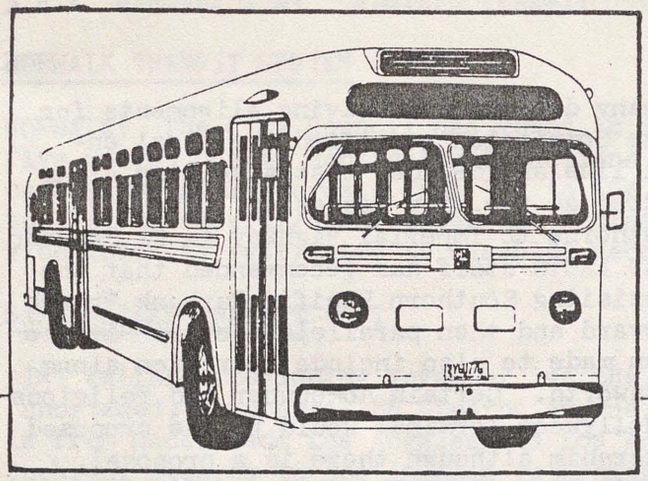


Western Transit

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: On November 23rd Hill Street in downtown Los Angeles was changed to one way only southbound between Temple and 12th Streets. Originally Broadway was to be converted to northbound one way street, but that plan was fought and overturned by Broadway merchants. Instead Broadway was changed to have two southbound and three northbound lanes with limited parking opportunities. Much of the impetus for the changes was the planned construction of two Metro Rail stations at First & Hill and Fifth & Hill beginning in the next several weeks. In the spring Figueroa Street will be converted to one way northbound and Flower Street southbound. Grand Avenue will become one way southbound and Olive Street will become northbound. RTD lines affected by the change on Hill were rerouted to operate on Olive, Hill, Broadway, Spring and Main with certain Broadway lines shifted to Spring and Main Streets. Lines involved included 1, 2/3, 4/304, 10/11, 14/37, 16, 27/28/328, 30/31, 68, 81, 92/93/410, 96/412, 401/402, 413, 418, 419, 420, 424/425 and 429.

The Winter Shake Up took place on December 28th and included a number of service changes. Line 42-LAX TERMINAL-WESTCHESTER-LOS ANGELES was changed to operate only between LAX and downtown Los Angeles over the same route as before between LAX Terminal and King Blvd & Figueroa, then same as Line 40 via King, Broadway, First, San Pedro, Temple, Alameda, Macy and Vignes to County Jail terminal. Passenger restrictions along King Blvd. were removed. Line 42 is now operated as a branch of Line 40 from Divisions 5 and 18. Line 439-LOS ANGELES-LAX-REDONDO BEACH EXPRESS was revised to operate between downtown and LAX Terminal as before and south of LAX to operate over the former route of Line 42 to Redondo. Thirty minute all day service is operated Monday thru Sunday. Line 102-EAST JEFFERSON-COLISEUM was extended east from its 41st & Ascot terminal via 41st/38th to Soto Street replacing a portion of former Line 103-KING BLVD-38TH STREET which was discontinued. Line 270-MONROVIA-EL MONTE-CERRITOS was rerouted in the Whittier area to replace a portion of former Line 271 which was discontinued via Broadway, Greenleaf, Hadley, Bright, Mar Vista, Comstock, Hadley and Greenleaf. The 270 was also extended north from El Monte to Monrovia over the route of the former 493 line. Weekday service is hourly midday end to end and during peak hours hourly south of Santa Fe Springs/Whittier and 30 minutely north of there to Monrovia. Hourly service is operated weekends between 600AM and 800PM. Line 493 was officially discontinued and Line 267-TEMPLE CITY BLVE-DEL MAR BLVD-LINCOLN now operates independently. Line 462-LOS ANGELES-NORWALK-CERRITOS-HAWAIIAN GARDENS was extended south from Pioneer and Rosecrans in Norwalk via Pioneer, 183rd, Gridley (thru Cerritos Center), South, Pioneer and Carson to Norwalk replacing the southern section of former 271. New weekend service is offered to Cerritos and Hawaiian Gardens with 462 operating hourly between 600AM and midnight. Internally, Line 442-HAWTHORNE BLVD EXPRESS was separated from 40 and is now operated independently, Line 464-FULLERTON PARK/RIDE was transferred from Division 10 to Division 16 and the Division 16 operations of 497-MONTCLAIR-POMONA PARK/RIDE were shifted to Division 13 where the entire line is now based.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: The LACTC has recently been involved in many decisions involving alignments for several proposed light rail lines. On November 20th the Commission certified the final environmental impact report for the El Segundo light rail line and decided that a section along Nash Street should be at street level rather than elevated as the city requested. The 2.9 mile El Segundo line would run from Compton Blvd in Hawthorne to Imperial Highway in El Segundo and connect with the Century Freeway line. Although the LACTC staff has recommended that the San Fernando Valley light rail line be built along an exisitng Southern Pacific Burbank Branch right of way which includes a portion of Chandler Boulevard and then parallels Victory Blvd to the Warner Center in the West Valley a decision has been made to also include operation along the SP Coast Main Line between North Hollywood and Chatsworth. Certain homeowner and religious groups were instrumental in this decision. The North Hollywood terminal would be the proposed Metro Rail Station to be located near Chandler and Lankershim although there is a proposal, politically controversial, to extend the Valley light rail line along Chandler and Vineland to the Metro Rail Universal City station and end the heavy rail line there instead. State Senator Alan Robbins, angered by the proposal, has indicated that he would likely take the matter to court or propose legislation forcing compliance with existing legislation that 15 per cent of all non federal Metro Rail funding be spent on the Valley portion of the Metro Rail project. LACTC has indicated that the North Hollywood-Universal City segment would cost $80 million as LRT and $270 million as heavy rail and that federal funds for the heavy rail project will not be as much as originally anticipated. Although LACTC has yet to make any decision the Long Beach City Council has proposed that the terminal of the Los Angeles-Long Beach light rail line in downtown Long Beach be operated as a one way loop rather than two directional on Long Beach Boulevard with a terminal at Ocean Boulevard. The one way loop would include Long Beach, 8th, Pacific, 1st and Long Beach. The LACTC staff initially has forecast that this change would likely require not only added capital costs but operating costs due to the increase in one way mileage. Politically, there are several forces at work, the Los Angeles County Board of Supervisors with at least two plans, Assemblyman Richard Katz, and State Senator Alan Robbins, with the general plan to somehow combine the LACTC and SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and to have the Board of the successor agency elected rather than appointed as both boards are today. Any change in the make up of the agencies would require state legislative action as both agencies were created by legislation.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: For the second year in a row RTA operated and First Interstate Bank in Riverside and Hemet Federal Savings in Hemet sponsored the RIVERSIDE SANTA EXPRESS, a free service connecting Tyler Mall, Hardman Center, Riverside Plaza and the downtown RTA Terminal. Service operated every 45 minutes between 12 noon and 800PM on weekdays and 10AM to 6PM on weekends. Two specially decorated buses were used with operators dressed as Santa Claus or Mrs. Claus. December 28th brought service reductions to allow RTA to reduce costs in line with reductions in federal funds. Line 17-CANYON CREST was discontinued and Saturday service on Line 19-PERRIS-MORENO VALLEY was also elimiated. Weekday Line 19 now operates hourly between 9AM and 5PM (was 7AM to 8PM). Selected trips, usually the first or last of the day, were dropped on Lines 1, 12, 18 and 27 on weekdays; on Lines 14, 18 21 and 27 Saturdays and the 726AM Riverside to Perris trip of Line 22 on Sundays/holidays.

THE CARSON CIRCUIT (TCC)

CARSON: TCC has implemented cooperative transfer agreements with both TORRANCE TRANSIT SYSTEM and the SOUTHERN CALIFRNIA RAPID TRANSIT DISTRICT allowing TCC riders access to those systems for the regular one way fare plus a ten cent interagency transfer charge. The Carson City Council held a public hearing on TCC operations on December 15th to receive input on revision of routes and schedules, hours of operation and quality of service. Proposed changes to TCC routes (details unknown to WT) were also to be discussed.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: The City Council has voted to increase NTS passenger fares, the first increase in five years, due to continuing reductions in state and federal transit funding sources. Regular cash fares will increase from 35¢ to 50¢, fare for children under 17 years will rise from 25¢ to 35¢ and elderly/handicapped are increased from 15¢ to 25¢. Fares for the Dial-A-Ride service which is restricted to disabled people will increase to 50¢ for all passengers.

SIMI VALLEY TRANSIT (SVT)

SIMI VALLEY: Beginning November 1st the eastern ends of both city routes A and B were altered (shortened) to operate on Stearns Avenue instead of Yosemite Avenue. The new alignment of A is from Madera and Los Angeles via Los Angeles, First, Cochran, Tapo Canyon, Township, Tapo, Cochran, Stearns to Los Angeles returning Los Angeles, Sycamore, Royal and Madera to Los Angeles. The 630A, 705A and 730A from Madera & Los Angeles operate Cochran to Stow leaving Stow at 702A, 732A and 802A. In the afternoon the 230P and 330P operate to Stow & Los Angeles leaving there at 302P and 402P. Route B is almost the reverse of A - from Madera and Los Angeles via Madera, Royal, Sycamore, Los Angeles, Stearns, Cochran, Tapo, Township, Tapo Canyon, Cochran, Erringer and Los Angeles to Madera. The 640A and 740A operate to Stow and Los Angeles leaving there at 702A and 802A. The 240P and 340P operate to Stow and Los Angeles departing 302P & 402P.

CALAVERAS TRANSIT COMPANY (CTC)

MURPHYS: GREYHOUND LINES has agreed to turn over the Pleasant Hill to Stockton segment of its SAN FRANCISCO-ANTIOCH-STOCKTON route, now operated with one round trip weekdays only, to CTC. (Ed. Note - this corrects information in WT 12/86). They would operate a through service from Murphys through Angels Camp and Stockton to Pleasant Hill where a connection would be made with BART trains to/from San Francisco. CTC has been operating between Angels Camp area and Stockton since the 1920s and has never had much of a change in routing or service through the years. This would create the largest service change in the company's history. CTC is owned by Arthur McCurry who operates a fleet of vans and stretch jobs. A PUC hearing on the proposal was held in late December and the decision is expected later this month.

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)
LIVERMORE TRANSIT SYSTEM (RIDEO)

LIVERMORE: WHEELS is now reporting they are carrying more than 14,000 passengers per month. They have handed out buttons with the WHEELS name and on certain days if a person boards the bus with the button they ride free. On July 1st WHEELS takes over RIDEO operations. LAIDLAW TRANSIT, INC. is the current contractor for both Livermore and WHEELS and a new contract will be awarded for the combined operation. The RIDEO drivers have voted to affiliate with the Teamsters Union and it is supposed that WHEELS drivers will follow suit. LAIDLAW also operates TRI DELTA TRANSIT (an 8 bus system in Antioch area) and SONOMA COUNTY AREA TRANSIT. RIDEO buses 5315 and 5316 (TDH 4517s) have been removed from service and have been cut up for scrap.

PENINSULA CHARTER LINES (PCL)

PALO ALTO: PCL is now operating the AMBUS train connection service between San Jose, Livermore and Stockton making two round trips each day connecting with the San Joaquins, PCL 327, a P8M4905A, has been specially painted for this service.

The second WTS/WEST COAST MOTOR COACH SOCIETY excursion is planned for Sunday March 8, 1987. Using former SCRTD 2028 the trip would begin at the WCMCS facility in La Puente at Pancho La Puente Drive and Valley Boulevard at 1030AM generally traveling over the various routes of former Line 60 making appropriate photo stops. $15 donation per person.

COUNTY TRANSIT (CT)

SAN JOSE: On August 11 CT introduced a new Custom Commute express service tailored to the needs of commuters working for the same company. 501-APPLIED TECHNOLOGY is the first such route serving Litton Applied Technology, a radar systems producer, which is relocating 1300 of its 1700 employees from the present Sunnyvale complex to a new plant on Hellyer Avenue in southeast San Jose, 18 miles away. Rt. 501 picks up employees at the Mtn View Cal Train Depot, the Sunnyvale plant location and Mission College in the morning and returns them from San Jose in the evening. Route is from Mtn View Depot (Evelyn & View) leaving 715AM via Evelyn, Moffett, Middlefield, US 101 to Bowers (Santa Clara) onto Great America Pkwy and Mission College Blvd to Mission College, returning San Leandro, Great America/Bowers to US 101 and continuing south on 101 to Hellyer to new Applied Technology plant arriving 755AM. Returns from Hellyer at 500PM via same route to Mary & Maude (Sunnyvale), thence Maude, Logue, Middlefield, Whisman, Ferry Morse and Evelyn to Mtn View Depot arriving 540PM. During the first 90 days of operation AT provided free Express Flash Passes ($29/month) to interested employees. Future Custom Commute routes will be designed to offer transportation directly to work locations from a Park & Ride lot or other location near employees homes with only one or two stops on the way. A number of changes took place with the October 6th signup including 26-EASTRIDEGE-SUNNYVALE/LOCKHEED VIA PRUNEYARD was rerouted thru Campbell to run straight along Campbell Ave between Winchester and San Tomas Aquino. 37-CAMBRIAN PARK-EASTRIDGE was rerouted between Capitol Expwy & Vistapark and Snell & Skyway to run Capitol, Snell and Skyway. 38-SEVEN TREES-LOS GATOS COMM. HOSP. was discontinued, but replaced in most part (west of Snell & Branham) by an extension of 72. 50-EL CAMINO HOSP-SAN ANTONIO RD VIA MTN VIEW DEPOT, a Myn View local, added weekend/holiday service, hourly 8AM-5PM, 1 coach. 52-MTN VIEW DEPOT-FOOTHILL COLLEGE eliminated the Saturday only ccw loop north of downtown from Villa & Castro via Castro onto Moffett, Central, Stierlin, Bailey and Villa to Castro. 55-LAKEWOOD VILLAGE-CUPERTINO changed its southern terminal loop in Cupertino, eliminated weekday daytime service to Sunnyvale Community Ctr and dropped the large north end loop thru the Sunnyvale-Santa Clara industrial area in favor of a smaller peak only extension from the regular Tasman & Reamwood terminus to Great America Industrial Park via Tasman to Patrick Henry, looping ccw am/cw pm via Patrick Henry, Great America Pkwy and Tasman. 68-SAN JOSE-GILROY/GAVILAN COLLEGE elimminated the peak hour diversion off Cottle Rd into the IBM complex. 70-MILPITAS-EDENVALE VIA EASTRIDGE had weekday midday headways improved from 30 to 15 minutely, same as peak and lengthened weekday late evening service. 72-DTN SAN JOSE-ALMADEN & CHERRY was extended west from Cherry & Branham to serve Good Samaritan and Los Gatos Comm. Hospitals replacing Rt. 38 and was renamed DTN SAN JOSE-LOS GATOS COMM. HOSP. Service on Capitol Expwy between Monterey Hwy and Vistapark was also shifted to Branham and alternate (hourly) trips (weekday midday and all day weekends) to the Hilltop area off Capitol via Snell were discontinued. New route west of Monterey Hwy is Branham, Samaritan, Bascom onto Los Gatos Blvd, Lark, Wincheester, Hacienda, Burrowes, Pollard and Dardanelli to Comm. Hosp. Vehicle needs are now 9 peak/6 base weekdays and 3 weekends. 15 minutely peak service weekdays between downtown and Monterey & Senter continues. 82-NO. SAN JOSE INDUSTRIAL PARK-WESTGATE was also rerouted at both ends and extended. On October 30 the completed Guadalupe Corridor Light Rail Operations and Maintenance Center at N. Market & Younger was ceremoniously dedicated with a public open house held November 2. In equipment news only two of the Mercedes Benz O309Ds (205 and 206) remained in service at South Yard. The 200-212 series were purchased in 1979-1981 for Dial A Ride and local lines and they are being replaced by the new 30 foot Flxible Metros 8601-8640. 209 has been out of service for some time and 200-205, 209 and 210 were lift equipped. As more of the new Flxibles are placed into service the last 35 remaining active propane fueled Gillig-Neoplan PT 477-3596s will be placed for disposition. The latest unit to be deactivated is 600 (originally 601), the prototype unit. Flxible Metros initial assignments show: 8601-8612 (30 ft) to Jackson Yard in San Martin; 8613-8640 (30 ft) to North Yard in Mountain View; 8641-8649 (35 ft) to North and Agnew Yard in North San Jose; 8650-8684 (40 ft) to Agnew Yard and 8685-8693 (40 ft) to North Yard. Until the arrival of these buses Agnew Yard had been an all GMC fleet. CT will retain a reserve fleet of 49 buses to include only GMC New Looks with other replaced buses (GMC, M/B and G-N) either being sold or scrapped. The reserve fleet will include 4517s, 4519s, 5301s, 5302s, 5303s, 5304s and 5305s.

MROCK STAGES, INC. (RS)

BILLINGS: RS started a new service last November 1st between Billings and Great Falls and Sweetgrass (Canadian border) with a branch to Havre, Montana. This service has been operated by INTERMOUNTAIN TRANSPORTATION COMPANY. RS already was operating two daily round trips between Bozeman and Missoula via Helena. A few years ago RS also operated between Billings and Helena.

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY: UTA recently dedicated its new $8.5 million Mount Ogden maintenance and operations center at 17th and Wall in Ogden replacing a facility constructed in 1952 and used by the former OGDEN BUS LINES until it was acquired by UTA in 1974. The complex includes an administrative and dispatch center, maintenance bays, fuel island, bus wash and overhead canopies to park 80 buses. There are also heaters to keep bus engines warm in the winter.

ATE MANAGEMENT AND SERVICE COMPANY, INC. (ATE)

CINCINNATI: ATE was recently acquired by Ryder System, Inc. (truck rental and vehicle maintenance firm). ATE currently provides on site contract management for over 50 municipal transit systems including a number in California, COMMUNITY TRANSIT in Washington and SUNTRAN in Tucson. ATE and Ryder had a business relationship in several locations previously whereby Ryder provided vehicle maintenance services to ATE under subcontract and, in some cases, leased vehicles to ATE.

COLORADO SPRINGS TRANSIT (CST)

COLORADO SPRINGS: Effective November 30th a number of changes occurred in CST service. Route 2-FORT CARSON-PETERSON AFB had its routing changed within Fort Carson and now runs on Magrath, Barkley, Prussman, Specker, Flint, Chiles, Sheridan, Titus to the hospital returning via Sheridan, Prussman, Harr, O'Connell to Magrath. 5-EASTERN CROSSTOWN was separated into two legs, one designated North End and the other South End. Passengers traveling thru now must transfer at the Citadel. The new system timetable emphasizes that alternate buses on all routes are wheelchair lift equipped. Service hours remained the same - 6AM-6PM weekdays and 7AM-6PM on Saturday with the last bus at 615PM from the downtown terminal.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: December 14th brought changes at SCAT. 10-UTEP SHUTTLE and 50-CIELO VISTA VIA MONTANA were separated so that 50 could use RTSs due to passenger loads. 50 was combined with 32-BEAUMONT HOSPITAL VIA PIEDRAS and 36-HIGHLAND VIA RIO GRANDE. 34-MEDICAL CENTER and 63-LOMA TERRACE were also separated and 34 now uses Citycruisers. 23-FOX PLAZA VIA PAISANO and 24-DELTA VIA 2ND WARD were also separated with at least one line using Citycruisers. 64-TIGUA, 65-HACIENDA and 66-LANCASTER VIA NORTH LOOP now all have Saturday service (64 also has on weekdays). The 11-MESITA, 21-CHALMONT VIA RAYNOLDS, 22-CHALMONT VIA CHELSEA combination now operates on 60 minute headways weekdays using a total of 5 buses.

NATIONAL TRANSPORTATION SAFETY BOARD (NTSB)

WASHINGTON D.C.: The NTSB recently concluded a public hearing to receive testimony on the May 30,1986 Walker River bus accident which claimed 21 lives and injured 22 others (WT 8/86). Those speaking included American Bus Association, California Department of Transportation, Bob Lee of Neoplan USA (bus involved was manufactured by Neoplan in Germany and imported) and STARLINE TOURS (the operator). The Board raised issues such as the role of safety in the bus industry, the availability and types of safety equipment for buses and examined the particulars of the accident. A report on the findings will be issued this coming springs and based on these the Board will issue safety recommendations to the appropriate federal and state agencies.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Utah Valley Transit	70	MCI	96A3/FP0404434	
Intl Stage Lines (VancouverBC)	933-940	MCI	102A3/GP0404777-404784	
Pacific Monarch	8602	TMC	MC9/ER0004686	
Nevada Northern (Reno)	933	TMC	96A3/FR0051440	
Powder River (WY)	022	TMC	102A3/GR0005520	
Capital Metro (AustinTX)	1601-1620	Gillig	3096TB6V92/G1081513-1532	
Pullman Transit (WA)	unkn	Gillig	3596TB6V92/G1081542	
Community Transit (WA)	700-718	GMC	T80206/GV8244073-4121	
Suntran (TucsonAZ)	8614-8629	GMC	T80206/GV8244422-4437	
P & W Charter	12	GMC	P8M4905A/1825	
-USED-				
Rasgill	4918	Flxible	FD6V401-7-UL-AC/35057	Commuter 4918
Santa Cruz MTD	(8069-8074	GrFlx	53102-8-1/90496,91386,	SMMBL 4704,39,
	(		91387,91389,	4740,42,
	(		91391,91392	4744,45
Triumph Charters	40	GMC	PD4903/191	Falcon 35
LTR Stage Line, Inc.	313	GMC	P8M4905A/303	orig Mid Am 429
San Mateo Cnty Sheriff	311	GMC	TDH5302/021	Phoenix Trnst 311
San Jose State University	4	GMC	PD4905/040	Interstate 7009
Hacienda Coaches	(442-443	MCI	MC8/S13053 U3253,	Shortway 442,443
	(		S13054 U3254	
Greyhound Lines-West	(1900-1901	TMC	MC9/T2/2-1757-2617,T1758-2618	GLE 6350,51
	(9352-9357	TMC	MC9/T2/2-1759-2619-T1764-2624	
Nevada Northern (Reno)	531	Prevost	P-102/2535-78	Pobts Holiday 243
-DISPOSITIONS-				
MUNI/CalTrain	2746	GMC	TDH4517/1617	Unitrans-UCDavis
Santa Monica MBL	(4718,22,25,32	GrFlx	53102-8-1/91365,69,72,79	to party in
	(			Porterville
	(4705,06,10,12	GrFlx	53102-8-1/90497,98,02,04	to Brazos Trnst
	(19,20,23,24		91366,67,70,71	System (Bryan TX)
	(30,31,34,35,47		91377,78,81,82,94	

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Member James Lucey, 102 E. Harold Street, Bloomfield, CT, 06002-3904 is seeking correspondent in Mexico to exchange letters, publications, etc - if you have info please contact Mr. Lucey.