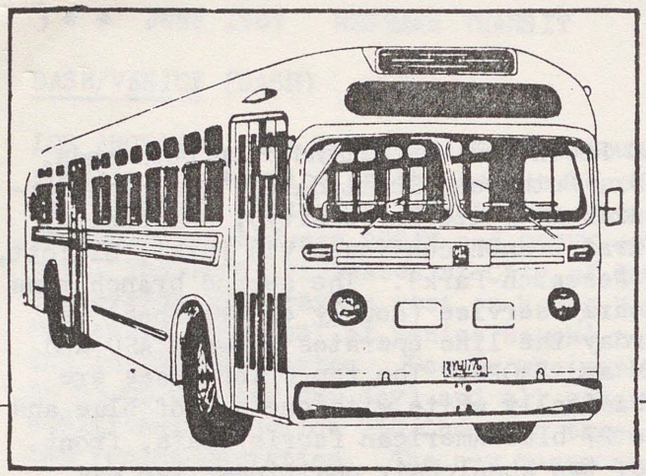


Western Transit

Monthly Publication of The Western Transit Society

VOL. 25 NO. 6 JUNE 1987

CITY OF PHOENIX TRANSIT SYSTEM (PTS)
REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA)

PHOENIX: PTS instituted six new express routes (funded by RPTA) last December 1st and on January 26th created three new lines and made substantial changes on several others. Two additional lines, funded by RPTA and operated by a separate AMERICAN TRANSIT CORPORATION subsidiary from PHOENIX TRANSIT CORPORATION (operator of the PTS system), began operations on April 3rd. Over the last eighteen months the beginning of expanded transit in the Valley Of The Sun has begun. In October 1985 voters in the Phoenix metropolitan area approved a one half cent general sales tax in a referendum. They voted to build more than 200 miles of freeway in a looping belt system that will surround this sprawling community. Although rapid transit was not part of the package, the enabling legislation which permitted the referendum authorized creation of the RPTA. Its principal task is to develop the rapid transit component of the regional public transportation plan. To operate and plan the regional bus system and special needs transportation services the RPTA will receive $100 million from the sales tax over the next twenty years. The December changes included NEW 512-SCOTTSDALE EXPRESS/PIMA/FOUNTAIN HILLS, 523-TEMPE EXPRESS/AHWATUCKEE-WARNER, 530-MESA EXPRESS/ALMA SCHOOL, 531-MESA EXPRESS/GILBERT ROAD, 560-MARYVALE EXPRESS/WESTRIDGE MALL and 570-GLENDALE EXPRESS/VALLEY WEST MALL. Generally these lines operate three inbound trips in the morning and three outbound in the afternoon serving both downtown Phoenix and the State Capitol area. The January program included shortening 1-WASHINGTON ST to operate between Phoenix and Tempe with NEW 2-GRAND-APACHE-MAIN replacing the eastern end of 1 in Mesa and the former 34-GLENDALE and providing new service thru Phoenix Airport and along Hohokam Expressway and University. 3W-WEST VAN BUREN no longer operates an extension to Sperry Defense and 10-ROOSEVELT was shortened to not operate east of 32nd on Campbell to 44th. The Cactus Road branch of 19-NORTH 19TH AVENUE was assumed by the NEW 122-WEST CACTUS ROAD/METROCENTER. 35-35TH AVENUE CROSSTOWN no longer has an extension to Sperry and 44-44TH STREET CROSSTOWN was extended north from 44th & Camelback to Paradise Valley Mall via 44th, McDonald and Tatum. 59-59TH AVENUE is NEW and operates on 59th between McDowell and Greenback on a 30 minute headway 615AM-615PM on weekdays. 61-SOUTHERN CROSSTOWN was extended from 48th & Southern to Alma School & Southern. 106-PEORIA/CACTUS/SHEA was extended from Metrocenter west to 107th Avenue and Peoria and was also extended east from Paradise Valley Mall to 92nd St and Shea. In April Lines 4-COUNTRY CLUB/ALMA SCHOOL ROAD and 72-SCOTTSDALE ROAD/RURAL ROAD serving portions of Mesa, Chandler and Scottsdale were begun. These lines are funded by RPTA which offered these services for competitive bid. The successful bidder was the AMERICAN TRANSIT CORPORATION who formed a separate subsidiary employing non union personnel to operate a fleet of ten 27 passenger, 30 foot Orions owned by RPTA. At least one ATC owned PTS bus, 1843 - a T6H4521A, is also in the fleet. Line 4 begins in Chandler at Civic Center operating via Buffalo, Arizona, Chandler Blvd, Alma School Road, Southern, Country Club Drive to McKellips looping via McKellips, Center and McLellen to Country Club. Monday through Friday service is provided at half hourly headway between 600AM and 630PM.

PHOENIX TRANSIT/RPTA Continued

Line 72 replaced the former SCOTTSDALE CONNECTION's RED ROUTE and was extended on both ends. From the Scottsdale Airport buses operate via Airport Dr, Butherus, Scottsdale, 73rd, Thunderbird, Scottsdale Road, 6th, Stadium, College (serving Arizona State University), University, Scottsdale to Baseline branching at this point. The first branch continues via Rural, Elliott, River Parkway, Conference Dr and Price to Elliott (ASU Research Park). The second branch runs via Baseline, 56th and Elliott to 48th Street. Half hourly service (hourly on branches) is provided on weekdays between 530AM and 730PM. On Saturday the line operates between ASU and Shea Blvd & Scottsdale on hourly headways between 600AM and 730PM. The ten Orion buses are numbered 2701-2710, are Model 01.502, and are painted basically white with one set of blue and yellow diagonal stripes over the sides. The buses have 27 blue American fabric seats, front door lift, Trans Dot electronic signs, kneeling feature, two wheelchair positions, two way radio, push rear doors, stop requested light, air conditioning and roof hatches.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: On January 19th Line 4-PALM DESERT-LA QUINTA was revised to operate from the Palm Desert Town Center via Monterey, Country Club, Cook to Fred Waring Drive and regular route to La Quinta. Two buses operating on a 40 minute headway Monday thru Saturday replaced one bus on an hourly headway Monday thru Friday. Line 19-DESERT HOT SPRINGS-INDIO was shortened (except Sunday) to operate as far south as Indio then operating in Indio ending at Bliss and Towne. NEW Line 5-INDIO-COACHELLA replaced the former south end of 19 operating every half hour 600AM-900PM Monday through Saturday. On Sunday Line 19 continues to operate as before hourly between Desert Hot Springs and Coachella.

FUN BUS SYSTEMS, INC. (FBS)

ANAHEIM: FBS has filed applications with the Interstate Commerce Commission for both temporary and permanent authority to purchase AIRPORT SERVICE, INC. interstate and California intrastate operating rights for regular route operations as well as charter and special operations. Members of the FBS fleet (former ASI buses) are now being repainted into a new scheme - basically blue as before but with vertical red/yellow/blue/red/green stripe which become horizontal and are lettered "FUN BUS AIRLINK AIRPORT SERVICE". Observed, so far, are MC 9s 4007, 4008, 4111 and 4202 and MC 8 4701. Some of these buses were not on the original list to be purchased which suggests that the information has changed.

COMMUTER BUS LINES, INC. (CBL)

LYNWOOD: CBL is operating four routes to Hollywood Park for the 1987 racing season. Route 1 serves Canoga Park, Reseda, Van Nuys and Sherman Oaks while Route 2 serves Santa Monica, Westwood, West Los Angeles, Beverly Hills. Route 3 serves Long Beach, Wilmington, San Pedro and Gardena while Route 4 serves Fullerton, Buena Park, Anaheim, Santa Ana and Seal Beach Leisure World. One round trip daily is operated on all race days and round trip fares are charged.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: NTS Line 4-BOLSA CHICA STATE BEACH service is scheduled to begin on June 22nd. This year two morning beach bound trips and two afternoon return trips will be operated. The "Surfer Special" will depart the NTS Terminal in Norwalk Square at 900AM and return from the beach at 445PM. The "seniors and Family Trip" will depart from Norwalk Square at 1045AM and return from Bolsa Chica at 300PM. The special service will be offered on weekdays only charging a round trip fare of $1.50 per person. In past years approximately six daily round trips were operated and fifty cent one way fares were charged.

SUPPORT THE SOCIETY BY SENDING IN NEWS STORIES FROM YOUR AREA FOR PUBLICATION IN WT

DASH/VENICE (DASH)

LOS ANGELES: The Los Angeles City Council approved $18,000 for a one month pilot project of shuttle bus service in the Venice beach area to help ease parking and congestion. Started on May 25th and lasting at least thru June 28th is DASH/Venice which operates on Saturday, Sunday and Holidays between 900AM and 900PM operating on a fifteen minute headway usually using one bus. The line originates at City of Los Angeles Parking Lot #739 at Venice and Washington Boulevards and travels west on North Venice Boulevard and south on Speedway to South Venice Boulevard (terminal at Venice Beach) returning eastward on South Venice Boulevard to the parking lot at Washington. People who park their autos in the lot ride the bus for free (parking is $3.00 per car per day) and all other riders are charged 25 cents. DASH has acquired five additional Econoline 350/Champion three axle vehicles and 47 and 48 appear to be assigned to the Venice operation. The new buses are 44 through 48.

DASH/WESTWOOD (DASH)

LOS ANGELES: DASH/Westwood recently modified its route although service continues to be provided approximately every eight minutes on Friday between 630PM and 130AM and on Saturday from 1100AM until 130AM. Beginning at the Federal Building parking lot on Veteran Avenue at Ashton the line operates via parking lot roadways, Veteran, Weyburn, Westwood, Wilshire and Veteran to the Federal Building. Three DASH vehicles are assigned to this operation.

AIRPORTCOACH (APTC)

LONG BEACH: The APTC's LOS ANGELES AIRPORT-SAN BERNARDINO-PALM SPRINGS route has been and continues to operate four daily round trips (WT 4/87 incorrectly stated this service along with the LAX-SAN DIEGO route had been suspended for reasons unknown although the SAN DIEGO is still not operating). The PALM SPRINGS route is now also serving Riverside at the Holiday Inn and the stops in Palm Springs are now the Hilton Rivera and the International Hotel.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent decisions of or applications before the Commission:

Transit Management Services Inc dba SACRAMENTO CHARTER BUSES granted a passenger stage home to work certificate between points in Sacramento et al and San Francisco.

W. D. Thomas dba FOSTERS TRANSPORTATION SERVICE has applied to transfer its psc and assets to FOSTER TRANSPORTATION SERVICE, INC. and latter to extend service area to Santa Maria.

M. F. Sims (SIMS EXECUTIVE AIRPORT SHUTTLE) has been authorized to transfer its psc to FLIGHT LINE AIRPORT SHUTTLE INC. and to increase fares by $2 between LAX and Los Angeles.

D. Carson et al have been authorized to reacquire control of COMMUTER BUS LINES, INC. from T. R. Kirkman thru acquisition of outstanding stock.

GREAT AMERICAN STAGE LINE, INC. has been authorized to extend service between Carpenteria and LAX. GASL shall not use as a bus stop in Thousand Oaks any location which is closer than 150 feet to any residence.

Metro Paratransit Co Inc dba CELEBRITY AIRPORT LIVERY has filed against Mitchell Rouse (SUPERSHUTTLE OF LOS ANGELES, INC a/k/a SUPERSHUTTLE INTL, INC.) that defendant immediately cease and desist from soliciting passengers thru use of unethical techniques and from illegal and discriminatory use of TTS ticket booth preventing complainant from being properly represented. (Ed. Note- this is at least the third time since SS began operating that it has been involved in PUC cases concerning operating outside its certificate (WT 5/86, 6/86, 9/86).

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The summer Shake Up took effect on June 14th and included two new lines and reinstatement of Line 93-ALICIA PARKWAY-MISSION VIEJO. New this summer are 78A-LAGUNA HILLS-WILD WILD RIVERS WATER PARK-SOUTH COAST PLAZA operating as a branch of 78-HUNTINGTON CENTER-LAGUNA HILLS. 78A operates three midday round trips seven days a week over a routing of Laguna Hills Transportation Center via Paseo de Valencia, El Toro Road, Moulton Parkway, into and thru Wild Rivers, Moulton/Irvine Center Drive, Yale, West Yale Loop, Alton, Culver, Michelson, Von Karman, Alton, Red Hill, MacArthur, Flower and Sunflower to Bear (South Coast Plaza). One bus is needed for this line and the first day bus was 1126 on BR 1. The second new line is 85A-SANTA ANA-IRVINE SPECTRUM-LAGUNA HILLS which operates two morning southbound and two afternoon northbound peak hour trips. This service is being partially financed by The Irvine Company which owns the Irvine Spectrum, an industrial park near the junction of the Santa Ana and San Diego Freeways. The route begins at McFadden and Newhope via McFadden, Flower, Santa Ana Blvd, 5th, Mortimer St., Santa Ana Blvd, Santa Ana Freeway, Alton Parkway, Toledo, Goodyear, Jeronimo, Bake Parkway, Rockfield, El Toro, Paseo de Valencia and Calle de la Louisa to the Laguna Hills Transportation Center. First day buses were BR 11-4017 and BR 12-4018. Line 93-ALICIA PARKWAY-MISSION VIEJO operates between Laguna Hills Transportation Center and Lake Mission Viejo via Paseo de Valencia, Alicia Parkway, Trabuco, Marguerite, Olympiad Road returning Alicia, Marguerite, Trabuco, Alicia, Paseo de Valencia to LHTC. Service operates hourly between 8 AM and 6 PM on weekdays and between 9 AM and 5PM on Saturday. The first day bus was 4505. All of these lines are based at Division 7 in Irvine. Other changes include increasing headways from 90" to 45" minutely on 44-FULLERTON-DISNEYLAND VIA BALL ROAD during the day and 90 minute evening headway to 1200 midnight, rerouting all service from Greenville to Fairview between Warner and Sunflower on 55-RAITT-GREENVILLE and operating a 35 minute headway end to end on weekdays on 65-SANTA ANA-IRVINE-BALBOA. 161-TRASK-NEWLAND was suspended for the summer. The Laguna Hills Transportation Center opened for business on the site of the former OCTD Park And Ride Lot just south of the Laguna Hills Mall. The Center has twelve docks for buses, a 150 car parking lot for park and ride customers, a covered pedestrian walkway with informational signing, benches and restrooms. This facility replaces an on street terminal in front of the Laguna Hills Mall.

A new logo and a new paint scheme are now in OCTD's future. This is the first change in design since the start of District operations in August 1972. The paint scheme will feature a basic white vehicle with a three color stripe - orange over magenta over tiel green and gray below the rub rail. About 100 RTS buses and 50 Dial A Ride vans will receive the new colors this year with all vehicles to be painted over about two years. 75 new 40 foot buses, to be purchased later this year, will be the first new buses to sport the colors. Discussions about the new colors were rather subdued in direct contrast to the discussions over the change in the logo. It took the Board two votes over a two week period with much publicity to replace the present logo which features an oval with a thick orange band on top and a yellow band on the bottom with the letters "OCTD" in the center in light blue. The new logo is also an oval with green somewhat futurisitc letters on a white background and two thick orange bands separated by a thin white stripe across the bottom.

BENICIA BAY CONNECTION (BBC)

BENICIA: Beginning February 1st BBC increased weekday peak hour headways to approximately every 35 minutes (using a second bus) on the service between Benicia, Concord, Sun Valley Shopping Center and BART/Pleasant Hill Station. Midday headways on about 90-100 minutes remain as before as does the Saturday headway of 90 minutely. Weekday service hours are 600AM-830PM while Saturday hours are 845AM-645PM. COMMUNITY TRANSIT SERVICES, INC. of Santa Ana is now operating this service under contract. Previously, BENICIA-VALLEJO STAGE LINES was the contract operator.

MOTOR BUS SOCIETY FALL MEETING WILL BE HELD IN SAN FRANCISCO ON SEPTEMBER 25,26,27,1987 AT HOLIDAY INN-FINANCIAL DISTRICT (KEARNY & WASHINGTON). CALL HOTEL AT 1-415-433-6600 (RESERVATIONS DEPT) INDICATING YOU ARE CALLING FOR ROOM WITH ACTION BUS, INC. GROUP.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The RTD Board recently approved a contract with Transportation Manufacturing Corporation of Roswell, New Mexico covering procurement of 30 methanol and 267 diesel buses, expected to be Advance Design model T80206), twenty five air starters and accessories and spare parts for a cost in excess of $46 million. The bid also includes a long term option for additional buses at the election of the District. Thirty of the 267 buses were included in a option. This purchase is funded in part under UMTA federal grants.

Presently arriving are the first of 90 new long distance suburban style buses, Model AN440A manufactured by Neoplan USA of Lamar, Colorado. Numbered 1100-1189 these buses are single door, wheelchair lift equipped, with high back padded seats, overhead luggage racks, individual reading lights, air conditioning, new larger electronic destination signs. The fleet cost $17.2 million including spare parts and sales tax. The buses will be financed through the sale of $14.2 million worth of equipment trust certificates and the balance in district funds. The certificates will be redeemed over ten years with sales tax funds. This is the first time since the early 1970s that RTD has used local funds to purchase new buses rather than rely on federal grants to subsidize eighty per cent of the purchase. These buses are distinguished by dual sets of rear wheels for more even weight distribution. They have 6V92 diesel engines and V-731 transmissions. It is understood that likely assignments for the 1100s include 460-LONG BEACH-RIVERSIDE, 456-LONG BEACH FREEWAY EXPRESS and 496-LOS ANGELES-SAN BERNARDINO in addition to lines in the West San Fernando Valley and the San Gabriel Valley.

Late in April the RTD Board adopted a two branch Metro Rail project serving the Westside and the San Fernando Valley via Hollywood. The northern branch would travel in subway along Wilshire, elevated along Vermont and Sunset to about Vine Street, then in a subway to North Hollywood at about Chandler and Lankershim Boulevards. The western branch was expected to travel in some type of combination elevated and subway along Wilshire to Fairfax, but because of new federal legislation authored to prohibit tunneling in sections of the Wilshire Corridor because of methane gas pockets the Board has revived alternate plans for a westbound route that would run west on Pico turning north on San Vicente and terminating near Wilshire. Presently Metro Rail has received federal funding for that section between the Union Station and Mac Arthur Park. The complete project would not be completed until almost the year 2000.

POSSIBLE REORGANIZATION OF LOS ANGELES COUNTY TRANSPORTATION AGENCIES

LOS ANGELES: There are still two bills in the legislature (Senate Bill 2, Robbins, D-Van Nuys) and Assembly Bill 18, Katz, D-Sepulveda) to abolish SCRTD and have a reconstituted LOS ANGELES COUNTY TRANSPORTATION COMMISSION assume operation. Katz has now agreed to several changes in his bill which would rename the new agency the LOS ANGELES TRANSPORTATION AUTHORITY and would preserve the long range planning function of the Southern California Association of Governments. Although local political officials want more time to implement the new agency the authors are considering action for a faster transition and action to prevent a lame-duck RTD Board from signing major contracts or committing large sums of money for projects. Both bills call for the board running the super agency to be composed of elected officials rather than alternates and both authors envision operating agencies overseeing three major areas of transportation policy - bus and transit operation, construction of Metro Rail and Light Rail projects and long range planning.

GREATER WATTS TRANSIT (GWT)

LOS ANGELES: GWT is a new demand response transportation system for seniors age 65 and over and for those over the age of 16 who are also physically handicapped using a fleet ofautos and lift equipped Ford Econoline/Escort I vans and operating on weekdays except holidays between 700AM and 500PM. The service is funded by the City of Los Angeles Department of Transportation and operated by the Watts Labor Community Action Committee. Fares are 50 cents for all riders.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Utah Transit Authority	(8701-8715	Gillig	40102TB6V02T/H1081607-1711	
	(8716-8738		/H1081674-1696	
	(8739-8756		/H1081656-1673	
	(8757-8758		/H1081712-1713	
	(8759-8764		40102TBL10/H1081714-1719	
Golden Empire Transit Transit	8701-8707	Gillig	3596TB6V02T/H1081754-1760	
Santa Rosa Transit	871-874	Gillig	3596TB6V02T/H1081761-1764	
Butte County Transit	008-009	Gillig	4096TB6V02T/H1081797-1798	
Napa City Bus	112-114	GMC	T70606/GV82H809-4811	
MASSTRANS (Okla City)	8701-8715	GMC	T80606/GV82H863-4877	
Long Beach Transit	(4478-4490	GMC	T80606/GV82H821-4833	
	(4491		/GV82H971	Possibly highest serial to be assigned for an RTS built at Pontiac, Michigan
Golden Gate Transit	401	MCI	102A3/HW020000	Correction
Tulsa Transit	(8401-8407	TVI	Trolley Bus/EWA300396-402	
	(8501-8506	MCI	MC9/EP030508-30513	
	(8620-8625	Flxible	40096-6T/GD087291-97296	
	(8626	Flxible	35096-6T/GD097844	
-USED-				
Gray Line of Reno	315	Gr/Flx	53102-8-1/91258	MUNI 4050
Discovery Tours	1000	TMC	MC8/U80-1073 S2013	GLF 4661
Amtravel	(503	MCI	MC5A/U6560 S7172	
	(549	MCI	MC8/U35015 S10590	Trnsp & Tours 87
	(552	TMC	MC8/T80-063 S1957	GLW 7798
	(553	TMC	MC8/T78-921 S1937	GLW 7778
	(560	TMC	MC9/EP004365	Falcon -
	(561	TMC	MC9/EP004407	Falcon -

# #

ADDITIONAL INFORMATION ON NEW RTD NEOPLAN BUSES

The 1100s (one door Neoplan suburbans) went into service on Lines 460 and 462 on Saturday June 6, 1987. The buses have 47 brown cushion seats, 33 forward facing and 14 longitudinal. The longitudinals are in front, seven to a side and include seats which can be raised to accommodate wheelchairs. The forward facing are high back suburban style with those in the rear third of the bus on raised platforms. The buses also feature Lift U lifts, overhead parcel racks, individual reading lights, buzzer cords, two roof hatches, air conditioning, microphone, power steering, radios, roof exhaust, Luminator Max electronic headsigns. The interiors are off white with wood grain paneling on the lower sides. Buses 1123, 1126, 1127, 1128, 1131, 1132 and 1133 were observed the first day. Since that day 1106, 1114, 1116 and 1125 have also been spotted.

# #

WT STAFF

Editor — Edmund Buckley

Senior Staff — John McKane, Warren F. Quon

Reporters — Craig Barnes, Marvin Martin, Richard Petzoldt, Neil Bjornsen