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L.A.-area media will ride the Metro Liner, Friday, along a section of the Metro Orange Line.



PHOTOS: DENIZ DURMAS

Metro Liner to be Unveiled to Media at North Hollywood Event

- 200 to operate on Metro Orange Line, other corridors

By ED SCANNELL

(Oct. 14, 2004) Metro officials will gather in North Hollywood, Friday, to showcase the first of 200 high-capacity Metro Liner buses, which will operate on many of LA's busiest transit corridors and on the Metro Orange Line when it opens in 2005.

The technologically sophisticated super-sized 60-foot Metro Liner will be the first articulated bus to operate in Los Angeles in two decades.

"The Metro Liner promises to take public transit in Los Angeles to a new level," says Board Chairman Frank Roberts. "This vehicle is a head-turner and so impressive in person that I believe it will attract many new riders to the Metro System and provide our existing customers with service the likes of which they've never experienced."

Two hundred Metro Liner buses, each



Metro Liner Fact Sheet

Manufacturer: North American Bus Industries (NABI), Anniston, Ala.

Number of buses: 200

Cost per bus: \$633,000

Bus dimensions: 60 feet long, 102 inches wide

Seating capacity: 57 passengers

Number of doors: three, compared

costing \$633,000, are on order from NABI. Delivery of the first 30 vehicles is scheduled to be completed by June 2005 and the remaining 170 vehicles by June 2006.

22 on the Orange Line

Of the 200 Metro Liners, 22 will be deployed on the Metro Orange Line, a 14-mile exclusive transitway now being built across the San Fernando Valley. The remaining 178 Metro Liners will operate on many of Metro’s highest ridership corridors, including Wilshire Boulevard and Vermont Avenue.

On the Metro Orange Line, the big buses will whisk passengers in approximately 40 minutes from Warner Center to the North Hollywood station, where they can make an easy connection to the Metro Red Line just across the street.

“I anticipate the Metro Orange Line will be a huge success and central to that success will be the Metro Liner,” says CEO Roger Snoble. “The Metro Liner will provide passengers with rail-like service in an attractive, aerodynamically designed vehicle that’s far from the breadbox design of the typical transit bus.”

“On our busiest bus lines, we’re already running at 80-second headways and still can’t keep up with demand,” says Deputy CEO John Catoe. “The Metro Liner will give us greater capacity and its wider doors will make boarding and alighting much easier for our passengers.”

First in two decades

The Metro Liner will be the first articulated bus to operate in Los Angeles in two decades. At 60 feet, the Metro Liner is 20 feet longer than the standard transit bus and seats 57 passengers, 45 percent more than the standard bus.

The 320-hp Cummins engine was engineered from the ground up to run on CNG. Previously, most CNG engines were conversions of diesel engine designs.

An “articulate joint,” or bellows, in the center of the bus allows the bus to “bend” as it negotiates curves and corners.

“This is the most advanced transit vehicle ever introduced in North America,” says John Drayton, Metro’s vehicle acquisition manager. “It really is the biggest leap in styling and appearance inside and out that our industry has seen in over 30 years.”

to two in a standard 40-ft. transit bus

Door width: 44 inches for quicker boarding compared to 35-36 inches in a typical transit bus

Engine: Cummins CNG (compressed natural gas), 320 horsepower (30 percent more than four-cylinder engines in conventional transit buses), 6 cylinders, 8.9 liters

Fuel Capacity: 28,000 cubic feet dispersed among 12 tanks

Range: 400+ miles

Bike racks: three inside the vehicle

Wheelchair securement areas: two