030022	
Fort Worth Transp Authority	801-830	Flxible	35096/97707-97826	
Santa Clara County Transit	(8601-8640	Flxible	30096-6/97752-97701	Cummins L10 engine
	(8641-8649	Flxible	35102-6/97726-97734	"
	(8650-8693	Flxible	40102-6/97682-97725	"
TransHawaiian Tours	400-420	MCI	9643/--	401-FP005257
				403-FP005259
				406-FP005262
				410-FP005267
Roberts Hawaii Tours	242-260	MCI	96A3/--	242-FP005016
				245-FP005019
				252-FP005284
Gray Line Hawaii	501-505	MCI	96A3/FP04043-40417	
-USED-				
AMTRAVEL	735-744,46	GMC	T8H5305A/135-144,146	GGT same nos
Sierra Nevada Stage Lines	605,607,	GMC	T8H5305A/085,087,	GGT same nos
	610,616	GMC	091,096	GGT same nos
Ballys Eldorado Shuttle	301	GMC	T8H5305A/095	GGT 615
Nevada Northern	303	GMC	T8H5305A/-	GGT -
Shooting Stars	unnumb	GMC	PD4107/507	LTP 105
Fun Bus Systems, Inc.	8643-8645	MCI	MC8/-	8643-S1412, GLW 1060
Hokunani Cruises(Hawaii)	1	GMC	TDH5103/036	SRS Ltd 199 (FTD 2735)
Hukilau Fashion Tours(Hawaii)	(65	GMC	TDH5303/4064	MacKenzie 65
	(700	GMC	TDH5303/2005	MTL 595
	(704	GMC	S8M5303A/225	Hawaiian Scenic Tours 704
	(709	GMC	S8M5304A/061	HST 709
-DISPOSITIONS-				
Golden Gate Transit	406	MCI	MC5B/S9922 U7060	Saints Christian Church (SF)
Channel Islands Bus System	799	Crown	AD743-11/33896	Church of Scientology 799

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Remember to send in items of interest from your area transit systems for WT