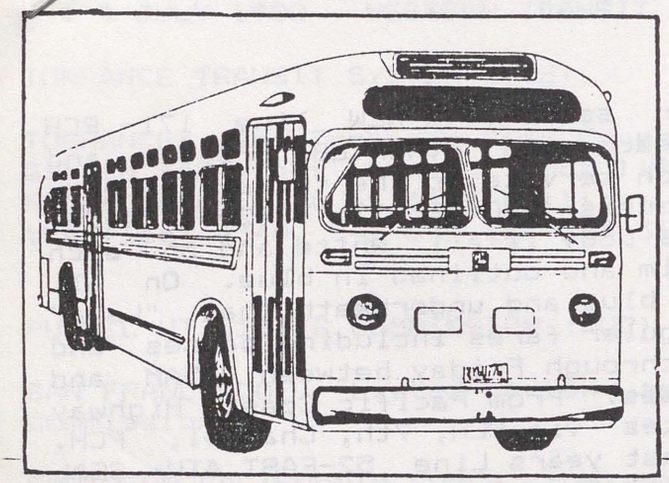


Western Transit

Monthly Publication of The Western Transit Society

OUR 25TH YEAR

VOL. 26 NO. 7 JULY 1988

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: A new chapter in transit history began on July 1st as GREYHOUND LINES, INC. began operating two fixed routes under contract to OCTD. Line 701-HUNTINGTON BEACH- LOS ANGELES VIA LOS ALAMITOS (two am inbound and two pm outbound trips using two buses) was transitioned from MARK IV CHARTER LINES, INC. which firm had operated the line since May 1, 1987. At that time the former SCRTD Line 459-HUNTINGTON BEACH- LOS ANGELES PARK/RIDE was offered for contract operation by OCTD and MARK IV submitted the successful proposal. Line 721-FULLERTON-LOS ANGELES PARK/RIDE is the former RTD 464. Since last July the line had been a shared operation utilizing nine RTD buses (1000 series T8H5307As from Division 16) and two OCTD buses (first 1100 series Flxibles and now Super Bus units) with OCTD operating twelve of the forty four trips.

In the late winter/early spring Requests For Proposal were solicited and six firms submitted. GL was the successful proposer offering a fleet of Model 10AE Eagle buses (WT 5/88). The routes and schedules remained substantially the same although fares were increased as part of an agency wide fare change also effective on July 1st (WT 4/88).

The buses being utilized are indeed American Eagles, but they are not former TRAILWAYS LINES, INC. buses as expected, but rather a collection of used buses. Observed so far have been buses numbered 0011 through 0022. They are painted white and red with GREYHOUND lettered in blue and the Greyhound dog in grey outlined in blue. The buses are a mixture of automatic and manual transmission units and they have Main drop type fareboxes and two way radios.

The operations are based at GL's Los Angeles garage, but the buses will be stored at FUNBUS SYSTEMS, INC.'s Anaheim facility Monday thru Thursday nights returning to Los Angeles for midday storage each day and all weekend long.

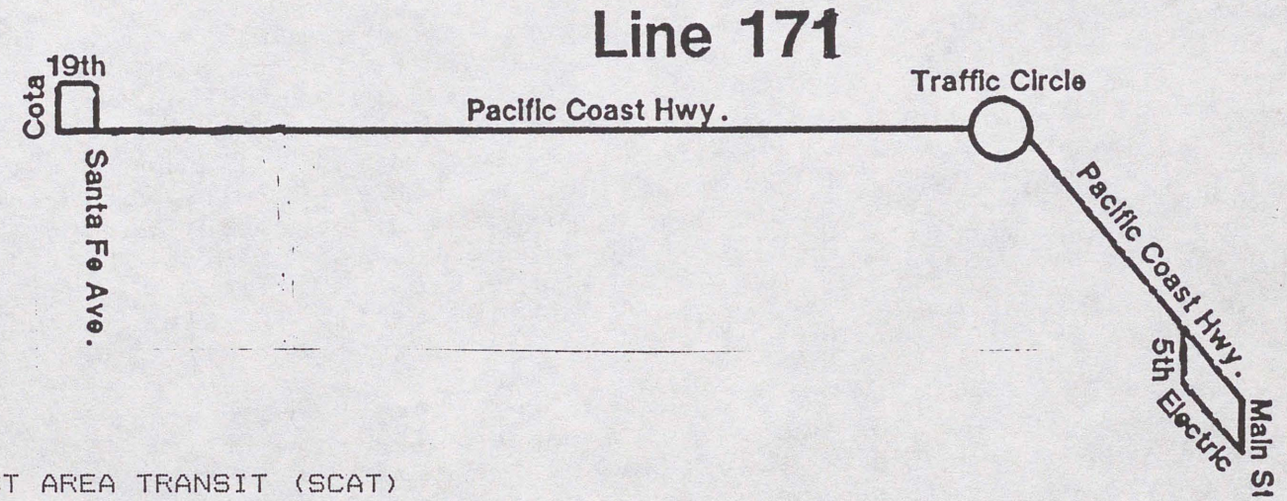
First day buses on 701 included BR 1- 0018 and BR 2-0014. Buses on 721 were BR 21-0017, BR 22-0021, BR 23-0012, BR 24-0015, BR 25-0022, BR 26-0020, BR 27-0011, BR 28-0019, BR 29-0013, BR 91-7001/7501 and BR 92-7002/7502.

WTS 25TH ANNIVERSARY EXCURSION

Saturday August 20, 1988 is the date for the WTS 25th Anniversary Excursion. We will be visiting SCRTD CMF, Foothill Transit, Crown Coach Incorporated, FunBus Systems Inc. and OCTD Division 4. Please see enclosed reservation form for more details.

LONG BEACH TRANSIT (LBT)

On June 19th LBT introduced, for the summer season, a NEW line 171- PCH FLYER/SEAL BEACH, designed to connect Seal Beach with other LBT routes and inland portions of Long Beach and to tailor beach service to the travel patterns of the beach oriented. Four specially painted buses (GMC RTS IIs T80204s #4428-4431) appeared in a "Shark" paint scheme. The body is all white and on each side is an orange colored shark with purple trim and outlined in blue. On all sides appear the words "Long Beach Transit" in blue and underneath that "Land" in orange and the word "Shark" in purple. Regular fares including passes and transfers apply. The 171 line operates Monday through Friday between 915AM and 545PM on a thirty minute headway using three buses. From Pacific Coast Highway and Santa Fe in west Long Beach the line operates via PCH, 7th, Channel, PCH, Main looping Electric and Fifth to PCH. In past years Line 52-EAST 4TH- SEAL BEACH had the short turn trips extended to Seal Beach to provide an all day fifteen minute headway. This year the winter schedule of 15 minute headways to 4th and Park at Marine Stadium and 30 minute headways to Seal Beach continues through the summer.



SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: On July 3rd many route changes became effective within the SCAT system. PORT HUENEME route now serves south Oxnard and Hueneme directly from the Oxnard Transportation Center (OTC) via southbound C Street and Saviers Road. There will be additional trips Monday thru Saturday and one earlier trip weekdays. PLEASANT VALLEY will now offer two way service along Gisler Avenue deleting northbound service along C Street. NORTHSIDE will have minor realignment due to housing development as will the TELEGRAPH ROAD/SATICOY route to begin service to the Easter Seals Pool on Henderson Road as a result of the Unmet Transit Needs Hearing held last February. A NEW route, OXNARD COLLEGE-OTC, will begin service between the Oxnard Transportation Center and Oxnard College via south Rose Avenue and Centerpoint Mall, also offering two way service to the County Services Building (PSSA) at the Channel Islands Business Park. The SANTA PAULA route has been completely realigned to offer "triple loop service" to downtown Santa Paula, and service to the new Housing Authority and propsed K Mart locations. Express runs to downtown Ventura have been deleted from this route to keep the bus within the city at peak hours and increase the number of daily trips by two on weekdays. Ventura transfers will still be available. SCAT will hold a local bus Roadeo "Friendship Competition" with SANTA BARBARA METROPOLITAN TRANSIT DISTRICT on August 7th at Ventura State Beach. One winner from each agency will compete in Montreal at the APTA Annual Meeting and the event's top scoring driver brings the "Friendship Competition Top Score Award" to their agency for display in the upcoming year. This will be the 2nd Joint Roadeo between SCAT and SBMTD.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: The Torrance City Council recently awarded a $1.3 million contract to Gillig for eight new 40 foot lift equipped buses (only other bidder was New Flyer Industries at $1.4 million). These buses will replace current members of the fleet #340, 342-345 and 365-367.

PUBLIC UTILITIES COMMISSION (PUC)

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

SOUTHERN CALIFORNIA COACH applied to increase passenger fares by 18 per cent between points in San Bernardino, Riverside, Orange, Los Angeles Counties and LAX and other airports and this was granted as set forth.

Approved was ANTELOPE VALLEY BUS INC's acquiring control of AIRPORT BUS OF BAKERSFIELD through acquisition of outstanding stock from Coastal Engineering Company.

DESERT STAGE LINES, INC may increase passenger fares for additional annual gross revenue of $156, 794 between 29 Palms Marine Corps Base and Palm Springs and other points.

Approved was application by TRADERS TRAVEL WORLD INC d/b/a Lincoln Tours for a passenger stage on call door to door service between San Gabriel Valley and LAX

TRAVIS EXPRESS, INC vs Ali Vakili d/b/a AM/PM AIRPORTER to cease and desist from providing passenger service between Oakland Intl Airport and Travis Air Force Base.

B.Platini et al (VALLEY AIRPORT SHUTTLE) has applied for a certificate to extend psc between points in L A County and LAX.

American Transportation Enterprises, Inc. d/b/a AMTRANS AIRPORT SHUTTLE has applied for a psc between points in L A County and LAX.

Application of AIRPORT LIMOUSINE SERVICE OF SUNNYVALE, INC. to establish a zone of rate freedom of plus or minus $2 in Santa Clara, et al, counties.

Application of Jim Kim (SEOUL SHUTTLE) for psc to operate between points in LA County and LAX.

SAN LUIS TRANSPORTATION, INC d/b/a EZ Come...EZ Go-Marin has applied for a psc between Marin County points and San Francisco International Airport.

The Commission is conducting an investigation into schedules, routing and operations of MARIN AIRPORTER, INC and SANTA ROSA AIRPORTER, INC.

The Commission is conducting an investigation into the operations, rates, charges and practices of Sanford and Kathy McColley (A Touch Of Class Limousine Service) in San Jose.

YOUTHWAYS TRANSPORTATION, INC. had an interim order granted (PSC 1461) for a psc between points in Simi Valley, et al, and Topanga, et al, State Beaches.

Gormley/Takei Shuttles, Inc. d/b/a VALENCIA AIRPORT SHUTTLES has been granted a psc (PSC 1459) between points in Santa Clarita Valley and LAX and other airports.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Despite pleas by ACT officials and labor union officials and in spite of a $13 million lawsuit AC has filed against BARTD the BARTD Board has refused to change its vote for awarding the BART Express Bus contract to LAIDLAW TRANSIT, INC. (WT 4/88). The lawsuit is the result of a 1976 agreement which AC says requires BARTD pay salaries and benefits of employees laid off for two years. ACT officials have also charged that the private company was not required to document its bid costs while ACT, as a public agency, had to make its bookkeeping public.

SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: Changes effective last January 4th included three weekday trips of Line 17A-GILROY COUNTER CLOCKWISE LOOP routed off the loop to the Emergency Housing complex at Southside Dr & Rossi Lane. 58-ALVISO-WEST VALLEY COLLEGE & 75-ALVISO-SANTA TERESA HOSP were both rerouted to serve the Lick Mill Light Rail Station. 64-SANTA CLARA-ALMADEN VALLEY VIA DWNTWN SAN JOSE had weekday service on the southernmost portion of the line from Almaden & McKean to New Almaden curtailed to run only peak hours and discontinued alternate coaches to New Almaden midday and evenings. Several changes were made April 4th including resumption of seasonal weekend only service on 141-BART/FREMONT-GREAT AMERICA on the same schedule as last year. On Saturday March 12 LRV #830 was towed by CT's Mercedes Benz Unimog road railer around the new trackage from Younger Street down North 1st to Divine to 2nd and thru the downtown San Jose Transit Mall on 2nd, San Carlos and returning north on 1st to check trackage alignment and clearances. By mid March all of the overhead wiring was in place and evening and weekend test car operations began on April 18. Opening of Mall service was scheduled for mid June. With CT's LRV fleet of 50 cars far exceeding service needs until the full 21 mile Guadalupe LRT line opens in '91, CT management has had discussions with REGIONAL TRANSIT and TRI MET on leasing them cars to meet their increasing service requirements. In equipment news CT disposed of its fleet of 30 articulated buses consisting of MAN SG-310s #2401-2415 and Crown-Ikarus 286s #2501-2515 (all 1983 models) on a lease with option to buy arrangement with AC TRANSIT. (Details will be reported next month.) The buses were shifted during April and May. To take their place temporarily in the operating fleet 23 GMC New Looks were reactivated from the reserve fleet (TDH 4517s #6513-6515, 6517-6519 & 6528; TDH 4519s #6523-6527; TDH 5301s #4702, 4705, 4708 & 4709; TDH 5302s #4835 & 4865; TDH 5303s #4713 & 4715 and T6H 5305A #4716). These are scheduled to remain in service only until major overhauls are completed on 1981 Grumman Flxible 870s of the 1600-1818 series. Several of the latter have appeared in a mixture of the old and new CT colors in which the burgundy side and rear belt stripe has replaced the orange, but the all around medium blue stripe has yet to be replaced by the new royal blue color.

SONOMA COUNTY TRANSIT (SCT)

SANTA ROSA: During April SCT inaugurated two new local lines using 15 passenger Ford Econline van type units. These are 28-GUERNEVILLE LOCAL and 66-WINDSOR LOCAL. 28 has five different areas that are served every two hours weekdays using one bus while 66 serves three different areas, also weekdays only, using one unit on a ninety minute headway.

THE NEW LOOK FOR WT---Beginning with this issue WT has started to be produced totally on a personal computer through the generosity of Associate Editor Craig Barnes. For the last several months the Roster Of The Month and all of Page 8 have been products of the computer age. Please contact the Editorial Office with any comments or ideas that you may have.

ROSTER OF THE MONTH

PHOENIX TRANSIT SYSTEM
Phoenix, Arizona

FLEET #'S	MFGR	MODEL	SERIAL #'S	YEAR	NOTES
301-303	GMC	TDH-4517	032-034	1959	1,5,6
317-325	GMC	TDH-4517	1059-1067	1961	1,5,6
1475-1478	GMC	T8H-5308	181-184	1974	2,5,6
1840-1843	GMC	T6H-4521A	100-103	1968	3,5,6
1904-1907	GMC	T6H-4521A	357-360	1969	5,6,8
1908-1909	GMC	T6H-4521A	345-346	1969	5,6
2701-2710	Orion	01.502	---	1987	4,7
*4401-4415	GMC	T8J204	BV811640-654	1981	
4501-4537	GMC	T8H203	368-404	1979	
4538-4560	GMC	T8J204	CV820849-871	1982	
4701-4715	Flxible	53096-8-1	57692-57706	1973	
4716-4740	Flxible	53096-8-1	57908-57932	1973	
4741-4755	Flxible	53096-8-1	59624-59638	1974	
4756-4788	AM General	9640A-8	206,175-205,174	1975	
4801-4867	Flxible	40102-6T	DD095334-399,420	1983	Metro's
5101-5115	AM General	9640A-8	207-221	1975	
7001-7020	AMG/MAN	SG220-18-2A	298/0230-0249	1979	
7021-7035	MAN	SG310-18-2A	293/0647-0661	1984	
*7036-7056	MAN	SG310-18-2A	293/0956-0976	1985	

*Lift Equipped
NOTE: All vehicles owned by City of Phoenix unless otherwise noted.
1. Originally Valley Transit Lines Inc.
2. Ex Tucson Transit Corp., same numbers.
3. Ex Birmingham Transit Corp. (AL), same numbers.
4. 2703-H6001562, 2707-H6001571.
5. Will be sold sometime this year.
6. Owned by American Transit Corp.
7. Owned by Regional Public Transportation Authority. Operated by Valley Transit.
8. Ex Austin Transit Corp., same numbers.

VALLEY INTRACITY NEIGHBORHOOD EXPRESS (VINE)

NAPA: The brand new Pearl Street Transit Center at Pearl and Coombs Streets which serves as the downtown Napa bus terminal opened on June 20th. The center is the culmination of a 12 year process when the first formal analysis of alternative sites was begun. VINE is a 5 route system that is pulse scheduled from downtown and the facility includes two bus lanes with capacity of four and three buses each. The center features a ticket/information office and outdoor walk up window, four passenger shelters, restrooms, telephones, bicycle racks, walk up snack bar, a lighted covered plaza area and landscaping and outdoor seating which blends with the Creekside mini-mall park.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: June 20th saw the start of the summer schedules. The large one way loop of 3- OAK PARK was adjusted to operate as before to San Onofre & Las Positas, then via Las Positas, State, Hitchcock, Calle Real, La Cumbre and State to Las Positas returning downtown as before. Line 7-CARPINTERIA LOCAL was extended along Carpinteria Ave, Rincon and Via Real to serve the new Mark Avenue Industrial Park and all day service is now provided to the Carpinteria High School area. Line 14-EAST SIDE/MONTECITO now operates outbound service on Hot Springs Road from Old Coast Highway with service on Coast Village Road and Olive Mill now one direction only.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: June 26, 1988 was the date for the summer Shake Up and July 1st was the date of the fare changes, both major events. There were more internal than external changes related to the Shake Up. Division 6 was reduced in size to help mitigate neighborhood problems (WT 3/87, 4/87) and this caused reshuffling of many lines as did the expected discontinuation of Park/Ride lines 495 and 498 (WT 6/88). There were operational combinations of lines to reduce hours and miles requirements.

Division 6 was reduced to about three dozen buses from about 85 and its portion of Line 4/304-SANTA MONICA BLVD was transferred to Division 7. Some buses of 20-WILSHIRE BLVD were also shifted to Division 7 And 10. The D7 portion of 14/37-BEVERLY BLVD- WEST ADAMS was transferred to Division 3 while 104- EAST WASHINGTON BLVD, 170-HELLMAN AVE-EL MONTE, 176-GLASSELL PARK-EL MONTE and 268-BALDWIN AVE-WASHINGTON BLVD were transferred from D3 to D9. 180/181-HOLLYWOOD-PASADENA-LAKE AVENUE was shifted from D3 to D15.

Line 10/11- TEMPLE ST- MELROSE AVE- LACC and 48-MAPLE AVE-SAN PEDRO ST were operationally combined and are now routed thru downtown via Temple, Hill, 9th, Maple (southbound) and Maple, 8th, Broadway and Temple (northbound). The combined Line 10 is now based at Divisions 3 and 7.

Lines 27/28/328-WEST OLYMPIC BLVD, 83-YORK BLVD-PASADENA AVENUE and 84/85-EAGLE ROCK BLVD were all combined and are routed via Olympic, Main, Spring and Sunset. 328-WEST OLYMPIC BLVD LIMITED now operates all day long Monday thru Saturday. Operational combinations may vary trip by trip. The combined Line 28-OLYMPIC BLVD-LA-EAGLE ROCK-YORK BLVD is based at both Divisions 3 and 10.

Line 158-DEVONSHIRE ST- WOODMAN AVE and 245- VALLEY CIRCLE-TOPANGA CANYON BLVD were combined into new 158 and based at both D8 and D 15. Line 320- WILSHIRE BOULEVARD LIMITED is operating, for the summer, all day Saturday on a 20 minute headway. Line 434-LA-SANTA MONICA-MALIBU EXPRESS was extended, for the summer, northward from Pacific Coast Highway and Trancas Canyon along PCH to Leo Carrillo State Beach Park.

In the San Pedro area several changes were made. Line 146-LONG BEACH-SAN PEDRO was discontinued but replaced by improved headways along Anaheim Street on 232-PACIFIC COAST HIGHWAY and by creation of a NEW branch of 446 known as 447- LA-CARSON-SAN PEDRO VIA 7TH. Lines 446 and 447 operate between Union Station and 3 Street & Figueroa as before, then 446 operates via Gibson Blvd, Pacific, Shepard, Gaffey, to Korean Bell Site and return, Paseo Del Mar, looping Parker, 37th, Almeria and Paseo Del Mar to Meyler. Line 447 operates via Gibson, Front St, Harbor Blvd, and 7th to Weymouth. All 446 trips operate between San Pedro and Los Angeles while 447 operates as a shuttle 4AM to 6AM and after 7PM with through service during other hours. Line 445-SAN PEDRO PARK/RIDE was extended thru downtown San Pedro to 21st and Pacific and rerouted to provide freeway service between San Pedro and Harbor College. The line now operates via Pacific, Gibson, Channel, Battery into San Pedro Park/Ride, Gaffey, Channel, Gibson, Figueroa, PCH and then via Harbor Freeway to downtown Los Angeles via Alpine Village Park/Ride.

Lines 149-LONG BEACH- RIVERSIDE, 446, 447 and 496-LA-RIVERSIDE-SAN BERNARDINO are now fully accessible.

Lines 495 and 498 will continue operation on the same routes and schedules as before following the Superior Court decision that LACTC could not fund replacement service for existing RTD lines without their concurrence (WT 6/88).

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT Continued

On June 29th RTD reached final agreement with its 5000 bus operators on a new three year contract. The accord, similar to one reached earlier in the week with the 1900 mechanics, represents the first time since 1969 that the District has settled labor talks prior to contract expiration and only the second time since 1972 that a walkout of some kind was adverted. The RTD Board voted 9 to 0 to approve while members of the United Transportation Union voted 553 to 19 to approve. The negotiations were spurred by concern among both the District and the union that a strike would embroil the agency in another controversy and trigger more efforts to change the agency. As well union officials feared that parts of the district's services would begin to be contracted out to other providers ending jobs for both operators and mechanics. The new contracts, effective July 1st, add only a one per cent increase in costs despite wage and benefit increases by work rule changes designed to reduce absenteeism. Under the new provisions operators must work their scheduled five day assignment before they can receive overtime. There is a one time $500 bonus but no other wage increases beyond cost of living adjustment for the following year beginning July 1st. RTD's clerical employees, represented by the Transportation Communications Union (formerly BRAC) also approved a three year pact granting 42 cents per hour over the life of the contract plus a one time $500 bonus while management won concessions on absenteeism and overtime pay.

July 1st was the effective date of increases in almost all RTD fares with only the $12 per stamp Express Distance Step stamp not increased. Elderly and disabled riders are now subject to paying express surcharges for rides on express lines when paying other than by monthly passes. While a revenue increase of about $26 million is anticipated, a ridership decrease of 9.3 per cent is also expected. Discounted tickets are available making the base fare 90 cents and E/D fare 45 cents. Over the spring several public hearings and votes were taken in efforts to make changes in the fare structure and pressure from politicians and community groups was in evidence. The vote on the $1. 10 base fare came on an 8 to 2 vote with eight the minimum number of votes needed on fare proposals. Although San Diego, Chicago and Pittsburgh have $1.00 local fares only SEPTA (Philadelphia) is known to have a higher base fare ($1. 25) than the new RTD rate of $1.10.

RTD FEES NOW AND THEN

	Current	As of July 1
Regular cash fare	85¢	$1.10
Express surcharge	35¢ per zone	40¢ per zone
Reg. transfer	10¢	25¢
Elderly/disabled fare	40¢	5¢
E/D express surcharge	None	20¢ per zone
E/D transfer	10¢	10¢
Reg. monthly pass	$32	$42
Express stamp	$12	$12
E/D pass	$7	$10
Student K-12 pass	$12	$18
College/Voc. pass	$15	$25
Reg. ticket book	10 rides for $8.50 (@85¢)	10 rides for $9 (@90¢)
E/D ticket book		20 rides for $9 (@45¢)

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Line 11-LAKE PERRIS SHUTTLE (WT 7/87) was reinstated for this summer beginning June 24th through September 3rd operating three round trips per day between Riverside and Perris by way of Moreno Valley and Lake Perris. This year service operates Wednesday thru Saturday only departing Riverside Station at 1000AM, 240PM and 540PM with Perris departures at 1120AM, 425PM and 652PM. Regular RTA fares are charged with an extra base fare charged if you do not disembark at Lake Perris.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Southern California Coach	46	Ford	Econoline 350XL/JHB96799	
Rockwell-Hanover Nuclear GSA	---	Flxible	40096-6T/HD098466-475	
Gardena Municipal Bus Lines	760-768	Flxible	40102-6T/JD098849-857	1
Ft. Worth Transit Authority	---	Flxible	35102-6T/HD098862-894	
National City Transit	201-202	Flxible	35096-6T/JD099305-306	
Dallas Area Rapid Transit	1201-1292	Neoplan	AN440A/GL013328-419	
Houston Dept. of Aviation	---	Neoplan	AN430A/GL013608-612	
AC Transit	2400-2428	New Flyer	D35-88/J4013123-151	
	2500-2508	New Flyer	D40-88/J4013096-104	
	2509	New Flyer	D40-88/J4013122	
	2510-2525	New Flyer	D40-88/J4013106-121	
	2526	New Flyer	D40-88/JP013123	2
Americoach	83-85	Prevost	2P9A/J1001565,567-568	
Super Scenic Tours	---	Eagle	AE15/JB070196	
Starline Sightseeing Tours	75-76	MCI	102C3/JP042097-098	
Orange Belt Stages	216	MCI	102C3/JP042013	
Hot Dogger Tours	527	TMC	102A3/HR006065	
Village Charters (KS)	109	TMC	102A3/JR006397	
Southwest Charter Lines(AZ)	112	TMC	96A3/JR006413	
Brock Bus Lines	63B	Crown	A-428TAC-11/CL102181	
-USED-				
Airport Coach (Anaheim)	7701-7709	TMC	MC-8	3
Peerless Stages Inc.	353	GMC	TDM-5303/015	8
Dreamliner Bus Leasing	143,146	GMC	S8M-5304A/051,054	4
	204	GMC	TDM-5302/007	5
	360B	GMC	TDH-5302/420	6
	500A	GMC	T6M-5306A/001	6
-DISPOSITIONS-				
Guiton Charter Lines	341	GMC	PD-3751/686	7

NOTES

1) Correction. 2) Prototype. 3) The following is additional information:

Airport Coach	Ex GLOLA	Ex Greyhound
7701	4777-1	5517
7702	4777-5	4630
7704	4777-13	5502
7705	4777-2	5547
7708	4777-6	1085

4) Ex Community Coach (NJ)-same numbers. 5) Ex Yankee Trails-same number.
6) Ex Transport of New Jersey-same numbers. 7) To Alex Lock.
8) Ex SamTrans 9811.

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