

THE TRANSIT ADVOCATE

Newsletter of the Southern California Transit Advocates
Jan-Feb-Mar 2019 **Vol. 27, No. 1**



Kern Transit now links Bakersfield with Santa Clarita
J. Martin photo

Inside This Issue:

- Transit Updates (p. 2)
- From The President (. 3)
- What's New on the Blue Line (p. 4)
- Microtransit (p. 8)
- Paramount and Duarte (p. 10)
- Metro's Last Diesel Buses (p. 13)
- Union Station's 80th Anniversary (p. 14)
- Photos of the Month (p. 15)

ISSN 1525-2892

Transit Updates

METRO

For information on the Metro Blue Line construction project, and replacement bus services, please see Page 4.

METROLINK

Late night service returns to the San Bernardino Line on Friday nights only. New Train #339 will leave San Bernardino at 9:30 pm, arriving at LA Union Station at 11:12 pm. New Train #338 will leave LAUS at 11:30 pm (Fridays only), arriving at San Bernardino at 1:12 am. Schedules on Trains #330, 332, 334 and 337 will be adjusted by less than five minutes to accommodate the new service.

LADOT

All Downtown DASH routes will run until 9 pm on weekdays. Weekend service on all Downtown DASH routes will operate until 6 pm.

Early weekday and weekend service will be added to most neighborhood (non-Downtown) DASH routes (check schedules)

Two new Commuter Express routes have started service. New route #437-B runs along Lincoln Bl, Playa Vista Drive, and Jefferson Bl, then express to Downtown LA. Two inbound am trips and two outbound pm trips are operated. No change to existing #437, except that it has been redesignated #437-A.

New Line #439 provides reverse-commute service from Downtown LA to El Segundo (new home of the Los Angeles Times, as well as a number of aerospace companies). Buses leave LA Union Station and 3rd/Hill/Flower in the morning, then express

to Imperial Ave, Douglas Bl, and the Green Line station at El Segundo/Nash.

For information on the LA Now micro transit service in West Los Angeles, please see the article on pg. 8

SANTA MONICA (BIG BLUE BUS)

Service changes, eff. March 17:

Weekend service has been discontinued on Rapid #3, #5, and Rapid #7.

Line #7 has been extended to serve Wilshire/Western Red Line station every day; service on Rapid #7 after 6 pm and all day on weekends has been cancelled. Eastbound trips on (local) #7 remain on Pico Bl, and no longer serve the Rimpau terminal

New Line #9 express provides more direct service targeted at Palisades Charter High School students.

Rapid #10 (Santa Monica-LA Express) will operate every 30 minutes, towards LA in morning peak, towards Santa Monica in the evening peak. All other trips discontinued

Line #17 and #18 rerouted to serve UCLA Gateway Plaza (not the Hilgard Terminal) on all days. Buses will enter the campus by Gayley Bl and Strathmore. Weekend service on #17 extended to service UCLA.

Most lines have frequency improvements during the day.

(continued on page 6)

From The President

Our December, 2018 meeting was a good reintroduction to Southern California Transit Advocates.

The 2018 Board of Directors was reelected, though I do hope there will be enough renewed interest in SOCATA for there to be a new President in 2020. The group is in good financial shape, enough where we are offering the option to waive dues in 2019.

We expect SOCATA to be involved in more events and activities this coming year. We need someone to look into whether the Summer Train Fest at Los Angeles Union Station will have booths available to groups. We still have APTA grant money for one more public outreach event, which may be in Santa Monica in Spring. SOCATA will of course need volunteers to contact agencies bring the literature, staff the booths, and answer questions at all the above.

Some interest has been expressed for more meetings in the coming year. We will, but only when there are important matters to discuss (such as the November and December election meetings), or we have the opportunity to host a good guest speaker (it's one thing to request one, but another to get the person to appear). I would at least like to hold more of the informal member gatherings at restaurants near transit-oriented sites or events, such as the one we had at the City of Orange train station last summer. For sure I will tie one in with one of the booth events, and have one near one of the Metrolink stations on the San Bernardino line.

We also want more Transit Advocates newsletters next year, but this too will only happen with more articles and transit news, and from more than just the regular contributors.

Upcoming Southern California Transit Advocates events:

- A reminder, this year's Fullerton Railroad Days was officially cancelled. They hold out hope for a return of the event in May, 2020.

<https://www.fullertontrainmuseum.org/railroad-days/>

- SOCATA's next business meeting has very tentatively been scheduled for August 3rd. Since official SOCATA business and perhaps a presentation will happen, this would be a formal meeting at Angelus Plaza. We will be discussing potential transit study tours this summer and fall, so if you have any preferences please be sure to plot out an itinerary or two for consideration.

(continued on page 13)

What's New on the Blue Line

The Metro Blue Line, Los Angeles' first modern rail transit line, extends 22 miles from Los Angeles to Long Beach. It is also Metro's oldest rail line (opened in 1990), and its aging trackwork, overhead wiring, and power substations are in critical need of maintenance.

To complete the necessary repairs and updates as quickly as possible, Metro has closed the Blue Line south of 103rd Street Station between January 26 and June 1. Three temporary bus routes have been implemented to provide replacement service.

Line #860 will provide express service between LA and Long Beach, stopping at or near 7th/Metro Center, Pico, and LATTC/Ortho Institute stations. Then it will operate non-stop via the I-110 Express Lanes and I-405 to Pacific Ave, where it will stop at Wardlow, Willow, PCH, Anaheim and the downtown Long Beach loop stops. Line #860 will operate all day (including weekends) until about 7 pm

Line #861 Select Shuttle will originate at 103rd St, for transferring Blue Line passengers. It will also stop at Willowbrook/Rosa Parks station (which will remain closed through xxxxxx for an improvement project). Line #862 will then express via Rosecrans and I-710 to Wardlow Blvd, making the Long Beach stops along Pacific Ave. Line #861 runs weekday peak hours only.

Line #862 Local Shuttle will stop at all stations between 103rd St. and Downtown Long Beach. Unlike #860 and #861, which charge regular fares, Line #862 will be fare-free, and

all-door boarding will be used. Service will operate at the same times as the Blue Line

As noted earlier, Willowbrook/Rosa Parks Blue Line station will be closed for a separate improvement project, scheduled for completion in September. The improvements to the station include an extended platform, a customer service center, a new bus loading area, and enhanced pedestrian connections to the nearby shopping center and Wilmington Avenue. However, the Green Line platform will remain open, and all buses, including #861 and #862, will still stop at the station.

Effective June 1, the northern portion (north of Compton) of the Blue Line will be closed until early September. Replacement bus service will operate as follows:

Line #860 will continue operating as before.

Line #861 and #862 will be cancelled.

Line #863 Select Shuttle will originate at 7th/Metro, and serve Pico and LATTC/Ortho Institute before taking the I-110 Express Lanes. It will make all freeway stops served by #910/950, then terminate at Compton Station; passengers can continue to Long Beach via Blue Line

Line #864 Local Shuttle will originate at 7th/Metro, and make all Blue Line stops to Compton. As with the #862, Line #864 will be fare-free, and all-door boarding will be in effect.

Additionally, between June 22 and mid-

August, the Expo Line will suspend service to Pico and 7th and Metro. Additional shuttle bus services will connect these stations with the LATTC/Ortho Institute Expo Line station.

Passengers destined to Willowbrook during the northern Blue Line closure may also use the Metro Silver Line (#910/950) to the Green Line, then taking the Green Line to Willowbrook Station. Lines #55/355 along Compton Ave may also prove useful during the closure.

For continued updates on the Blue Line Improvement Project, visit <https://www.metro.net/newblue>

For more information on the Willowbrook station improvement project, visit <https://www.metro.net/projects/blue-line-willowbrook/>



Transit Updates (Continued)

(continued from Page 2)

CULVER CITYBUS

Schedule adjustments on Line #1 eff. May 13.

Culver Citybus will continue accepting Metrolink passes as fare (contradicting an earlier alert).

BEACH CITIES TRANSIT

Eff. Feb 11, Beach Cities Transit #109 has returned to its original route along Century Bl. between Aviation and Airport Blvds.

CARSON CIRCUIT

Due to low ridership and “other factors,” Carson’s North-South Shuttle route has been discontinued eff. May 6.

LONG BEACH TRANSIT

Service changes eff. August 26, 2018:

All route #171 trips now continue to Electric and Main in Seal Beach.

New Route #175 supplements #171 between downtown Long Beach and Cal State Long Beach, operating on weekday only.

Service changes eff: Feb 9, 2019:

Lines #21 and #71 have been extended into Paramount. See article on page 10.

LBT’s water taxis (Aquabus and Aqualink) will now operate year round on weekends; weekday service will operate during the summer season.

New Line #510 provides weekday commuter service between Long Beach and Westwood/UCLA (see schedule pg. 12)

ANTELOPE VALLEY TRANSIT AUTHORITY

Effective January 22, AVTA’s Line #747 connects the Palmdale Transportation Center with Boeing Plaza (Lancaster Bl. at Sierra Hwy), Rosamond, and Edward Air Force Base. Two peak hour round trips, in morning and again in the evening, are provided. Proper ID will be required to enter Edwards Air Force Base.

OCTA (OC BUS) eff. February 2019

New #529 (Bravo Bus) provides limited-stop service along Beach Boulevard between the Fullerton Park and Ride and Goldenwest Transportation Center, weekdays only.

Irvine Shuttle now operates two new routes: #404E (Irvine Spectrum) and #405F (Tustin Station -Irvine Business Complex)

RIVERSIDE TRANSIT AGENCY

Two of RTA’s longest bus routes have been split. Effective Sept 9, 2018, Line #22 will run between Riverside and Perris only. New Line #9 will operate between Perris and Lake Elsinore, replacing that portion of Line #22.

As of Jan 13, Line #27 will operate between Riverside and Perris only; service to Hemet and Valle Vista will be provided by new Line #28. Neither line will serve Sun City, which can be accessed from Perris via Lines #61 or #74.

RTA changes eff. Sept 9, 2018

Rapidlink service will start one hour later in the morning (6:30 am rather than 5:30 am) and one hour earlier in the afternoon (1:30 pm rather than 2:30 pm)

Transit Updates Continued

Routes #42, 61, 74, and 79 now have Sunday service. Line #61 has also been extended from Menifee to Perris. Line #30's East Loop will also receive Sunday service, while Saturday service on its West Loop has been cancelled.

RTA changes eff. Jan 13, 2019

Line #3 has been rerouted from 4th to Market Street, and an additional trip operates to Norco College.

Line #40 has been extended to Mt San Jacinto College Menifee and Heritage Lakes.

Commuterlink routes #202, 205, 206, 207, and 208 now use the new Temecula Promenade Mobility Hub [location?]. Commuterlink #212 has been cancelled (use Line #28)

In addition, RTA has adjusted schedules to improve connections, and has cancelled several early morning and late evening trips on most of its routes, due to low ridership.

Effective July 1, RTA base fare will be \$1.75 regular, \$.75 senior/disabled/veterans. Day passes will cost \$5 (\$2.50 s/d/v), and Commuterlink fares will go up to \$3.50 (\$2.75 s/d/v). Other passes will also increase in cost.

PASS TRANSIT

New Line #125 links Beaumont/Banning to Calimesa, Redlands and Loma Linda, effective September 2018. Line #120 will be routed directly between Calimesa and the San Bernardino transit center.

Line #136, which provided local service in Calimesa, was cancelled in June 2018.

OMNITRANS

Effective September 4, 2018, Line #14 was rerouted from "D" to "E" St. in Downtown San Bernardino, enhancing connections with the sbX Bus Rapid Transit line. Line #15 will stop at Alabama and Lugonia in Redlands, allowing for a connection with Pass Transit #125 to Beaumont/Banning.

Line #83 was extended north to loop around the Colonias Crossroads Shopping Center in Upland, while Line #86 was moved from Holt to Mission near the Ontario Civic Center.

The sbX started operating on Saturdays, eff. January 7. In response, Saturday service on Line #2 has been reduced to a 55-minute headway. Sunday service on #2 (no sbX service) remains at every 30-minutes.

MOUNTAIN TRANSIT

Service on Route #13, between Big Bear and Victorville, ended April 26, 2019 due to low ridership. (Service had been reduced to operate only on Tuesday and Friday as of December 28.)

VICTOR VALLEY TRANSIT AUTHORITY

Effective October 1, 2018, VVTA Line #15 will serve Cal State University San Bernardino on southbound trips into San Bernardino.

KERN TRANSIT

On May 1, Line #130 was extended from Frazier Park to Santa Clarita (serving both the Santa Clarita Metrolink Station and the McBean Transit Center). Five trips operate on weekdays, allowing for connections between Bakersfield and Los Angeles.



Microtransit—Part Uber, Part Bus

The increasing popularity of app-driven rideshare services such as Uber and Lyft have led transit agencies to implement similar services, either as an enhancement to traditional transit services, or a replacement for them. They can either provide “last mile” service from a train or bus station, or operate instead of fixed-route bus service in a low-density area.

Unlike car-based ridesharing services, these systems, also known as “microtransit,” use larger vans carrying up to eight passengers. Their fares are closer to bus fares than those of Uber and Lyft.

In Southern California, transit agencies currently sponsor three app-driven rideshare services.

LA Now

The City of Los Angeles Department of Transportation (LADOT) has implemented a microtransit system, known as LA Now, serving the Palms, Mar Vista, and Venice Beach areas of West Los Angeles.

The hub of the LA Now system is at the Palms Metro Expo Line station. LA Now vans pick up and drop off at designated stops only. [see map] Service operates weekdays, 6 am to 7 pm, and fare is \$1.50 (regular) or \$.75 (senior/disabled). To request LA Now service, either download the LA Now app, call 818-493-6211 or visit <https://ladot.demandtrans.com/booking>

Via Los Angeles

LA Metro has contracted with Via, a commercial ridesharing company, to provide “last mile” services to/from El Monte Station, Artesia Metro Blue Line station, and North Hollywood Red Line station. (see map). Service operates Monday to Friday, 6am to 8pm.

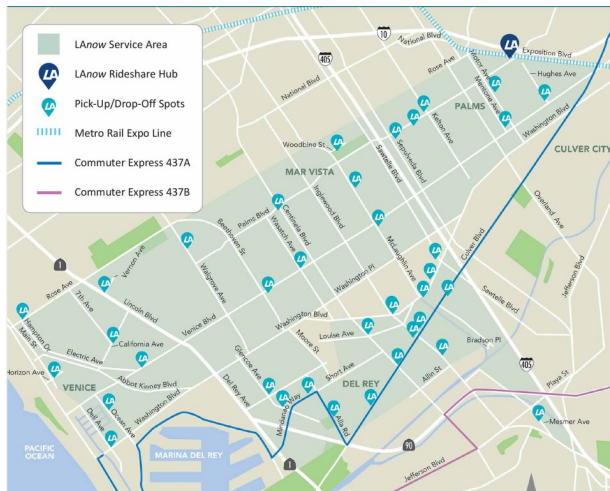
Fares are \$1.75 for TAP card holders, \$3.75 all others. (Note that fares must be paid, through the app, with a credit or debit card). To request service, download the Via app from the Apple or Google app store.

For more information visit <https://www.metro.net/projects/mod/>

OC Flex

Orange County Transportation Agency provides OC Flex service in two zones, Huntington Beach/Westminster and Laguna Niguel/Mission Viejo. (see map) Fare is \$4.50 for all day service (unlike the LA County-based services, OC Flex will also accept cash fares - \$5). Rides to/from a Metrolink or Amtrak station are free.

Service operates seven days per week, as late as 11 pm on Friday and Saturdays, 9 pm on other days. To request a ride, download the OC Flex app from the Apple or Google app store, or call 1-877-628-FLEX.

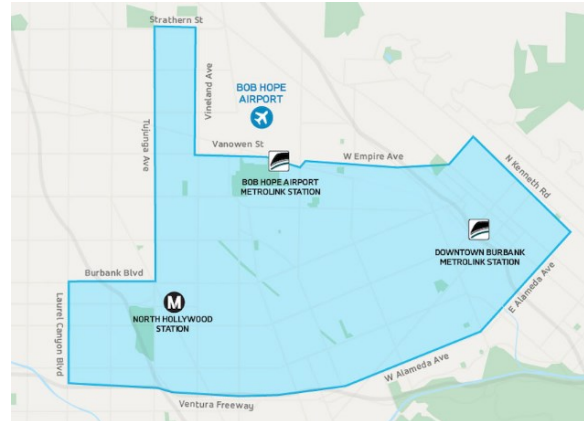


OC FLEX Huntington Beach/Westminster

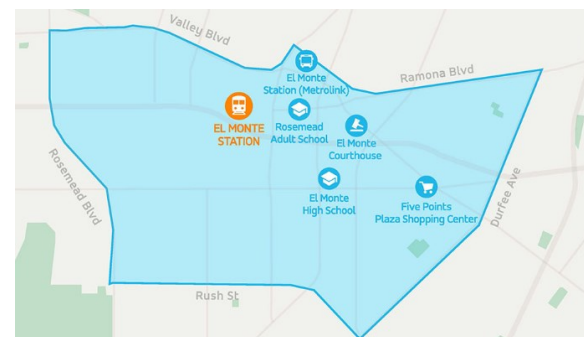


www.socata.net

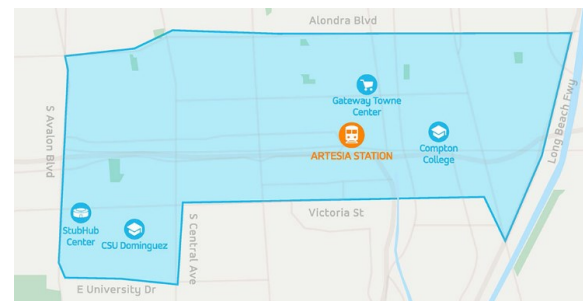
Via Burbank zone



Via El Monte zone



Via Artesia Station zone



Paramount and Duarte

Proposition A, passed by Los Angeles County voters in 1980, has a provision known as “Local Return.” A portion of funds from the half-cent sales tax go back to each city in the county, to fund local transportation projects.

Several cities have used these Local Return funds to provide shuttle services within their city limits. These “Proposition A Shuttles” often serve residential streets and other areas not served by regional “big buses” such as Metro, Foothill, etc. The shuttles generally have lower fares than the regional service, or may even be fareless.

Paramount Easy Rider

The City of Paramount began its “Paramount Neighborhood Shuttle” (later renamed “Paramount Easy Rider”) around 1985. This service operated in an hourly bidirectional loop around the city.

In late 2018, the City of Paramount held a focus group meeting about its transportation facilities. During the meeting, it was determined that replacing the Easy Rider shuttle with extended Long Beach Transit routes would provide improved service to Paramount residents. Although LBT fares are higher, the buses would operate more frequently, and run later at night.

Effective February 10, the Easy Rider was cancelled. In its place, Long Beach Transit extended Line #22 to loop via Garfield, Rosecrans, Paramount, and Alondra. Also, Line #71 was extended eastward along Rosecrans Bl. to the Walmart shopping center at Lakewood Blvd.

Paramount also cancelled its “College Bound” bus. This was a special service carrying college students from Paramount to Cerritos College and Long Beach City College. Instead, college students living in Paramount can purchase a pass valid on all LBT and Metro bus routes.

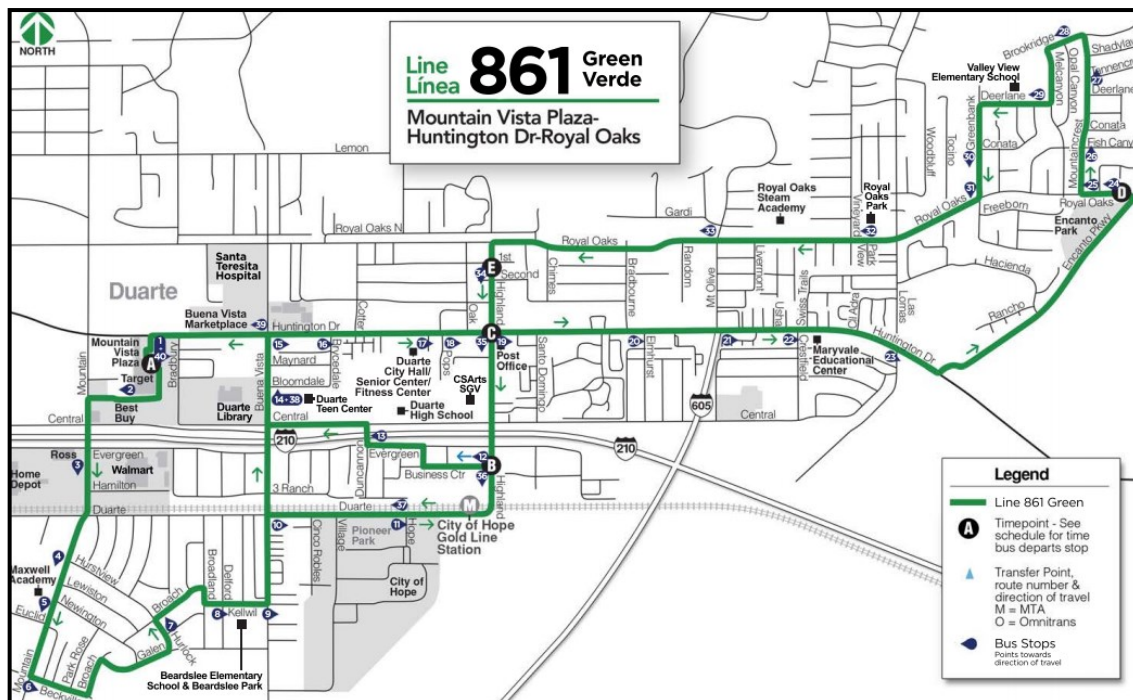
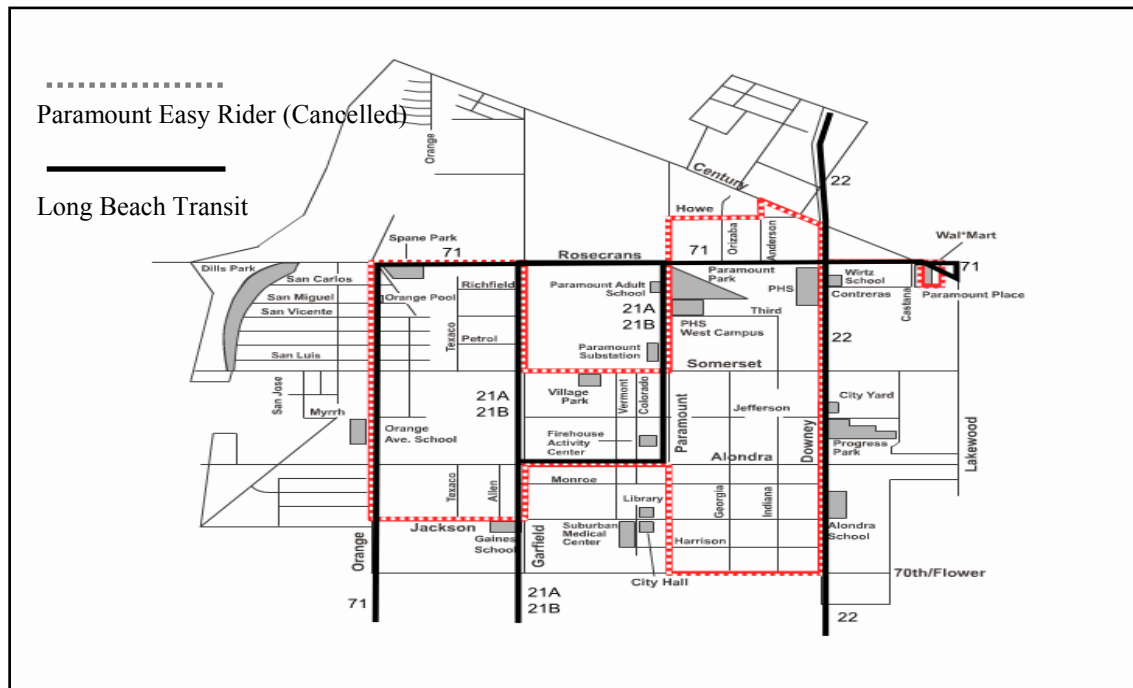
Duarte Minitrans

In 1984, the City of Duarte implemented its “Minitrans” system, a large one way loop linking the residential areas of the city with shopping centers, social services, and hospitals (including City of Hope). A second route, traveling in the opposite direction was added in the early 2000s.

The city had discussed a possible takeover of the Duarte transit system by Foothill Transit in the early 2010s.

Starting April 1, 2019, Foothill Transit replaced the Duarte Transit system with two new routes: #861 replaced Duarte’s Green route, running Monday-Saturday. Duarte’s Blue route became Foothill #862, operating on weekdays only. Foothill’s new Proterra electric buses (branded “DuarteTrans”) replaced Duarte’s aging diesel buses.

Duarte residents seem to like the new electric buses, although there has been some griping: whereas Duarte Minitrans was fare-free, the new buses now charge regular Foothill Transit fares (\$1.25). On the other hand, the Foothill buses are available to students commuting to/from school (Duarte Minitrans prohibited unaccompanied minors during school hours). 🚌



UCLA/Westwood Express

Los Altos Gateway/Willow Station/ Westwood/UCLA

Monday-Friday A.M. Northbound					Monday-Friday P.M. Southbound				
DEPART BELLFLOWER & SPRING A	DEPART WILLOW STATION B	ARRIVE KINROSS C	ARRIVE MEDICAL CENTER D	ARRIVE GATEWAY PLAZA E	DEPART GATEWAY PLAZA E	DEPART MEDICAL CENTER D	DEPART KINROSS C	ARRIVE WILLOW STATION B	ARRIVE BELLFLOWER & SPRING A
5:15	5:35	6:40	6:43	6:45	4:20	4:22	4:24	5:55	6:15
6:00	6:20	7:40	7:43	7:45	5:20	5:22	5:24	6:55	7:15
6:45	7:05	8:40	8:43	8:45	6:20	6:22	6:24	7:50	8:10

UCLA Express does not operate on Saturdays, Sundays, and certain holidays.

130 BAKERSFIELD to SANTA CLARITA												
Southbound / Dirección Sur		Monday Friday / Lunes a Viernes						Saturday / Sábado				
Bus Stop	AM	PM						AM	PM			
BAKERSFIELD												
1 Downtown Transit Center	--	--	7:20	9:50	1:40	3:30	5:05	7:00	12:20	4:45		
2 Greyhound - 18th St.	--	--	7:24	9:54	1:44	3:34	5:09	7:04	12:24	4:49		
3 Bakersfield Amtrak	--	--	7:30	10:00	1:50	3:40	5:15	7:10	12:30	4:55		
4 Chester and California	--	--	7:33	10:03	1:53	3:43	--	--	12:33	4:58		
5 Valley Plaza - Wible Rd.	--	--	7:45	10:15	2:05	3:55	--	--	12:45	5:10		
6 Walmart - Panama Ln.	--	--	7:54	10:24	2:14	4:04	--	--	12:54	5:19		
7 Park & Ride - McKee Rd.	4:05	5:05	8:00	10:30	2:20	4:10	5:35	7:30	1:00	5:25		
GRAPEVINE												
8 Laval Rd. at Dennis McCarthy	--	--	8:21	10:51	2:41	4:31	REQ	REQ	1:21	5:46		
9 Tejon Outlets - Laval Rd.	--	--	8:25	10:55	2:45	4:35	REQ	REQ	1:25	5:50		
FRAZIER PARK AREA												
10 Post Office - Lebec Rd.	--	--	8:45	11:15	3:05	4:55	--	--	1:45	6:10		
11 Clinica Sierra Vista - Lebec Rd.	--	--	8:48	11:18	3:08	4:58	--	--	1:48	6:13		
12 Post Office - Monterey Trail	--	--	8:55	11:25	3:15	5:05	6:20	8:15	1:55	6:20		
13 Flying J - Frazier Mt. Park Rd.	4:45	5:45	9:00	11:30	3:20	5:10	6:25	8:20	2:00	6:25		
SANTA CLARITA												
14 Metrolink Station	5:35	6:35	9:50	12:20	4:10	--	7:15	--	--	--		
Metrolink depart Santa Clarita												
5:50 6:48 10:05 12:40 5:11 -- 7:31												
arrive LA Union Station												
6:55 7:40 11:08 1:43 6:14 -- 8:42												
15 McBean Transit Center	5:45	6:45	10:00	12:30	4:20	5:55	7:25	--	--	--		

While we will make every effort to adhere to this schedule, we cannot be held responsible for missed connections.
*The last northbound trip from Santa Clarita will not depart until after the arrival of Metrolink train number 223.

130 SANTA CLARITA to BAKERSFIELD												
Northbound / Dirección Norte		Monday Friday / Lunes a Viernes						Saturday / Sábado				
Bus Stop		AM	PM					AM	PM			
SANTA CLARITA												
	Metrolink depart LA Union Station	--	6:19	9:42	11:58	3:50	5:34	6:38				
	arrive Santa Clarita	--	7:26	10:48	1:02	4:52	6:25	7:43				
	14 Metrolink Station	--	7:45	10:55	1:15	5:00	6:30	7:50*	--	--	--	--
●	15 McBean Transit Center	6:00	7:55	11:05	1:25	5:10	6:40	8:00	--	--	--	--
FRAZIER PARK AREA												
	13 Flying J - Frazier Mt. Park Rd.	6:40	8:35	11:45	2:05	5:50	7:20	8:40	8:40	2:15	6:50	
●	12 Post Office - Monterey Trail	6:45	8:40	11:50	2:10	5:55	--	--	8:45	2:20	6:55	
	11 Clinica Sierra Vista - Lebec Rd.	REQ	8:47	11:57	2:17	6:02	--	--	8:52	2:27	7:02	
	10 Post Office - Lebec Rd.	REQ	8:50	12:00	2:20	6:05	--	--	8:55	2:30	7:05	
GRAPEVINE												
	8 Laval Rd. at Dennis McCarthy	REQ	9:09	12:19	2:39	REQ	REQ	REQ	9:18	2:49	7:28	
	9 Tejon Outlets - Laval Rd.	REQ	9:13	12:23	2:43	REQ	REQ	REQ	9:14	2:53	7:24	
BAKERSFIELD												
	7 Park & Ride - McKee Rd.	REQ	9:38	12:48	3:08	6:45	8:00	9:20	9:43	3:18	7:53	
	6 Walmart - Panama Ln.	REQ	9:44	12:54	3:14	REQ	--	--	9:49	3:24	REQ	
	5 Valley Plaza - Wible Rd.	REQ	9:52	1:02	3:22	REQ	8:10	--	9:57	3:32	REQ	
	4 Chester and California	REQ	10:04	1:14	3:34	--	--	--	10:09	3:44	--	
	3 Bakersfield Amtrak	7:55	10:07	1:17	3:37	--	--	--	10:12	3:47	--	
	2 Greyhound - 18th St.	7:59	10:11	1:21	3:41	7:06	--	--	10:16	3:51	8:14	
	1 Downtown Transit Center	8:03	10:15	1:25	3:45	7:10	--	--	10:20	3:55	8:18	
●	Connection with Route 130											
●	Connection with Route 210											
●	Connection with Santa Clarita Transit											

● Connection with Route 130 ● Connection with Route 210 ● Connection with Santa Clarita Transit

(From the President, continued from page 3)

- We also should discuss if and we we should take part in tours that are supposed to be held along the West Santa Ana Branch Transit Corridor Project, at last word available on June 1st or June 8th.
- New SOCATA member Brian Yanity would like to give a talk on transit in Vancouver. Also, dates and places for future meetings (formal and informal) will be discussed, and hopefully we will by then have a more precise idea when the LA Metro Crenshaw line will debut. Time and date for the meeting will hopefully be confirmed soon, via e-mail and the SOCATA website
- Redlands Rail, aka "Arrow" construction to begin this summer. A route map but as of yet few other details is in their e-newsletter at <https://www.redlandsrailproject.org/>

The 2019 Southern California Transit Advocates membership and renewal application will be enclosed with this newsletter. Do note that dues money is not required for new or renewed memberships in 2019, but a filled out and returned application is still required to be considered a member in 2019, and you must be a member in 2019 to run for a board position in 2020. 🚌

Metro's Last Diesel Buses

In 2000, Metro bought 67 of these diesel-powered Orion buses for use on contractor-operated bus routes (#130, #232, etc.) in the South Bay.

However, after a series of fires and other mechanical problems, County Supervisor Janice Hahn ordered these buses off the street in November 2018. 🚌

(Elmer Chavez photo)



Union Station's 80th Anniversary Dana Gabbard

Saturday May 4th we participated as one of the exhibitors at the celebration of Union Station's 80th anniversary, with a focus on it as the hub of a dynamic growing regional rail network. Treasurer Dana Gabbard and member John Ulloth staffed our table. Members who dropped by to say hello or assist included Warren Quon, Eugene Salinsky, HughJohn Malanaphy, Brian Yanity, Perias Pillay, Nate Zablen, Robert Meinert, Charles Hobbs (and daughter) and Philip Capo.

Besides information about our group and color sheets of trains for kids we had informational pamphlets provided by Trains Magazine, a 10% discount offer from Passenger Train Journal, schedules for the Pacific Surfliner and Downtown Los Angeles DASH, fact sheets about the new Charger locomotives operating on the Surfliner, flyers for the League of Women Voters Transportation Committee and the Rail User's Network plus information on the Orange County Streetcar and Mid-Coast Corridor San Diego Trolley projects, Coast Daylight and Coachella Valley train service proposals.

We had a very full table and engaged with the public on issues, answered questions and enjoyed a glorious day celebrating a Los Angeles icon. Enhancing the event Ulloth dressed as Abraham Lincoln to remind attendees of Lincoln's role in signing the legislation that made possible the transcontinental railroad (which is celebrating its 150th anniversary this year) and asked for signatures on form letters advocating for more and better rail service, which indeed was the main reason for our presence. A lack of equipment display may account for the somewhat light attendance but all in all it was still very satisfying to have SO.CA.TA fulfill its mandate to inform and educate.



SO.CA.TA Treasurer Dana Gabbard at SO.CA.TA's table, Union Station 80's Anniversary Celebration

Hugh John Malanaphy photo.

Photos of the Month



Above: Omnitrans sbX, San Bernardino
Below: Paramount's Easy Rider rides off into the sunset
(Both: C. P. Hobbs)



Yearly Dues for SO.CA.TA:

Individual Members: \$30.00 (Print or PDF)

Low Income: \$18.00 (Print Newsletter)

Low Income: \$12.00 (PDF Newsletter)

Dues are prorated on a quarterly basis.

Submission of materials: We prefer email to cph1776@yahoo.com. Print materials can be sent to 3010 Wilshire #362, Los Angeles, CA 90010.

Please enclose a self addressed stamped envelope for returns. Submission are used at the discretion of the editor and may be edited for space constraints.

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.

Copyright: © 2018 Southern California Transit Advocates. Permission is freely granted to reproduce/reprint ORIGINAL articles from the Transit Advocate, provided credit is given to both the

author and the Southern California Transit Advocates. In all other cases, permission must be secured from the copyright holder.

Disclaimer: The Southern California Transit Advocates is not affiliated with any governmental agency or transportation provider. Names and logos of agencies appear for information and reference purposes only.

SO.CA.TA officers, 2019

President:	Mark Strickert
Vice President:	Perias Pillay
Secretary:	Hugh John Malanphy
Treasurer:	Dana Gabbard
~~~~~	
Newsletter Editor:	Charles Hobbs
Newsletter Prod. Mgr:	Dana Gabbard
Webmaster:	Charles Hobbs
Archivist:	(vacant)

Next SO.CA.TA Gatherings:

**April 7:** Meeting (Angelus Plaza, 255 S. Hill, L.A.)

---

**Southern California Transit Advocates**  
**3010 Wilshire #362**  
**Los Angeles, CA 90010**

<http://www.socata.net>

49¢  
First  
Class  
Postage

**FIRST CLASS MAIL**