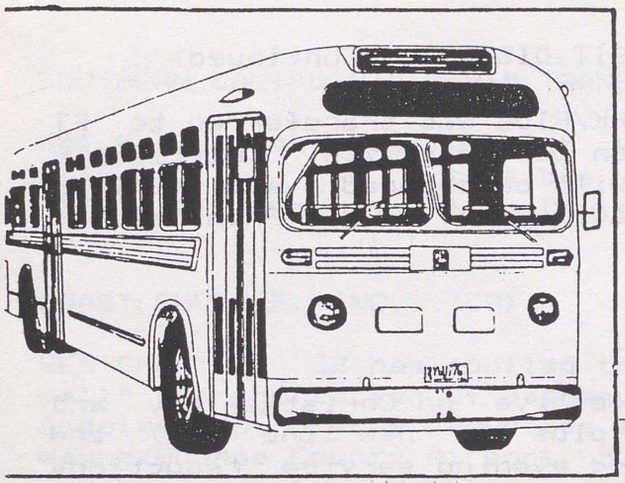


Western Transit

Monthly Publication of The Western Transit Society

VOL. 27 NO. 1 JANUARY 1989

FOOTHILL TRANSIT/SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

LOS ANGELES: Months of legal battles and behind the scenes political manuevering ended on December 8, 1988 following anSCRTD Board vote of 7 to 4 and a LOS ANGELES COUNTY TRANSPORTATION COMMISSION vote to accept a compromise fashioned by ideological opposites, Los Angeles Mayor Tom Bradley and County Supervisor Pete Schabarum. However, fellow Supervisor Deane Dana is actually credited as father of the plan. This freed an estimated $54 million in discretionary funds for operating expenses of RTD. The Commission had held up the funds because it disapproved of certain RTD labor contract provisions. Service cutbacks of 50 per cent and layoffs of several thousand RTD employees had been planned (WT 12/88). In exchange for the money RTD was forced to agree to establishment of Schabarum's favorite transportation project, the San Gabriel Valley Transportation Zone which will operate buses in the area, the heart of the 1st Supervisorial District. Schabarum, hostile to unions, has long wanted a separate system with power to cut labor costs and permit private industry to do some of its work. The zone was created immediately. In fact, FT buses were observed providing free bus service on Friday December 9th on Line 495-DIAMOND BAR PARK/RIDE.

There were eight major points to the plan:

- *RTD agrees to Foothill Transit Zone and agrees to dismiss its lawsuit opposing project. LACTC agrees not to implement more transit zones until January 1992
- *LACTC agrees to release Proposition A transit revenues and RTD agrees to drop lawsuit seeking the money
- *RTD will be responsible for Metro Rail including vehicle movement, equipment maintenance, planning and fares
- *RTD will design and build Phase 2 of Metro Rail
- *RTD will have final say on integrating bus and rail operations. LACTC will provide formal advice
- *The rail system will be named "Metro", a red line will designate Metro Rail and a blue line will identify the Long Beach to Los Angeles line
- *The agencies will establish guidelines to regulate transit in Los Angeles County and clearly define lines of authority
- *The agencies will create a committee composed of three members each to discuss transit issues and seek to difuse future controversies

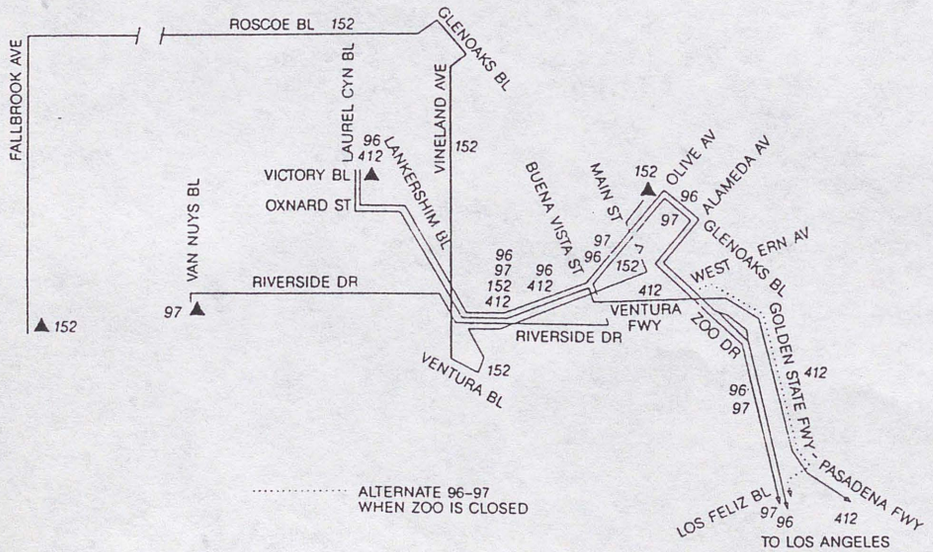
The United Transportation Union and the Amalgamated Transit Union have pledged to continue their lawsuit against the Commission to prevent the zone, an action they see as the first in a series of steps to fragment RTD and dismantle the unions. On December 14th the FOOTHILL TRANSIT ZONE became a reality as the FTZ Directors, members of twenty city joint powers agreement, signed an agreement with LACTC.

FOOTHILL TRANSIT/SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (Continued)

Initially RTD Line 498-GLENDORA- WEST COVINA PARK/RIDE was transferred to FT on December 19th and 495-DIAMOND BAR PARK/RIDE on December 27th. Ultimately fourteen lines, seven local and seven express, will be changed over. EMBREE BUSES, INC. is operating the 495 and 498 using additional Gillig Phantoms of the F200-F233 series.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The December Shake Up became effective on Christmas Day and included several reroutings and consolidations plus one new line (357) and one discontinuation (25). Frequency changes and evening service reductions also occurred. 20-WILSHIRE BLVD and 320-WILSHIRE LIMITED were extended from 7th & Maple via 7th, San Pedro, Temple and Alameda to Macy replacing a portion of former 25 which was started in September 1988. 26-7TH- VIRGIL-FRANKLIN, 51-WEST 7TH-SAN PEDRO ST and 351-AVALON BLVD LTD have now been operationally combined so that buses from Hollywood (26) or West 7th (51) can go through downtown and either terminate at 7th & Maple or operate via 51 or 351 to Compton via San Pedro St/Avalon Blvd. Line 351 limited stop service area was changed to include the area between 9th & San Pedro and Florence & Avalon. The new combo operates from Divisions 3 and 18. 470-LA- WHITTIER-BREA MALL and 471-LA-WHITTIER- PUENTE HILLS MALL were rerouted between San Pedro Street and Boyle Avenue via 7th instead of 6th/Whittier Blvd to replace Line 26. All boarding restrictions were removed to allow local service in the downtown area. NEW 357- WESTERN AVENUE LIMITED (branch of 207) was established to operate during rush hours on weekdays between Hollywood Blvd and Imperial Hwy with the limited stop area between Melrose and Florence. Line 207 continues as before. Lines 424 and 425 (VENTURA BOULEVARD) have a combined routing along Ventura between Woodland Hills and Vineland Ave.



Previously 425 operated on the Ventura Freeway east of Van Nuys Blvd but due to the restricted traffic and congestion caused by the reconstruction of the freeway the line was rerouted. Lines 96- LA-RIVERSIDE DR-NO HOLLYWOOD, 97-LA-RIVERSIDE DR-SHERMAN OAKS and 412- LA- NO HOLLYWOOD EXPRESS have been operationally combined. 97 operates as before from Sherman Oaks while 96 and 412 originate in North Hollywood and operate thru Burbank and 96 also serves the Los Angeles Zoo. Downtown routing is along Olive and Grand. 412 operates in both directions during weekday rush hours. 152-FALLBROOK-ROSCOE- VINELAND was extended from Ventura and Lankershim via Lankershim, Riverside Dr., Alameda, Main, Victory and Olive to Glenoaks. Alternate trips were extended. All lines serving the Glendale- Burbank-Pasadena Airport (94, 163, 165, 169 and 212) were rerouted out of the airport. Patrons desiring service to and from the airport now transfer to/from the free B-G-P AIRPORT SHUTTLE at Hollywood Way and Thornton Avenue. The shuttle uses Econolines and serves off airport parking lots A and B north on Hollywood Way. On Line 267- TEMPLE CITY BLVD-DEL MAR-LINCOLN weekday schedules were changed to provide 30 minute headways between Altadena and

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (Continued)

Del Mar & San Gabriel with hourly headways to El Monte. 445- SAN PEDRO PARK/RIDE is now accessible and some bus runs on 497- MONTCLAIR- POMONA PARK/RIDE were moved from Division 13 to Division 16.

COAST SHUTTLE, INC. (CS)

WESTCHESTER: CS has applied to expand its present authority to include "On Call" transportation of passengers and their baggage between points in Los Angeles and Orange Counties and Los Angeles International Airport, John Wayne/Orange County Airport, Burbank Airport, Long Beach Airport, Long Beach and Los Angeles Harbors. In addition, authority has been requested to operate three scheduled service routes. Route DTA would serve Hotel Tokyo, New Otani, Biltmore, Bonaventure, Sheraton Grande and Wells Fargo Center. Route DTB would serve Downtown Holiday Inn, Mayfair, Los Angeles Hilton, Hyatt Regency, Figueroa, Inn Towne and University Hilton. These would operate hourly while the MWA-Mid Wilshire route would run every two hours serving Mid Town Hilton, Wilshire Comfort, Sheraton Townhouse and Hyatt Wilshire.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

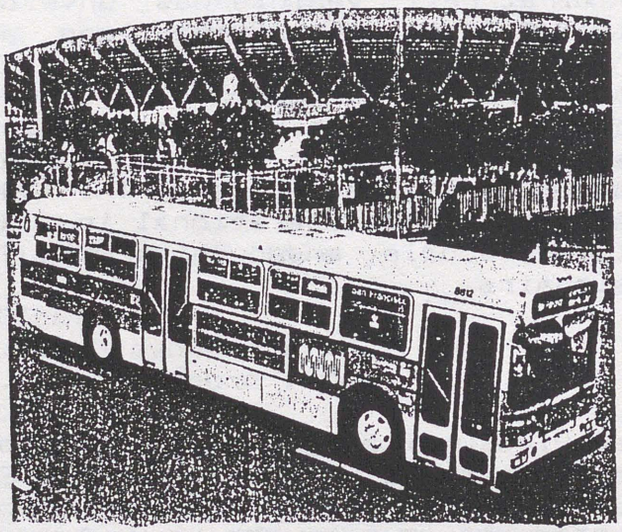


PHOTO BY CARMEN MAGANA

Muni's new Flyer Bus

SAN FRANCISCO: The 8801-8850 series New Flyer buses (WT 11/88) deliveries are now almost complete and these buses together with 56 scheduled for 1990 delivery will replace the oldest GMC T8H- 5305s in the fleet. The New Flyers are designed for greater passenger comfort with larger destination signs, double wide doors for easier boarding, stanchions at every seat, treadle steps which automatically open the rear doors and clear glass passenger windows that open from the top for ventilation. The 36 smaller buses (WT 11/88) to be delivered next summer will be 35 footers for use on the community service lines. Construction of the $18. 5 million. 2. 3 mile connection of the J-CHURCH line from its present 30th & Church terminal to the Metro Center near Geneva and San Jose was scheduled to begin in December. Tracks will be extended along 30th to San Jose and along San Jose to the Center where they will link up with the M line. When completed this connection will allow the J and N lines to pull in and out from Metro Center on Church Street instead of traveling a circuitous route along K-INGLESIDE on Ocean Avenue and thru Twin Peaks Tunnel to get to and from the Market Street Subway.

I LINE SHUTTLE (ILS)

INGLEWOOD: The downtown Inglewood shopper oriented ILS has been expanded to be almost double in size. The service is still operated as a one way loop charging no fare using orange and green Flxette Trolley vehicles. Beginning at Manchester and Locust (next to the Market Street parking structure) the line runs along Locust, Nutwood, Spruce, Market, La Brea, Centinela, Florence, Hillcrest, Regent and Locust to Manchester

SPECIAL BUS OPERATIONS FOR THE CHRISTMAS SEASON

Several properties painted buses for the holidays or operated special service. For the fourth year RIVERSIDE TRANSIT AGENCY operated the SANTA EXPRESS (WT 12/88) this year on an expanded route using 30 foot Gilligs 400 and 402. The buses were outfitted with a red belt rail with white lettering FIRST INTERSTATE SANTA EXPRESS. They also had a wreath on the front of the bus and reindeer painted on the side windows with Santa Claus in the last window. The inside of the bus was also decorated. AC TRANSIT painted Gilligs 1426 and 1543 into a Christmas holiday scheme this year while COUNTY TRANSIT did not paint this year. For the past three years GMC TDH5302 #4835 had been splashed. LONG BEACH TRANSIT painted RTS # 4428 in a candy stripe arrangement while SANTA MONICA MUNICIPAL BUS LINES did the same for GMD T8H5307A #5180. For the season PEERLESS STAGES, INC. is operating an employee shuttle service under contract with Valley Fair Shopping Center. The closed down Sears store on San Carlos at Meridian is being used as an employee parking lot with buses operating every ten minutes during the day and evening with service starting about one hour before store openings and an hour after closing. PSS has assigned five buses - PD 4106s 309, 310 and 311 along with SDM4501s 131 and 132. Although details were not available it was understood that Stanford Shopping Center had contracted with PENINSULA CHARTER LINES for an employee shuttle.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

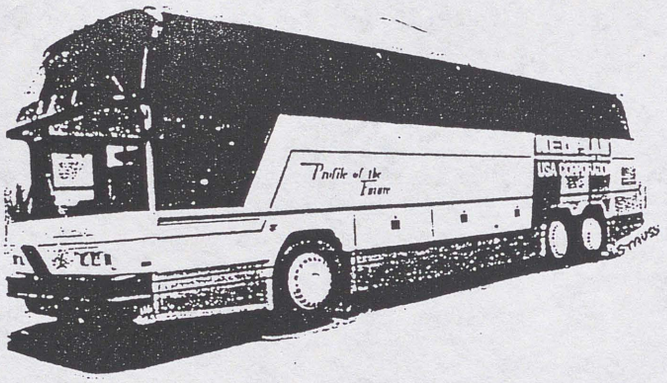
LOS ANGELES: A full scale model of the first rail vehicle was unveiled November 30th downtown. The prototype is 11 1/2 feet high, 18 feet long and weighs 20,000 pounds and is a full size model of the front quarter of an actual car built for pre- production quality control purposes. It features operators controls, power and braking mechanisms, electronic communications equipment, seats, doors, lighting, paint, striping and other details as they will be. The model will be displayed around Los Angeles County. The LONG BEACH-LOS ANGELES light rail line is scheduled to be operational in July 1990. The cars will be six axle, articulated, double ended units with 76 seats androom for 154 standees and two wheelchairs.

COUNTY TRANSIT (CT)

SAN JOSE: Old fashioned electric trolley service was reinstated in downtown San Jose beginning November 18th as two cars, restored by the nonprofit San Jose Trolley Corporation, began passenger service on a downtown loop. These cars run every 10 minutes alternating with CT's light rail vehicles. Car 124 originally belonged to SAN JOSE RAILROAD between 1912 and 1934 while Car 129 came originally from SACRAMENTO GAS & ELECTRIC where it ran between 1913 and 1948. Both of these cars feature an open air design with a rattan covered seating area and wooden benches. Volunteers are presently working to restore four additional cars including cars from Santa Cruz, Milan, Italy and Melbourne, Australia. Regular trolley fares are 25 cents for adults and youths and a dime for elderly and disabled. Due to the open air design of the cars they may not operate in inclement weather.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: A ground breaking ceremony was held during October in downtown Salinas for the $630, 000 Monterey-Salinas Transit Center. Construction on the one acre transportation complex is expected to be completed early this year. The facility will accommodate eight buses, a bus layover space,



ROSTER OF THE MONTH

AMTRAVEL
San Francisco. California

FLEET #	MANUFACTURER	MODEL	SERIAL #	YEAR	NOTES
74	Dodge	Maxi Van	9X196736	1974	
76	Ford	Van	FHA95644	1985	
101	GMC	TDH-3502	056	1968	
503	MCI	MC-5A	U6560/S7172	1968	1
550	TMC	MC-8	1349	1976	2
560	TMC	MC-9	ER004365	1984	3
561	TMC	MC-9	ER004407	1984	3
564	TMC	MC-9	ER004285	1984	
565	TMC	MC-9	BR002760	1981	4
566-567	TMC	MC-9	BR002763-764	1981	5
570-571	Neoplan	N116/3	FP512000-001	1985	
589	MCI	MC-9	BP036461	12/81	6
590	Neoplan	N116/3	FS510760	1985	
591	Neoplan	N116/3	FS510765	1985	
592	Neoplan	N116/3	HS713542	1986	
593	Neoplan	N116/3	HS713533	1986	
735-737	GMC	T8H-5305A	135-137	1971	7
739-744	GMC	T8H-5305A	139-144	1971	7
746	GMC	T8H-5305A	146	1971	7
4550	GMC	TDH-4519	1829	1967	8
4918	Flxible	111CC-D06-1	57313	1973	8

NOTES:
1. Ex Greyhound 6717.
2. Ex Greyhound 1006.
3. Ex Falcon.
4. Ex CA Parlor Car Tours 72.
5. Ex CA Parlor Car Tours 75-76.
6. Ex Falcon 89.
7. Ex Golden Gate. Same Numbers.
8. Ex Regional Transit, Sacramento.

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MONTEREY-SALINAS TRANSIT (Continued)

a 2000 square foot trellis covered platform, a 400 square foot central building housing information and ticketing and two 144 square foot open air kiosks. Because the center is located directly across the street from the proposed Steinbeck Plaza the plans for MST Center are designed to be compatible with the plaza to form a "gateway" to downtown Salinas.

BUS ACTIVITY AT THE 1989 ROSE PARADE/ROSE BOWL

PASADENA: January 2, 1989 welcomed in the new year and provided two reasons for one of the largest bus movements each year in Southern California - the Rose Parade and the Rose Bowl. This was the one hundreth anniversary of the Rose Parade and it was entitled "Celebration 100" with Shirley Temple Black as Grand Marshall. Michigan State was matched against University of Southern California in the 75th annual Rose Bowl.

At least seventy different bus operators were represented at the events. Although there were many examples of MCI/TMC MC8s, MC9s and 102A3s, there were at least twelve other models of city and intercity buses including a growing number of 102C3s, MC5s, MC7s, 96A3s, Eagle 01SE, 05SE, AE10, AE15, Prevost Champions and Le Mirages, Neoplan N116, Setra S215HDH and three Flxible 45102-8-1s. The local public transit systems operated RTSs, Grumman 870, Flxible Metros, GMC T8H-5307As, Flyers and Gillig Phantoms. School buses of various styles were also in attendance.

The local transit systems operated special Rose Parade service except that RTD operated expanded service levels on its regular lines serving Pasadena. Two special services did operate, Line 483- ROSE BOWL from downtown Los Angeles and 177-PASADENA-ROSE BOWL (Colorado & Raymond to the game). The 177 was operated from Division 10 with RTSs and Division 15 using 3300 series Neoplans. On this day each year the large PASADENA CITY LINES tokens are honored for the special fare ($3.50) between downtown and the Bowl on Line 483.

Carriers represented included RTD, SANTA MONICA, GARDENA, TORRANCE, LONG BEACH, FOOTHILL TRANSIT, LADOT, MARIN AIRPORTER, VACA VALLEY BUS LINES, QUALITY COACHES, GOLDEN STATE COACHES, VIA CHARTER LINES, STORER TRANSPORTATION, ORANGE BELT STAGES, AIRPORT BUS OF BAKERSFIELD, WINNCO EXPRESS, CALIFORNIA PARLOR CAR TOURS, PREFERRED CHARTER, SCENIC HYWAY TOURS, AMERICA WEST STAGES, STARLINE TOURS, EMBREE BUSES, INC., MARK IV CHARTER LINES, SAFEWAY LINES, TIFFANY TOURS, WESTERN STAGE LINES, AMERICAN PACIFIC, HOT DOGGER TOURS, BLUESTAR, UNBROKEN CIRCLE STAGE LINES, VARIETY TOURS, DISCOVERY TOURS, WILLIS CHARTER LINE, LAURA'S TOURS, ROBERTS HOLIDAY LINES, RALLYE LINES, RICHARDS CHARTER, AZTEC BUS LINES and ANTELOPE VALLEY BUS, INC. Many carriers came from out of state including ALL AMERICAN BUS LINES, SOUTHWEST CHARTER LINES, SUN VALLEY, ARROW COACH LINES, BRIDGEWATER TRANSPORT, M K & O LINES, OKLAHOMA TRANSPORTATION, JEFFERSON LINES, KERRVILLE TOURS, JACK LUTHER, TRAVEL TOURS, VILLAGE CHARTERS, AMERICAN CHARTER & TOURS, RIVER TRAILS TRANSIT LINES, INC., BURKE INTL TOURS, PRESTIGE TRANSP SYSTEMS, UTAH VALLEY TRANSIT, SMITH TRANSIT, HAWKEYE CLASSIC LINES, HAWKEYE EXPRESS, JACKSON-ROCK SPRINGS STAGE LINE dba LE BUS, COLORADO CHARTER LINES, BLUE & WHITE LINES, CONTINENTAL PANHANDLE LINES, NAGEL COACHES LTD, FRONTIER COACH LINES, PACIFIC WESTERN, MOOSE MOUNTAIN LINES, SILVER FOX COACH LINES LTD. GREY GOOSE and INTERNATIONAL STAGE LINES.