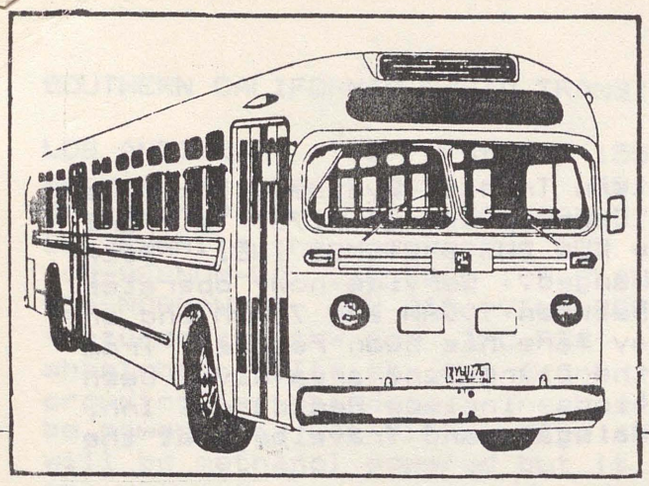


Western Transit

Monthly Publication of The Western Transit Society

OUR 25TH YEAR

Vol. 26 No. 11 November 1988

SANTA CLARITA VALLEY TRANSIT (SCVT)

SANTA CLARITA: A number of changes were instituted in July and again on October 1st. The former 4 was divided into 4A-VALENCIA-SECO CANYON and 4B-VALENCIA-BOUQUET CANYON including a new turnaround at Valencia Blvd, Soledad Canyon Rd, San Fernando Rd, Magic Mountain Pkwy. Former 5 was also divided into 5A-FRIENDLY VALLEY-CANYON COUNTRY and 5B-CANYON COUNTRY-WHITES CANYON. NEW is Route 7-CASTAIC-MAGIC MOUNTAIN-VALENCIA-VAL VERDE. It originates in the Valencia area via Valencia Blvd, San Fernando Road, Magic Mountain Pkwy, The Old Road, Henry Mayo Drive, Chiquito Canyon, San Martinez (Val Verde Park), Chiquito Canyon, Huntstock, Coolidge, Del Valle, Hasley Canyon to The Old Road. At this point the route is different weekdays versus Saturdays. On weekdays buses serve Castaic traveling The Old Road, Ridge Route, Lake Hughes, The Old Road, Parker, The Old Road to Hasley Canyon, thence continuing via Old Road, Rye Canyon, Old Road and Magic Mountain Pkwy to Valencia. Selected trips (from Valencia in the morning and to Valencia in the afternoon) serve Six Flags Magic Mountain amusement park on a flag stop basis. Route 7 operates hourly using one bus 700AM- 630PM on weekdays and 920AM-620PM on Saturdays. SCVT is operated by ANTELOPE VALLEY BUS, INC. under contract to the County of Los Angeles Department of Public Works using a mixed fleet of GMC TDH 4519s, GMC T6H4521As and Flxible 111-CD-D5-1s. AVBI interchanges buses between SCVT and ANTELOPE VALLEY TRANSIT and the SCVT fleet requires eight units.

VISALIA CITY COACH (VCC)

VISALIA: VCC made a number of service changes on August 22nd including creation of one new route. Thirty minute headways are now offered on all four city routes, 1-NORTH VISALIA- MOONEY BLVD, 2-DOWNTOWN-WALNUT AVENUE, 3-CIVIC CENTER-VISALIA MEDICAL CLINIC and 5-HOUSTON-LOVERS LANE. Former lines 3 and 4 were combined into NEW 3 with new service now provided along Akers Road, Goshen Avenue and Chinowth. NEW Line 5 operates during commute hours in a one way loop starting downtown operating via Court, Race, Bridge, First, Santa Fe, Houston, Lovers Lane diverting at Mineral King to serve Able Industries, Tulare, Bridge, Center and Court to downtown. VCC operates weekdays only between approximately 630AM and 630PM on Lines 1, 2 and 3 while 5 operates weekdays only 720AM-850AM and 200PM-400PM.

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* MEMBERSHIP AND SUBSCRIPTION RATES WILL BE INCREASED BY $1.00 BEGINNING *
* WITH THE CALENDAR YEAR OF 1989 DUE TO INCREASED MAILING COSTS. *

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MAIN PLACE SHOPPER SHUTTLE (MPSS)

SANTA ANA: MPSS is now being operated by Western Transit Systems, Inc., a division of Yellow Cab of Northern Orange County using #175, a Ford Econoline/Escort which was formerly operated by FUN BUS SYSTEMS, INC. Pick up points, fares and schedules have also been changed. Service now operates weekdays between 900AM and 900PM, on Saturdays between 900AM and 700PM and on Sundays between 1000AM and 600PM. Adult one way fare has been reduced from $2.50 to $2. 00. Five new pick up points in the Disneyland area have been added to the eight previous places. New locations include Residence Inn, Sheraton Anaheim, Anaheim Plaza Resort, Ramada Maingate and Travelodge at the Park.

DANA POINT HARBOR SHUTTLE (DPHS)

DANA POINT: Started in August 1987 (WT 9/87) the DPHS was a 12 month pilot program that stopped operating when its $30,000 from the county and local businesses ran out although the Shuttle will run for special events and local businesses are exploring ways to revive the program.

CONSOLIDATION OF TRANSPORTATION AGENCIES IN ORANGE COUNTY

SANTA ANA: The Orange County Transportation Commission has proposed consolidating itself, the ORANGE COUNTY TRANSIT DISTRICT, LAGUNA BEACH MUNICIPAL TRANSIT LINES and CONSOLIDATED TRANSPORTATION SERVICES AGENCY to make one agency responsible for transportation and eliminate duplication of tasks and positions. The OCTC staff has been asked to develop a prototype of how the new transportation board would look and what its duties would be. In its first meeting members of Orange County's Board of Supervisors, Transit District, Transportation Commission and League of California Cities chapter agreed that the new board would have no power over land use decisions. Although opinions/decisions are presently informal and state legislation would be required to effect portions of their consolidation, OCTD and City of Laguna Beach are generally opposed to any merger and OCTC is in favor. The exact make up of the policy board will likely be the hardest of the political decisions to be made. How the operating agencies with different rules and policies, different types of services, fare structures and equipment could be merged and where activities would be housed has yet to be discussed.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT will purchase fifteen more New Flyer articulated motor coaches (WT 10/88) for a total of thirty of the buses. This will give ACT an articulated fleet of ninty units. ACT simplified its fare structure in September. Transfers are now valid for one hour and can be used on any number of buses in any direction. At the same time zone charges were eliminated on transbay and intercity express lines. These changes were accompanied by introduction of a $3 All Day Pass which can be used for both transbay and local trips.

WESTERN GREYHOUND LINES (WGL)

DALLAS, TEXAS: On October 5 WGL reduced the NAPA-ST. HELENA-CALISTOGA route from 3 daily round trips (long the standard) to one per day plus the LAKEPORT-S.F. schedule rerouted from the Calistoga-Santa Rosa routing.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The first of 155 new Flxible Metro buses were placed into service in early October. 40 of the buses are plannned to be based at Division 9 for Lines 70- GARVEY, 76-VALLEY and 78/79- LAS TUNAS- HUNTINGTON DRIVE while the remaining 115 are scheduled to be based at Division 5 for 105-VERNON-LA CIENEGA, 108-SLAUSON, 115-MANCHESTER/FIRESTONE, 204- VERMONT, 206-NORMANDIE and 210- VINE-CRENSHAW. These buses have many of the same features as the new TMC RTS' (WT 9/88) but they do have large platform wheelchair lifts at the front door and 2 and 1 seating so there is less crowding for standees. The buses seat 42. The last five of the Metros will be powered by an alternative (to diesel) fuel. (Ed. Note - 30 of the RTS will be methanol powered but it is not presently known the type of fuel for the Metros).

The Neoplan double deckers (9900-9921) began to return to revenue service on September 30th as 9907 entered service on 495-DIAMOND BAR PARK/RIDE. 9917 was active the following week. The 18 remaining units have been extensively overhauled and have completely rebuilt electrical systems.

The 1100-1189 series Neoplan AN- 440A/3 buses have been removed from service after the discovery of cracks in the suspension systems of some of the buses. These cracks were found during regular maintenance inspections. The units may be out of service up to a minimum of one year. This has caused changes in the proposed assignments of the new RTS and Metro buses and plans to sell older buses will also be delayed. 2000 series RTS' are presently operating on Lines 460 and 496 while 7500 series Grumman 870s are on many Division 12 runs and 3100 series T8H5307As are holding down Line 149.

The current feud between RTD and the Los Angeles County Transportation Commission escalated recently as RTD officials threatened to reduce service in half because of a funding and contract dispute between the two agencies. A public hearing has been set for November 29th to consider suspension of all weekend and Owl service as well as reductions in peak and midday service on weekdays. Since July the LACTC has refused to pay RTD some $36 million in Proposition A transit tax revenues. At the center of the controversy are efforts by the commission to require RTD to set the groundwork for subcontracting out to private providers a portion of the agency's bus system. The LA CTC suggests that private operators, who would be free to hire non union workers, would provide cheaper and more efficient service than RTD. Supervisor Pete Schabarum, a long time union critic and commission chairman, tried unsuccessfully this year to have FOOTHILL TRANSIT take over a portion of RTD service, but labor unions representing RTD employees won a temporary court order blocking the takeover. The commission has withheld the money since July because it believes that the new RTD contracts fail to obey three new pro management rules required the commission-subcontracting for certain work, pay hikes that hinge on performance and a so called management rights clause.

SAN DIEGO TRANSIT CORP (SDTC)

SAN DIEGO: September 11th brought several changes including discontinuation of two lines, 12- EUCLID TROLLEY STATION- LOMITA VILLAGE and 116- EUCLID STATION-LEMON GROVE-COLLEGE GROVE. 20-RANCHO BERNARDO-DOWNTOWN SAN DIEGO was divided into three express segments, 20A serving Mira Mesa, 20B serving Rancho Penasquitos and 20C serving Rancho Bernardo and Carmel Ranch. 20B and 20C now operate on the high occupancy vehicle (HOV) lane on I-5.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: A major step toward reaching the goal of having BART trainsserving the Livermore Valley by 1991 began this past summer as Bechtel Civil of San Francisco was awarded a $3. 8 million contract to provide engineering for preliminary design of a BART route and Woodward-Clyde Consultants of Oakland was awarded a $600, 000 contract to lead a team of specialty consultants in environmental analysis. Plans are also being coordinated with the North Pleasanton Improvement District for other work planned for the I-580 Freeway. As of September 1st 35 new C-cars had been delivered by Soferval, the French manufacturing firm, and after testing, 33 of the cars had been accepted by BART and made available for revenue service. Soferval has completed manufacturing 98 more car shell exteriors and 71 of the shells have been delivered to the firm's Union City plant for final assembly.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI's Vehicle Procurement Program, initiated in 1982, became a reality with the arrival of fifty new New Flyer 40 foot diesel motor coaches (8801-8850). An additional fifty standard buses are scheduled to be delivered by 1990. Additional vehicles scheduled to arrive MUNI over the next few years are thirty six small diesel buses next summer, 56 articulated buses by the end of 1989, sixty articulated trolley coaches by 1991 and 160 standard trolley coaches between 1994 and 1999. MUNI's 20 historic PCC cars, destined for the F Line are programmed for restoration by 1992 while fifty new light rail cars should be in use by 1993.

AIRPORT COACH (Ground Systems, Inc d/b/a)

ANAHEIM: FUN BUS/AIR LINK and A C have filed a joint application with the Public Utilities Commission wherein FBS seeks authority to sell and otherwise transfer all intrastate passenger stage authorities and certificates it now owns and controls to A C. No changes in service nor fares are contemplated. A C is now operating LAX-DISNEYLAND, DISNEYLAND-ORANGE COUNTY AIRPORT, LAX-PASADENA-MONROVIA (all former FBS) and LAX- ONTARIO AIRPORT- PALM SPRINGS (originally a Pinetree operation later transferred to Ground Systems in 1987). The PASADENA route is presently operating an abbreviated schedule - four inbound trips in the morning, two from Monrovia via Pasadena and two from Pasadena with no return service. All other routes are operated in both directions all day long. The sixth FBS bus transferred to A C was #4404, an MCI MC- 8 (WT 10/88) and A C is now operating from the former FBS and original AIRPORT SERVICE, INC. headquarters on Cerritos Avenue in Anaheim.

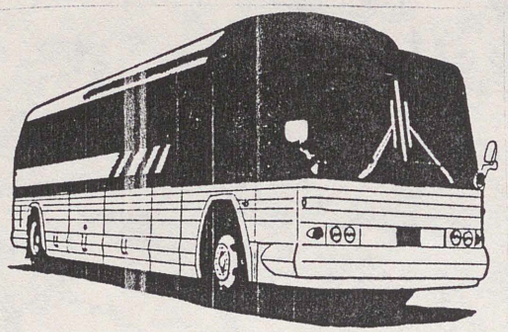
PUBLIC UTILITIES COMMISSION (PUC)

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

* Application of Santa Cruz Transportation dba Santa Cruz Airporter psc between points in San. Cruz County and San Jose CALTRAIN Station

* FRANCISCAN LINES, INC. authorized to abandon passenger bus commute service between Danville and San Francisco

* SFO AIRPORTER has applied to establish a zone of rate freedom of plus or minus $2 between points in San Francisco and San Francisco Airport



ROSTER OF THE MONTH

AMERICA WEST STAGES
Santa Ana, California

FLEET #	MANUFACTURER	MODEL	SERIAL #	YEAR	NOTE
301	Eagle	01SE	7430	1968	1,2
328	Eagle	AE10	30697	12/81	2
329	Eagle	AE10	30698	12/81	2
341	GMC	P8M-4905A	175	05/72	3
342	GMC	P8M-4905A	626	07/74	4
347	GMC	P8M-4905A	001	02/72	5
541	MCI	MC-7	U11191/S8635	08/71	6
542	MCI	MC-7	U11255/S8662	09/71	7
543	MCI	MC-7	U11245/S8658	09/71	8
544	MCI	MC-7	U11173/S8528	07/71	9
545	MCI	MC-7	U11820/S9498	07/72	10
546	MCI	MC-7	U11178/S8629	07/71	11
801	GMC	TDH-5303	6174	12/67	12
802	GMC	TDH-5303	6156	12/67	13
803	GMC	TDH-5303	6168	12/67	14
804	GMC	TDH-5303	6160	12/67	15
805	GMC	TDH-5303	6187	12/67	16
806	GMC	TDH-5303	6181	12/67	17
807	GMC	TDH-5303	4786	11/66	18
808	GMC	TDH-5303	4790	11/66	19
809	GMC	TDH-5303	1310	08/63	20
820	Flxible	45102-8-1	57617	1973	21
821	Flxible	111DC-D06-1	57114	1973	22
822	Flxible	45102-8-1	57607	1973	23
823	Flxible	111DC-D06-1	57113	1973	24
824	Flxible	45102-8-1	57605	1973	25

NOTES

1. Ex ?
2. Ex Angeltown.
3. Ex Bremerton-Tacoma Stages 116.
4. Ex Indiana Motor Bus Company.
5. Ex Sun Valley Bus Lines 291.
6. Ex Greyhound 1850.
7. Ex Greyhound 1878.
8. Ex Greyhound 1874.
9. Ex Greyhound 3642.
10. Ex ?
11. Ex Greyhound 1845.
12. Ex San Diego Transit 320.
13. Ex San Diego Transit 302.
14. Ex San Diego Transit 314.
15. Ex San Diego Transit 306.
16. Ex San Diego Transit 333.
17. Ex San Diego Transit 327.
18. Ex Santa Monica 5348.
19. Ex Santa Monica 5352.
20. Ex Atlanta Transit System 829.
21. Ex OCTD 1514.
22. Ex OCTD 1315.
23. Ex OCTD 1504.
24. Ex OCTD 1314.
25. Ex OCTD 1502.

AMERICA WEST STAGES (AWS)

America West Stages, successor in part to Angeltown Charter Lines, is a Santa Ana based charter and shuttle bus operation. AWS also operates many of the Anaheim Convention Center shuttles to the major hotels in the area. They are also one of the two carriers that operate the Hollywood Bowl shuttle from the various parking lots.

AWS has recently moved from their long time home on Westminster Avenue to the former ATL Charters yard in southwest Santa Ana temporarily. After the first of the year, they will be moving to a new bigger location in East Anaheim.

AWS current fleet consists of 26 buses plus an older school bus. The MC- 7's have been extensively reworked and now almost resemble an MC-9. The Flxibles have also been, they now have dark tinted windows, grey velour seats with burgundy carpet over the standee windows and headsign area and the dash area is now a metallic blue.

ALAN F. TIMPSON has written to us and is interested in obtaining photographs and/or supporting data of the buses that the Glenn Miller Band used in the 1930's and 1940's. He is willing to pay all costs of duplication and postage of all such materials. If you can be of help to him, please write to him at 3415 University Ave., St. Paul, MN 55114.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	MFR	MODEL/SERIAL	DATE/ NOTES
-NEW-				
Las Vegas-Tonapah-Reno Stage Lines	423	MCI	102A3/HP041064	01/87
Western Stage Line	2000-2001	TMC	102A3/HR005732-733	1987
Hausman Demonstrator	8804	TMC	102A3/JR006590	1988
-USED-				
Pacific Monarch	751	GMC	P8M-4905A/197	1
-DISPOSITIONS-				
Royal Coach Tours	551	GMC	TDM-5303/064	2
	552	GMC	TDM-5303/065	3
	556	GMC	SDM-5302/926	4
	557	GMC	S8M-5304A/130	2

NOTES

1. Ex Blue Bird Coach Lines (NY) 206.
2. To Amador Stage Lines.
3. To San Jose State University.
4. To a church in San Jdse.

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