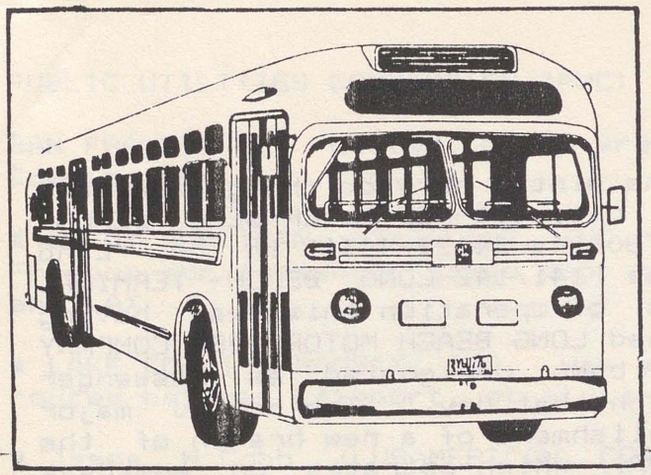


Western Transit

Monthly Publication of The Western Transit Society

OUR 25TH YEAR

VOL. 26 NO. 9 SEPTEMBER 1988

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The fall service change took place on September 11th and included several service items and changes in fare practices, but the big news relates to the NEW Market Development services which will be using Dial-A-Ride type vehicles on limited fixed route operations to test the concept of introducing service using a lower cost provider and as service matures and patronage increases then shifting the operation in house. Several areas of the county are being studied for service implementation and three are being introduced this fall. On September 6th NEW Line 393-LAGUNA HILLS-RANCHO SANTA MARGARITA VIA LOS ALISOS BLVD began operations. This line operates between Laguna Hills Transit Center and Rancho Santa Margarita with different terminals by time of day. The 393 operates thirty minute headways during weekday peak hours using two buses and hourly midday with one bus. The route is from LHTC via Paseo de Valencia, Los Alisos, Santa Margarita looping in the RSM Business Park via Empressa, Aventura, Las Banderas and Empressa with peak trips to RSM High School via Santa Margarita Parkway and Antonio Parkway turning in front of the school. Midday trips operate to/from Antonio and Santa Margarita and operate only as far as Los Alisos and Cordova with direct connections scheduled with Line 93- ALICIA PKWY- MISSION VIEJO. The 393 is operated by Region V DAR contractor MARK IV CHARTER LINES, INC. using two 8000 series Ford Econoline 350/Escort 158 nineteen passenger lift equipped vans. Because of anticipated heavy usage by the students at RSM High School a third bus, a 4100 series Gillig operated directly by OCTD from Division 7, is also assigned to this line. The next two Market Development lines will begin on October 3rd serving the office and commercial complex in Costa Mesa along the 405 Freeway known as South Coast Metro. 301- LAGUNA HILLS-SOUTH COAST METRO and 302-LOS ALAMITOS-SOUTH COAST METRO will provide peak hour directional service using five 8000 series Econline/Escorts and will be operated by Region IV DAR contractor COAST YELLOW CAB COOPERATIVE, INC. Fare-structure-wise Lines 302 and 393 charge the regular local fare of 80 cents with appropriate discount fares while 301 will charge a special intra county express fare of $1.20. Over the remainder of the system, Lines 45-FAIRVIEW, 46-BALL ROAD, 74-MAIN-CULVER-TALBERT and 95- PACIFIC COAST HIGHWAY became accessible, 44 and 65 returned to their winter routings and schedules, 161 was reinstated for the winter season, 61-JAMBOREE ROAD was rerouted out of Orange County Airport for the duration of the airport construction while 78-LAGUNA HILLS-HUNTINGTON BEACH VIA IRVINE was rerouted in the Harbor Gateway area via San Diego Fwy, Euclid, Talbert, Hyland and Sunflower and two additional peak hours trips (for a total of 4) were added. OCTD is now participating in the Los Angeles County interagency transfer program in the Long Beach/Southeast Los Angeles County area with all participating agencies.

LONG BEACH TRANSIT (LBT)

LONG BEACH: September 11th was the date of the winter service change and one major change was the suspension of the summer only 171-PCH FLYER/SEAL BEACH. The four specially painted buses (GMC RTS IIs T80604s #4428-4431) in the "Land Shark" paint scheme are being shifted to Line 141/142-LONG BEACH- TERMINAL ISLAND-SAN PEDRO. LBT is celebrating 25 years of operation this year having taken over the operations of the privately owned LONG BEACH MOTOR BUS COMPANY on October 1, 1963. This October 1st has been designated as Passenger Appreciation Day and all rides will be free on that day. The second major change of the fall service change was the establishment of a new branch of the LONG BEACH- SAN PEDRO service, 143- FISH HARBOR, which operates on weekdays between 630AM and 830AM and 315PM to 530PM between the Naval Station Main Gate (connecting with Line 142) and Fish Harbor area via the regular route of Line 142. Selected weekday midday and evening trips of Line 142 continue to divert to serve Fish Harbor. No changes were made on weekend operations.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The Fall service change took place September 11th. NEW Line 25-SAN PEDRO ST- UNION STATION was established as a branch of Line 26 operating jointly from Hollywood to downtown, then via San Pedro, Temple & Alameda to Main. This replaces a portion of 38-WEST JEFFERSON. The 38 has been combined with 71-SYBIL BRAND-CITY TERRACE with the line based at Division 10. In the downtown area 38/71 has been rerouted (northbound) via Olive, 9th, Spring, Macy while southbound buses use Macy, Spring, 8th, Grand. 71 Owl service continues as part of 70-GARVEY alternate route. 70 is now operated independently and is still based at Div. 9. NEW Line 354-VERMONT LIMITED was begun and operates in conjunction with local Line 204- VERMONT. Line 354 operates weekdays only between 6AM and 6PM and its limited stop area is between Melrose and Manchester. When the 354 operates the 204 will run between Hollywood and Manchester or Century. The route of the 354 is identical to the 204. Free transfers are available for use between lines 204 and 354. Line 434-LA- SANTA MONICA-MALIBU-TRANCAS was returned to its winter alignment discontinuing the segment between Trancas Canyon and Leo Carillo State Beach Park.

During August the first of the order of 267 diesel and 30 methanol TMC RTS buses arrived and were made ready for service. (Ed. Note - WTS Members saw ten of the buses at the CMF on the occasion of our 25th Anniversary Tour - 2001, 2004,2006,2009-2015 and 2020). The buses have 43 brown fibreglass seats with padded inserts, openable windows, buzzer cords, rear door wheelchair lift, two way radios, microphones and Transdot electronic headsigns. On the weekend of September 2nd and 3rd 2006, 2008 and 2027 were observed on Lines 1 and 4 from Division 7. 2001,2004, 2005,2010, 2012 and 2013 were seen on WILSHIRE the following week.

The MAN/AM General 9200-9229 and 9250-9259 series articulated buses are now being outfitted with Transdot electronic headsigns.

LOUNGE CAR TOURS (LCT)

ANAHEIM: During July LCT changed its operations in Anaheim and now serves an expanded number of hotels in the following pick up order: Sheraton, Conestoga, Disneyland, Stovalls Inn, Inn At The Park, Hilton/Marriott, Quality Inn, Holiday Inn, Howard Johnson's and the Buena Park Hotel. Twenty one daily round trips are still operated departing Anaheim between 415AM and 925PM and leaving LAX betweem 600AM and 1115PM. LCT uses a fleet of Eagle AE10s and TMC MC-8s.

PUBLIC UTI
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UBLIC UTILITIES COMMISSION (PUC)

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

* GREAT AMERICAN STAGELINE, INC. was authorized to establish a Zone of Rate Freedom for passenger stage door to door service between Santa Barbara, et al, and LAX

* LAKE COUNTY TRANSIT, INC. was authorized to abandon services over specified routes between Lakeport, et al, and San Francisco Airport

* James H Cobb (LUSAMERICAN COACH TOURS) has applied for a home to work certificate between points in San Joaquin County and Jamestown

* William Weggers et al (Shasta Skyhawk) have been authorized to incorporate as SHASTA SKYHAWK, INC. SS operates a connecting service between Redding, other Sacramento Valley points and Sacramento connecting with AMTRAK

* HARBOR CARRIERS, INC. dba Red & White Fleet has filed to abandon its common carrier by vessel services between Vallejo and San Francisco

* TRAVIS EXPRESS, INC. has filed to establish a Zone of Rate Freedom of plus or minus $2 from current tariffs between all service points

* PEERLESS LIMOUSINE SERVICE has been authorized an on call certificate between San Diego Airport and points in San Diego County - PSC 1466

* SANTA BARBARA AIRBUS has been given authority to include door to door service in its certificate - PSC 1262

* Hassam Hosseni (Super Express) has filed to transfer psc to SOUTHERN SUPER EXPRESS INC. between certain points in the South Bay area and LAX

* Del Coronado Travel & Properties, Inc. has filed for psc between Hotel Del Coronado and San Diego Airport

* SONOMA AIRPORTER, INC. has filed to extend psc and eliminate restrictions on vehicle sizes

RAZ TRANSPORTATION COMPANY (RAZ)

PORTLAND, OREGON: RAZ, a Portland based charter operator, has been granted temporary authority to take over three WESTERN GREYHOUND LINES, INC. routes, EUGENE-FLORENCE-COOS BAY, COOS BAY-MYRTLE POINT and GRANTS PASS-CRESCENT CITY, CA as of August 22. In California WGL has filed an application with the PUC to transfer the Crescent City-Medford segment to RAZ.

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI-MET):

PORTLAND, OREGON: TRI- MET recently took delivery of 50 Flxible Metro buses which are entering service this month on Routes 8-N.E.15TH AVENUE-JACKSON PARK, 12-BARBUR BLVD- SANDY, 17- HOLGATE- N.W. 21ST-HELENS RD and 70- 12TH AVENUE primarily. These buses will replace mostly AM General 1000 series buses. TRI-MET has sold GMC T6H4521A buses #1200-1202 to LANE COUNTY TRANSIT DISTRICT.

CLARK COUNTY TRANSIT BENEFIT AREA (C-TRAN):

VANCOUVER, WASHINGTON: C-TRAN expanded service hours by 16 per cent last July 5th. Most of the additional hours are in the form of evening service (to about 10 PM) on most major routes. 3-ROSSMERE now has service in both directions. Route 76, which had offered peak hour service to downtown Portland from Vancouver Mall via the I- 205 bridge, now has 30 minute service all day to Gateway Light Rail Station and connections to/from downtown Portland via TRI MET's MAX light rail system.

PACIFIC TRAILWAYS (S, B & E Transportation Company dba)

BOISE, IDAHO: A through service has operated for many years between Spokane and San Francisco using operating rights of both PT and GREYHOUND LINES. Effective September 7th there will be a through San Diego-Yakima schedule with PT operating the Klamath Falls-Biggs segment.

SUN METRO (SUN)

EL PASO, TEXAS: Armed with additional funds because of the recently enacted sales tax, SUN, formerly SUN CITY AREA TRANSIT, plans to expand service in its area over the next several years and has specific plans for this year. 1-EASTSIDE EXPRESS and 2-NORTHEAST EXPRESS (two weekday peak trips in predominant direction charging $1.25) will be reinstated. 12-COUNTRY CLUB would receive hourly instead of two hourly weekday and Saturday base service and Sunday operation would resume. Present 53-VISTA DEL SOL would be divided into NEW 53-MONTWOOD handling the loop near Montwood and operating weekends as well. NEW 54-VISTA DEL SOL would serve the Vista Del Sol area and operate to Cielo Vista Mall Monday thru Saturday. Sunday service will be offered on 62-PASODALE and 63- LOMA TERRACE. Two new lines will also be started. 7 will be a crosstown service connecting Transmountain Campus, North Park Mall, Cielo Vista Mall and the Lower Valley. 42 will provide express service between North Park Mall and downtown and will also run on Saturday. Other plans include a NEW Senior Shopper providing shopping trip service to the elderly from Senior Centers with a minimum number of riders needed for each trip. Also new ia 8-DOWNTOWN CIRCULATOR providing north- south service within the downtown area using rubber tire trolley vehicles on a ten minute weekeday headway with less frequent weekend and night operations. 9-DOWNTOWN SHUTTLE (current service which was using San Antonio Trolley vehicle at start up) would continue its east-west downtown service adding weekend service. 13- FIESTA and 14- SHADOW MOUNTAIN would be rerouted and service frequencies improved. Other changes are also being planned with implementation next summer.

WTS 25TH ANNIVERSARY EXCURSION EVENT

Twenty two WTS members and guests enjoyed the Society's 25th Anniversary Celebration Excursion on Saturday August 20, 1988. Using DREAMLINER BUS LEASING's 5050, GMC TDH 5303/114 (former SCRTD 5050) we visited RTD's new Central Maintenance Facility, Greyhound/Trailways Los Angeles garage, Mark IV Charter Lines including a portion of Foothill Transit, Orange County Transit District and FunBus Systems, Inc. Topping off an eventful day FBS Director of Marketing Buck Reingold prepared a buffet of hamburgers, hot dogs, assorted side dishes and cold drinks. Letters of appreciation have been forwarded to those we visited.

AMERICOACH
San Francisco, California

FLEET #'S	MFGR	MODEL	SERIAL #'S	YEAR	NOTES
24-27	GMC	PD-4905	058-061		1
31	MCI	MC-7	8815		2
32	MCI	MC-7	8622		2
41	Prevost	H5-60	J1001001	1988	
61	MCI	MC-9	S13756		3
62	MCI	MC-9	S14552		3,4
63-64	MCI	MC-9	EP039147-148	1984	
65	MCI	MC-9	BP036545	1981	3,4
66-67	MCI	MC-9	EP039149-150	1984	
71-72	Prevost	2P9L	F1001871-872	1985	
73	Prevost	2P9L	F1001877	1985	
74	Prevost	2P9L	F1001882	1985	
75	Prevost	2P9L	E1001810	1984	5
76	Prevost	LM103	2713	1980	6
77	Prevost	2P9L	B1001856	1981	7
78	Prevost	2P9A	F1001002	1985	
79	Prevost	2P9A	F1001993	1985	
80-81	Prevost	2P9L	J1001473-474	1988	
82	Prevost	2P9L	J1001476	1988	
83	Prevost	2P9A	J1001565	1988	
84-85	Prevost	2P9A	J1001567-568	1988	
100	GMC	SDH-4501	021	1960	4,8,9
152	GMC	TDH-5301	3113	1962	4,9,10
172	MCI	MC-9	S15090/U35062		11,12
175	MCI	MC-9	S15093/U35065		11,12
231-232	MCI	MC-8	S10328-329		4,13
233-236	MCI	MC-8	S10331-334		4,13
301	MCI	MC-8	S10365		4,13
322	GMC	PD-4107	932		4,9,14
341-342	MCI	MC-9	BP036085-086	1981	4,9,14
343	Prevost	LM103	2653	1979	9,14
360	GMC	PD-4903	358		4,9,14
361	GMC	P8M-4905A	473		9,14
362-363	GMC	PD-4905	242-243		9,14
364-365	GMC	PD-4903	363,334		9,14
463	GMC	SDM-5302	1061		4,9,14
464	GMC	S8M-5303A	002	1968	4,9,14
590	GMC	TDH-5301	2052	1961	4,8,9
763	GMC	TDH-4519	264	1963	4,8,9
2043	MCI	MC-9	CP036911	1982	12,15
2048	MCI	MC-9	CP037102	1982	12,15
3025	GMC	TDH-5304	1996		4,16
5808	Flxible	F2D6V401-1	51510	1962	4,17
8600	MCI	MC-9	BP036336	1981	12,15
9804	GMC	TDM-5303	008	1965	4,9,18

NOTES: 1) Ex Airporter 324-327. 2) Rebuilt. 3) Ex Falcon, same number. 4) Off roster. 5) Ex Apple Tours 200. 6) Ex O'Connell (OR) 103. 7) Ex O'Connell (OR) 104. 8) Ex AC Transit, same number. 9) Leased from National Coach. 10) Ex Santa Monica. 11) Ex Shortway-North Star. 12) Leased from Dickenson. 13) Leased from GLOSF, same numbers. 14) Ex Eastshore, same number. 15) Ex Shortway-Van Guard. 16) Ex Greenville 181. Leased from Scott Richards-National Coach. 17) Leased from John McKane. 18) Ex SamTrans, same number.

SEE TAHOE TOURS (Earl Kludstrup dba) (STT)

LAKE TAHOE AREA: STT is seeking authority to operate as a common carrier of passengers and the property, on call, over irregular routes between points and places in the Lake Tahoe area and Washoe County, Douglas County and Carson City, Nevada. Further authority is sought to operate between Carson City and Reno-Cannon International Airport.

HUB AREA TRANSIT AUTHORITY (HATA)

YUBA CITY: Beginning last January 1st HATA eliminated its six line fixed route system (three lines in Marysville and three in Yuba City) with accessible Dial-A-Ride in favor of a Zonal Dial-A-Ride serving the urban areas of Yuba City, Marysville, Linda and Olivehurst. HATA recently awarded Community Transit Services, Inc. a three year contract for operation and maintenance of the system. HATA has been in existance since 1975 and has been providing transit service since 1979.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI fares were increased beginning on August 1st. Adult basic fare was increased from 75 cents to 85 cents while cable car fares were increased to $2.00 and Fast Passes were increased from $25 to $28. Fares for seniors, disabled and youths remained as before.

FUNBUS SYSTEMS, INC. (FBS)

ANAHEIM: FBS recently sold its tour bus routes (SAN DIEGO AREA/TIJUANA, LAS VEGAS and L. A. CITY/UNIVERSAL STUDIOS) to TIFFANY TOURS (TT) of Los Angeles including six buses. TT will hire about a dozen FBS employees. The tours will continue to operate from the Grand Hotel in Anaheim using the FBS trademark rainbow colored buses. TT is based near Los Angeles International Airport and operates seven tours of its own. (Ed. Note - It is expected that the buses will be 8175, Neoplan Skyliner; 8448-8450, Neoplan Jetliners and 8643-8644, TMC MC-8s). The future of FBS airport operations remains cloudy. On September 1st FBS discontinued certain Orange County routes (SAN JUAN CAPISTRANO- LAGUNA HILLS-ORANGE COUNTY AIRPORT-SOUTH COAST-LOS ANGELES INTERNATIONAL AIRPORT and DISNEYLAND-BUENA PARK-LA PALMA-LONG BEACH AIRPORT-LAX) and on September 6th the DOWNTOWN LOS ANGELES- LAX route serving six downtown hotels and Greyhound Terminal. The DOWNTOWN LA route was assumed when FBS purchased ASI on April 16, 1987. ASI had begun the service in September 1979 following three years of RTD operations after the demise of AIRPORTRANSIT. FLIGHTLINE CORP. (FC) has been operating for several years between downtown hotels and LAX using a fleet of Dodge Ram vans and is now the only fixed route, fixed schedule provider. (Ed. Note - It is understood that FBS discontinued the UNIVERSAL CITY-HOLLYWOOD route last May). FC is now operating a HOLLYWOOD route serving Roosevelt Hotel, Holiday Inn, Hyatt on Sunset, Mondrian Hotel, Sunset Plaza and Farmers Market on a rough two hour headway. The ORANGE COUNTY AIRPORT- DISNEYLAND, DISNEYLAND-LAX, LAX-PASADENA-MONROVIA, KNOTTS BERRY FARM ROUTE and MAIN PLACE SHUTTLE routes continue.

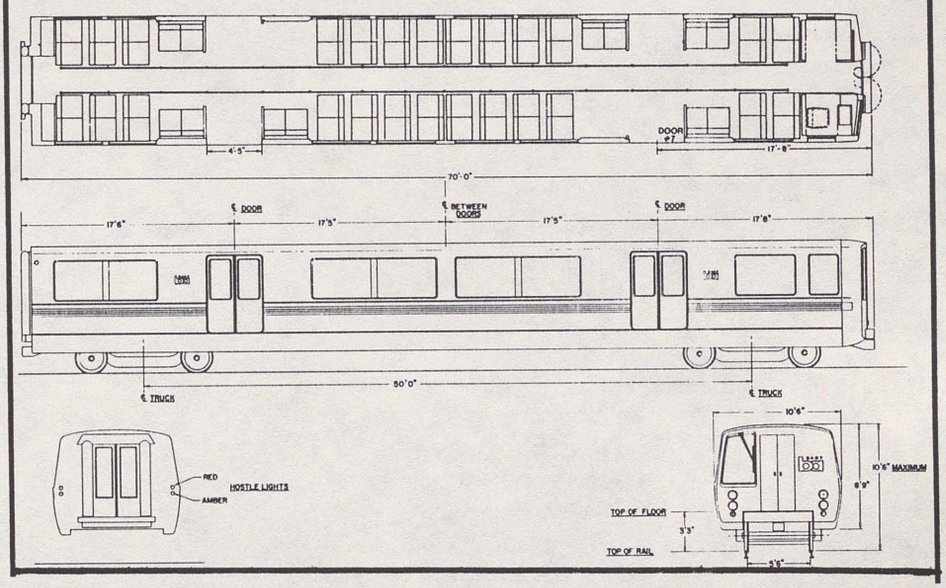
BAY AREA R
OAKLAND

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: As of July 1st, BART had received 29 of their new C-Cars and had accepted 26 of them with the others going through extensive pre- revenue testing. The 150 C-Cars will be in the BART fleet by the end of 1989. They will be placed into service as they are received and are part of BART's nearly $500 million capacity expansion program.

Facts About BART C-Car

Length:	70 feet	**Width:**	10.5 feet
Weight:	63,000 lbs.	**Height:**	10.5 feet
Humidity:	Below 60 percent	**Ceiling Height:**	6.75 feet
Temperature:	72°F (±3°F)	**Acceleration:**	3 mph per second
Seating:	64 (52 transverse + 12 longitudinal)	**Speed:** 80 mph maximum; 36 mph average with 20-sec. station stops.	



In the spring of 1979 BART staff took a long and thorough look at the need for expanding its passenger carrying capacity. At the time the BART fleet consisted of 137 sloping front lead cars, designated A- Cars, and 303 mid-train B-Cars. The plan was that the new cars would be designed to provide more flexibility in daily train operations. BART staff members involved called for the elimination of the sloping front, which had seemed visually exciting in concept, but had proved to be inflexible in operation since the sloping cars could not be inserted into the middle of a train. The C-Cars were to be essentially the same as the existing A- Cars with better automatic train control (ATC), fire retardation and electric supply friction brakes. Trucks, propulsion motors and couplers duplicate those on the A- and B-Cars. The C- Cars can be placed at either end as a lead car or in the middle of the train as a mid-car. A $184 million contract was awarded in October 1982 to SOFERVAL (Societe Ferroviaire du Valenciennois), a subsidiary of Alsthom-Atlantique. Although the contract was awarded to a French company BART estimated that 65 per cent of the components would be supplied by American manufacturers. The contract specified that final assembly of the cars would take place in the United States. SOFERVAL acquired the former Soule Steel Company property in Union City for final assembly of the C-Cars. At first the cars will be put into non passenger service from the Hayward yard and each of them will be operated for about 750 miles for evaluation. Then they will be inserted into night passenger service from the Richmond yard. The final phase of initial passenger service will include running the new cars from Richmond during the night and middle of the day. After the third week plans call for cars to be used as lead cars or inserted into trains made up of other cars. Richmond was selected as the initial location for the C-Car trains because they can be dispatched directly from the Richmond yard into passenger service making it easier to take care of problems without disrupting passenger service. As the quantity of fully operational C-Cars builds up at Richmond, A- and B-Cars will be transferred to other yards so that all passengers will benefit from the new cars. Ultimately C-Cars will be used throughout the system.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	DATE	NOTE
-NEW-					
Starline Sightseeing Tours	79	MCI	102C3/JP042160	6/88	
Arrow Coach Lines	1261	MCI	102C3/JP041940	3/88	
Amador Stage Lines	1059	Prevost	2P9L/J1001437	1988	
	1060	Prevost	H5-60/J1001003	1988	
Preferred Charter	8802	TMC	102A3/JR006459	4/88	
SCRTD	2001	TMC	T80207/HR825373	7/88	1,2
	2003-2004	TMC	T80207/HR825375-376	7/88	1,2
	2009-2015	TMC	T80207/HR825381-387	7/88	1,2
	2020	TMC	T80207/HR825392	7/88	1,2
MTL TheBus (HI)	501-545	Scania	CN112/HC098132-176	8-11/87	
	546-555	Scania	CN112/JC098177-186	1988	
	556	Scania	CN112/JC098187	1988	3
	556	Scania	CN112/JC098228	1988	4
	557-594	Scania	CN112/JC098188-225	1988	
-USED-					
Commuter Bus Lines	4701	GMC	P8M-4905A/682		5
Express Tours	662	TMC	MC-9/T2/2-1793-2887		6
Complete Charter Lines	307	MCI	MC-9/EP038861		7
Azul Y Blanco	1-254	Flxible	111-DD-D05-1/56799		8
-DISPOSITIONS-					
Orange County Transit Dist	1201	Flxible	111-DD-D05-1/56791		9
FunBus Systems Inc.	8175	Neoplan	N117-3/817483		10
	8448-8450	Neoplan	N216-2/EP410074,68,70		10
	8643-8644	TMC	MC-8/1412,1408		10

-PRIVATE COACHES-			
Prevost	2P9M/D1001577	1983	
Prevost	2P9M/G1001198	1986	
Prevost	2P9M/H1001320	1987	
BlueBird	----/HF076383	05/87	
GMC	PD-4104/3390		Ex Greyhound
Flxible	111CC-C3-1/54919		Ex SCRTD 7027

NOTES

1. Believed to be one block of 267 buses.
2. Currently being delivered.
3. Wrecked in blizzard prior to delivery.
4. Replacement for original 556.
5. Originally Valley Transit.
6. Ex California Parlor Car Tours 62.
7. Ex Harran Transportation 577.
8. Ex OCTD 1209.
9. Ex OCTD 1201. To West Coast Motor Coach Museum.
10. Not on their roster as of 9/13/88. Believed to be sold to Tiffany Tours.

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