

THE TRANSIT ADVOCATE

Newsletter of the Southern California Transit Advocates
December 2013 Vol. 21, No. 12



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Amtrak P42 #42 brings up the rear of Surfliner Train 580 in Commerce on December 7, 2013. The locomotive is painted in a special paint scheme saluting American Veterans.

—Andrew Novak Photo

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Bulletin Board / Members in Action

Bulletin Board:

At the December 14th meeting we will have the election for 2014 of officers. The Election Committee consists of Hank Fung, Craig Weingarten and Andrew Novak. The nominees for office are:

President: Nate Zablen

Vice President: Ken Ruben and J. K. Drummond

Secretary: Dana Gabbard

Treasurer: Dave Snowden

Candidates will be given 4 minutes to speak to the membership. The election will close after the guest speaker to allow more opportunity to vote.

Our guest speaker for the December meeting is Linda Culp of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency.

After the meeting we will make our way to Taix (1911 W. Sunset Blvd.) for our annual holiday banquet, beginning at 5:00 PM and the cost is \$25 and includes the usual goody bag of transit trinkets plus door prizes etc.

At our November 9th meeting the membership voted to increase limited income dues as of January 1, 2014. The new dues are: \$18 for members who receive the newsletter in hardcopy which reflects the cost we incur to print and send the newsletter. Limited income members who receive the newsletter in PDF format as an e-mail attachment can still renew at the \$12 rate. Regular membership dues are still \$30 per year.

A questionnaire prepared by Director J.K. Drummond is being distributed to the membership (on the reverse of the renewal letter and online). The results will be discussed at

an informal meeting in January or February. Plans for events, facility tours, etc. will be announced in upcoming newsletters.

With the changes for 2014 we will no longer have regular monthly meetings. All meetings and excursions will be announced in the newsletter. On Page 10 I will have a list of the deadlines for the newsletter for 2014.

Members in Action:

Alek Friedman's recent post on Facebook regarding Moscow's metro construction of one of its subway extensions was the subject of a post on Metro's blog The Source ("Great video of Purple Line Extension....in Moscow") and shared by Metro to other Facebook pages. Congrats, Alek

Dana Gabbard, Mark Strickert and Charles Hobbs where on Day After Thanksgiving excursion. SO.CA.TA friend Craig Barnes joined the group for lunch. 🚊 🚊



Are you interested in getting your SO.CA.TA newsletter in PDF? We now offer the SO.CA.TA newsletter in PDF format to our members. The PDF newsletters are available a week before the meeting and are in full color. If you would like to get the PDF newsletter instead of the printed version email us at: rtd1121@yahoo.com

Transit Updates

Access Services Shuttle

Recently Access Services began a free shuttle between the Willowbrook Blue/Green Line Station to the Rancho Los Amigos National Rehabilitation Center in Downey. The shuttle boards at Bus Bay 6 and drops off at Building 100, the Outpatient Clinic. The service operates from 7:00 AM to 4:30 PM departing the Willowbrook Station every hour on the hour and from Rancho Los Amigos every hour on the half hour. The service is open to the public. For more information contact Access at 800.827.0829

Bakersfield Bus

On November 30th, after only 6 days of service, Interstate Bus canceled their new bus service between Bakersfield and LAX. The company stated that a lack of available parking and the fact that they were not able to accept cash payments on the bus as the main reasons for failure. Passengers who booked tickets will be refunded.

Bolt Bus

Effective November 4th, Bolt Bus began service from Los Angeles to San Diego with four daily roundtrips. Buses pick up curbside in San Diego at 415 West Harbor Drive next to Seaport Village. For more information or to book tickets visit BoltBus.Com



Culver City Bus

Effective January 6, 2014, Culver City Bus will resume service into West LA College during the winter and summer sessions. These changes come after the college re-institutes winter and summer sessions. These changes to bus service will operate during both the winter and summer sessions. Below are details of the service enhancements to West LA College.

Line 3: Monday-Thursday, three trips per direction have been reinstated from 7:30 AM to 9:00 AM and one bus per direction around 3:30 PM creating 8 additional trips into the school.

Line 4: Monday-Thursday, two trips per direction have been reinstated from 7:00 AM to 9:00 AM and one bus per direction between 3:00 PM and 4:00 PM creating 6 additional trips into the school.

For more information contact Culver City Bus at 310.253.6500 or online at: <http://www.culvercity.org>

Disneyland Resort Express

Effective December 5th Pacific Coast Sight-seeing (Gray Line) made changes to the Disneyland Resort Express airport bus service between Anaheim and LAX and John Wayne/Orange County Airports. Fares were increased on LAX service to \$30 one way and \$48 round trip and on the John Wayne service to \$20 one way and \$35 round trip. The biggest change is children ages 3-11 now ride free. There is a limit of three kids free with each paid adult. Along with the fare changes there are two new pick up locations for passengers heading to the Airport.

(Continued on Page 4)

Transit Updates Continued

Disneyland Resort Express ctd.

Buses are now stopping at the Garden Walk Transit Center, a special park rate is available for passengers, and passengers can now board airport buses at the Gray Line Tour Center at 2025 South Manchester Avenue. For more information contact Gray Line at 800.828.6699 or online at:

<http://www.southerncaliforniagrayline.com>

Foothill Transit

Effective November 24th Foothill Transit made several changes to their system Below is a summary of those changes.

Lines 482 and 493 now serve the new Industry Park & Ride on weekdays with a stop on the north side of the Industry Metrolink Station parking lot.

Line 482: More trips now serve the Diamond Bar City Hall and the Diamond Bar Library.

Schedule changes have been made to the following lines to better match traffic flow and improve trip times: 178, 185, 195, 272, 274, 280, 281, 282, 284, 285, 286, 289, 291, 292, 480, 481, 482, 486, 488, 492, 493, 494, 497, and 699.

Additional trips have been added to the following lines: 178, 185, 281, 284, 286, 291, 480 and 488.

Mid-day service has also been added to lines: 195, 285 and 289.

Finally the agency has added and removed several bus stops throughout the service area.

For more information contact Foothill at 800.743.3463 or online at:

<http://www.foothilltransit.org/>

LADOT

On December 2nd, the Los Angeles Department of Transportation (LADOT) added an additional bus to Commuter Express Line 573 for the morning trip from Chatsworth to Century City. The first four trips now depart the bus stop at Chatsworth and Orion every ten minutes at 5:35 AM, 5:45 AM, 5:55 AM and 6:05 AM.

In November LADOT removed several bus stops from various Commuter Express routes. The stop removals are to improve operations and many of these stops are in close proximity to other buses stops. Stops on Lines 142, 431, 437, 438, 448, and 534 have been removed.

For more information and a complete list of the removed stops contact LADOT at (818, 323, 310, 213) 808.2273 or online at:

<http://www.ladottransit.com>



Metro

Effective December 15th Metro will make the following changes to their service. Below is a summary of those changes.

Line 60: Addition service will be added on eastbound service on 7th Street between Hope and Alameda Streets.

(Continued on Page 8)

Transit Topics By Andrew Novak

This month in Transit Topics we have a few things you might have missed from the world of transit.

Tandy Subway Car: On November 4th, Leonards M&O Subway car Number 1 was placed on display in the lobby of the new One City Place in Fort Worth Texas. The car is the center piece in a new display at the center that was built on the site of the former Tandy Center where the car operated in a unique privately owned subway. The car was purchased from Marty Leonard who is a descendant of family who founded Leonards Department store. The car was restored and will be around for generations to see. For more information on the old Leonards M&O Subway see page 7.

All Aboard: Currently on newsstands is a special issue of Kalmbach's Classic Trains magazine. This special issue contains 13 stories on riding trains in the late steam, early diesel era in the United States. Stories in this issue include a ride on the Georgia Mixed in 1975 and the Southern Pacific Coast Daylight and San Joaquin Daylight in 1968. The issue is available at select book-stores, hobby stores and on-line at: www.classictrainsmag.com

The Georgia Mixed in 1974 - Albert Novak Photo



St. Louis bound: If approved by the Tri-Met Board, two of the agencies vintage trolley's could be leaving Portland and heading to St. Louis. Cars 511 and 512 which were built for use in Portland in early 1990s and operated in Portland. With increased MAX service the vintage cars have seen less service and currently operate about 8 days a year.

The two cars would leave Portland in mid-2014 and would be in daily service on the new St. Louis Loop Trolley Transportation Development District. The project is the centerpiece of a planned revitalization of the St. Louis' Loop Business District. The Tri-Met Board will meet in mid-December to decide on the sale of the two cars to St. Louis.



Tri-Met Photo

UP 4014: Union Pacific (UP) Big Boy 4014 has made several steps closer to live rail during the month of November. As reported in our August issue the UP reached an agreement with the Southern California Chapter of the Railway & Locomotive Historical Society (R&LHS) on the sale of former

(Continued on Page 9)

The presentation on FlyAway expansion by Patrick Tomcheck of Los Angeles World Airport staff at our November meeting was informative in several ways. His description of the inability they encountered to find a suitable site in Long Beach (partly because the Long Beach airport saw it as siphoning off customers) was quite enlightening.

My Streetsblog post ("FlyAway Bus Service to LAX Will Expand to Hollywood, Santa Monica, Torrance") to accompany the amended (slimmed down) Flyaway December 2nd presentation to the Board of Airport Commissioners garnered some skepticism in the comments much in line with my somewhat rambling comments at our meeting. L.A. World Airport staff seem to be doing their best given constraints of time, differing attitudes toward FlyAway by jurisdictions (pro and con) and to keep costs down. I continue to wonder whether whoever decided to promise 8 new routes by 2015 appreciated just how challenging that would prove to be to achieve.

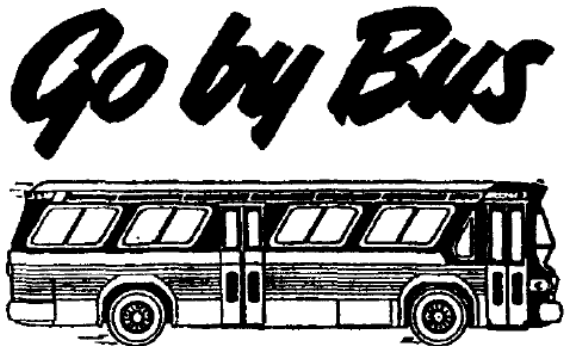
Another "why did they do it" is the language in Proposition 1A (the high speed rail bonds) that opponents are now using to try and squelch the project, some out of ideology, some because of NIMBYism. In 20 or so years people will be bewildered why it was ever controversial. Almost every transit improvement in our region has followed the same arc -- from being belittled to being beloved. It is frustrating that we have been stuck in belittle phase for so long and actual work commencing continues to be tantalizingly near but just out of reach. Sheesh!

Fares and funding seem to be a bugaboo at all levels of government in re transportation.

The feds stumble along in considering the reauthorization of MAP-21 (aka the Moving Ahead for Progress in the 21st Century Act). At the state level stakeholders are proposing an initiative to raise vehicle registration fees to fund the repair of crumbling roads and aging bridges. As can be imagined the initial response hasn't been too encouraging. The proponents are mulling whether to push forward.

Metro is gathering itself to undertake the first tweaking of fares in some years. Lots of buzz about possible distance based or time based fares. And of course another try to extend Measure R to facilitate accelerating big projects like the extension of the Purple Line to Westwood is likely in 2016, perhaps with the project list reopened to facilitate all the pet projects left out of the original measure whose zealot fans are catwerauling and/or endangering the chances of the second try succeeding unless they get a piece of the action.

Have a happy holiday season and see you in 2014! 🚌 🚌



Leonards M&O Subway By Andrew Novak

The Leonards M&O Subway opened for business on February 15, 1963 and connected the Leonards Department Store in downtown Fort Worth to a remote parking lot 0.7 miles away. The subway was conceived by the Leonard brothers Marvin and Obadiah (Obie), hence the name M&O. The subway used several former Washington D.C. PCC cars that were modified for use on the new line. There were five stations along the line, the one underground station under the department store and four additional stations in the remote parking lot.



Two Leonards cars pass at the entrance to the subway tunnel in the 1960s post card view.

In 1967 the Leonards Store and subway was purchased by the Tandy Corporation (owners of the popular electronics chain Radio Shack) and the store continued to operate as Leonards until 1974 when it sold the department store business to Dillard's. Tandy demolished the original department store and began work on the new Tandy Center. The subway station was rebuilt and along with two new office buildings a new mall was constructed with a Dillard's department store as an anchor. At the time the subway cars were rebuilt with a square bod-

ies and the new Tandy Center opened for business in 1978.



One of the rebuilt subway cars in the underground terminal in 2002. -Jon Bell Photo

The Dillard's store closed in 1995 at the Tandy Center and in 1996 the mall was re-branded as the Fort Worth Outlet Square. The mall lingered on and in late 2001, the Radio Shack Corporation (formerly the Tandy Corporation) sold the Outlet Square and announced it would build a new headquarters on adjacent land. The subway's days were numbered. The subway ran for the last time on August 30, 2002. During its tenure the M&O Subway was the only privately owned subway in the country.

Only a few traces of the line remain today including the car barn and a couple of the stations in the former remote parking lot. As mentioned on page 5, Car 1 is now on display in Fort Worth and is still in its 1963 configuration. One of the rebuilt cars now operates on the McKinney Avenue Transit Authority vintage line in Dallas Texas. For more information and photos visit:

<http://web.presby.edu/~jtbell/transit/FtWorth/> 🚋 🚋

Transit Updates Continued

Metro Continued

Line 83: There will be a minor route change in Highland Park on Avenue 61 between Monte Vista and Figueroa Streets to bypass an un-signalized left turn on Piedmont Avenue.

Line 94: The route will be modified in Burbank between Lincoln Avenue and Burbank Boulevard in anticipation of Caltrans construction. Both north and southbound buses will use Empire Avenue, Victory Place and Burbank Boulevard. Stops will be established along all three of these streets.

Line 102: The morning and afternoon frequencies will be adjusted to coordinate with Expo Line train arrivals at the Western Station.

Line 117: Schedule will coordinate with newly expanded Line 120 service into the Rancho Los Amigos National Rehabilitation Center in Downey. The Line will operate into Rancho between 7:30 AM and 6:00 PM.

Line 120: Weekday service will be extended into the Rancho Los Amigos in Downey to decrease overcrowding on Line 117. Like the 117 service will operate into Rancho from 7:30 AM to 6:00 PM.

Line 154: The route will undergo a minor modification to better serve the Encino Park and Ride. This change will also enhance connections with LADOT Line 423. The new alignment will be via Hayvenhurst, Magnolia and Balboa with new stops on Hayvenhurst and Magnolia.

Line 161: The Saturday service will now be extended to serve the Thousand Oaks Transit Center to connect with the new Saturday service offered by Thousand Oaks Transit.

Line 167: The late night short line trips will now connect with the Orange Line at the Valley College Station.

Line 212: The southbound shortline route will be modified in Inglewood to connect with Line 115 on Manchester Boulevard.

Line 217: A new regular detour will be established in Hollywood on days when Hollywood Boulevard is closed for special events. The detour will be on Highland from Hollywood to Sunset and then to Fairfax.

Line 256: There will be a minor route change in Highland Park on Avenue 61 between Monte Vista and Figueroa Streets to bypass an un-signalized left turn on Piedmont Avenue.

Line 577: The line will now provide service to Rio Hondo College in Whittier to relieve overcrowding on Line 270. This will be a six-month demonstration.

Line 794: The route will be modified in Burbank between Lincoln Avenue and Burbank Boulevard in anticipation of Caltrans construction. Both north and southbound buses will use Empire Avenue, Victory Place and Burbank Boulevard. Rapid stops will be established at Victory Place and Empire Avenue.

Silver Line: The southbound route in downtown Los Angeles will now run via Flower between 11th and the 23rd Street Expo Line Station. There will be a new stop at Flower Street. Northbound buses will continue to use Figueroa and service will be improved during weekday peak periods and on Sundays. 🚌 🚌

Transit Topics Continued

UP 4-8-8-4 steam locomotive. UP crews carefully moved the locomotive across the parking lot of the LA County Fair Grounds where the locomotive has been on display since 1962. In the coming weeks the locomotive will be moved onto the Metrolink tracks and moved Bassett where it will be interchanged to the UP. Once on UP rails the locomotive will make the slow trip to Cheyenne Wyoming where UP crews will begin restoring the classic steam locomotive. The museum will receive a UP SD40-2 (originally from Missouri Pacific) and a bay window caboose (originally from Rock Island) to add to their collection of equipment.

Motor Bus Society comes west: In April 2014, the Motor Bus Society (MBS) returns to the west coast with their spring convention in Seattle Washington. The convention will run from April 25-27, 2014. MBS conventions typically include tours of many bus yards and transit centers.

For more information you can visit MBS online at: www.motorbussociety.org



MBS Group photo at Omnitrans in 2012 during the Spring 2012 Convention. -Omnitrans Photo

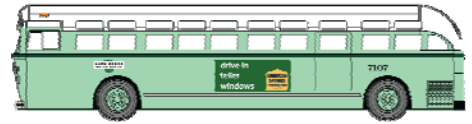
Model Macks: N Scale model manufacture Wheels of Time have announced several new paint schemes for their popular Mack C49 bus models. This latest run is due to arrive in early 2014 and includes models painted for Rose City Transit in Portland, San Francisco MUNI, and Long Beach Motor

Bus Company. These highly detailed models are available at most hobby stores and online at: www.wheelsotime.com

Long Beach Motor Bus Company
90702 - Bus No. 7104



90703 - Bus No. 7107 with Ad
90704 - Bus No. 7110
90705 - Bus No. 7113



Rose City Transit (Portland, OR)
90662 - Bus No. 676
90663 - Bus No. 677



90684 - Bus No. 883
90685 - Bus No. 889 with ad



Future of this newsletter: I will conclude this month with a few personal words. With this issue I will have completed my fifth year as editor and 2014 will mark my 20th Anniversary in the newsletter business. Earlier this year I accepted a promotion at work and I am now part of the management team. With this promotion I spend more time at work cutting into my free time. I have thought long and hard about if I wanted to continue work on the Transit Advocate given my decreased free time. For the time being I have decided to continue working on The Transit Advocate, however I am currently looking into options for the future of the newsletter.

If anyone has comments, concerns or questions please feel free to email me at: rtd1121@yahoo.com



2014 Publication Dates

With the new club structure we will no longer have monthly meetings. Currently the newsletter is published prior to our monthly meetings. With the new structure we will continue to publish the newsletter at the same time each month and thus submissions for the newsletter will need to be to the editor by 6:00 PM (Pacific Time) on the first Friday of the month. If there are any changes to this schedule below, notice will be given in the newsletter. Thank you for your continued support as we start 2014 and over new format.

January 2014

Material Deadline: January 3, 2014

Press Date: January 6, 2014

February 2014

Material Deadline: January 31, 2014

Press Date: February 3, 2014

March 2014

Material Deadline: February 28, 2014

Press Date: March 3, 2014

April 2014

Material Deadline: April 4, 2014

Press Date: April 7, 2014

May 2014

Material Deadline: May 2, 2014

Press Date: May 5, 2014

June 2014

Material Deadline: June 6, 2014

Press Date: June 9, 2014

July 2014

Material Deadline: July 4, 2014

Press Date: July 7, 2014

August 2014

Material Deadline: August 1, 2014

Press Date: August 4, 2014

September 2014

Material Deadline: September 5, 2014

Press Date: September 8, 2014

October 2014

Material Deadline: October 3, 2014

Press Date: October 6, 2014

November 2014

Material Deadline: October 31, 2014

Press Date: November 3, 2014

December 2014

Material Deadline: December 5, 2014

Press Date: December 8, 2014 🚊 🚇

Transit Industry Readers!

With our new club format we are looking to arrange tours of transit facilities and yards. If your agency would be interested in having our group visit, or would like to speak to our group please contact us via email at: dgabbard@hotmail.com or by phone at: 213.388.2364



Above is a photo from our 2013 trip to visit the Metro tap lab.

Photos of the Month

*Metro New Flyer 5025
inside Division 7 in
West Hollywood on No-
vember 30, 2013.*

*—Josh Thurman
Photo*



*Pacific Coast Sightseeing MCI 65698 in Ana-
heim on December 6,
2013. This bus is in the
new paint scheme for
the Coach USA Com-
pany. This scheme will
be applied to many of
the buses in the fleet.*

—Andrew Novak Photo

Yearly Dues for SO.CA.TA:

Individual Members: \$30.00 (Print of PDF)

Low Income: \$18.00 (Print Newsletter)

Low Income: \$12.00 (PDF Newsletter)

Dues are prorated on a quarterly basis.

Submission of materials: ALL materials for the TRANSIT ADVOCATE newsletter go to Andrew Novak at P.O. Box 2383, Downey California 90242 or to rtd1121@yahoo.com. Please enclose a self addressed stamped envelope for returns. Newsletter deadlines are at 6:00 PM Pacific Time on the first Friday of the month unless otherwise announced.

Opinions: Unless clearly marked as "Editorial" or "Position Paper", all written material within, including all inserted flyers and postcards, are the expressed opinions of the authors and not necessarily that of the SO.CA.TA.

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SO.CA.TA officers, 2013

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Vice President:	Kent Landfield
Recording Secretary:	Edmund Buckley
Executive Secretary:	Dana Gabbard
Treasurer:	Dave Snowden
Directors at Large:	Ken Ruben J.K. Drummond Craig Weingarten

Newsletter Editor:	Andrew Novak
Newsletter Prod. Mgr:	Dana Gabbard
Webmaster:	Charles Hobbs

NEXT SO.CA.TA MEETING: **Dec 14th** at Angelus Plaza, 4th Floor, 255 S. Hill, Los Angeles

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