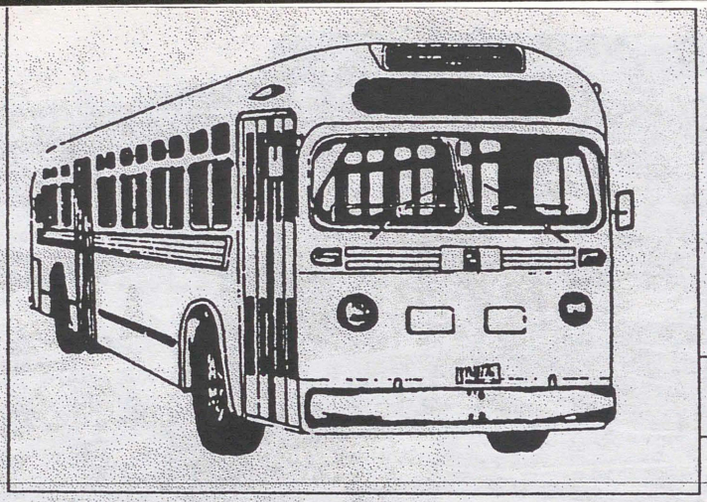


Western Transit

OCTOBER 1989 VOL. 27, NO. 10

6.9 EARTHQUAKE HITS BAY AREA

Northern California, from Santa Cruz to Berkeley was rocked by a catastrophic earthquake at 504PM on Tuesday October 18, killing over 50 people and injuring hundreds others. It destroyed freeways and a portion of the Oakland Bay Bridge, igniting fires and causing widespread damage to buildings and other structures.

The quake was centered north of Aptos in the Santa Cruz mountains which is about 10 miles from Santa Cruz.

Transportation arteries and transit systems were hard hit. A 50 foot section of the upper deck (westbound lanes) of the Oakland Bay Bridge dropped to the lower level. At least three cars were trapped. Television and newspaper photos of the bridge showed AC TRANSIT 1144 (a Flyer D901 10240) which was headed eastbound on the lower deck, stopped just short of where the upper portion came down.

It is expected that it will take three weeks to two months to reopen the bridge.

Electricity was disrupted and so BART and all of MUNI except the diesel buses were halted. Service was restored as soon as power was available.

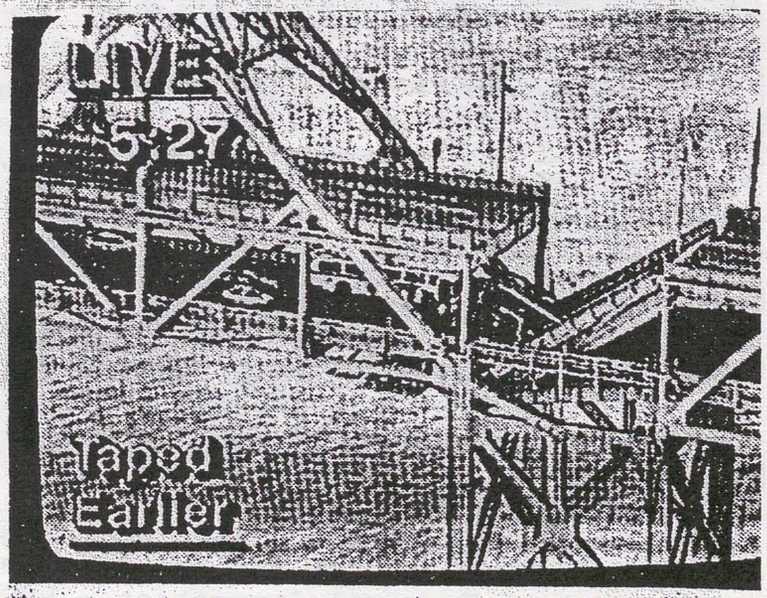
Approximately 1 1/2 mailes of the top deck of the Nimitz Freeway (I-880), between 7th and 24th Streets in West Oakland collapsed onto the lower deck trapping an estimated 200 cars and buses and killing 33 people.

The Nimitz Freeway is a major link to and from the Bay Bridge and is used by many AC TRANSIT routes. It is expected to be closed for atleast 18 months.

With the section of the Bay Bridge down the linkage between the East Bay and San Francisco was severed.

The Golden Gate Bridge and Richmond-San Rafael bridges remained open while all others in the Bay Area were temporarily closed for inspection. This allowed GOLDEN GATE TRANSIT to continue operating although with the many problems in San Francisco and the desirability to reduce traffic, some GGT routes were planned to be diverted to and from the Larkspur Ferry Terminal. GGT ferries to and from Larkspur & Sausalito and RED & WHITE FLEET ferries to and from Tiburon were going to operate on a 24 hour basis.

(Continued on Page 3)



Collapse: Photo from TV shows fallen section of the Bay Brid

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Below are decisions of or applications before the California Public Utilities Commission:

* Esfandiar Habibi dba *METRO AIRPORT SHUTTLE* has applied for authority between portions of Orange County, Southeastern Los Angeles County, Western Riverside and Western San Bernardino County & Orange County, Long Beach, Los Angeles International and Ontario Airports using a fleet of 36 new 7 & 10 passenger vans including 6 that are accessible

* David Regwan dba *ALL AMERICAN SHUTTLE* application for passenger stage on call door to door certificate between points in Los Angeles County & area airports

* Higinio Ang dba *RIDE-4-U* application for passenger stage on call certificate between points in Los Angeles and Orange Counties & Orange County Airport, Long Beach Airport and Los Angeles International Airport

* Angela Bob Travel Corp. dba *AB TRAVEL* application for passenger stage on call certificate between points in Los Angeles County & Los Angeles International Airport

* Joseph Logo dba *LOGO EXPRESS AIRPORT SHUTTLE* authorized to extend its service area and transfer psc to *LOGO EXPRESS INC* to operate between Pasadena & Los Angeles International Airport - PSC 4615

* *SHUTTLE EXPRESS INTERNATIONAL INC* passenger stage certificate between points in San Diego County & San Diego Airport - Granted PSC 5465

* *LOUNGE CAR TOURS & CHARTER COMPANY INC* authorized to transfer psc to *AIRPORT CRUISER INC* between points in Orange County & Los Angeles International Airport - PSC 5877

* Resolution suspending psc of *LUXE LIVERY SERVICE INC* for failure to pass CHP Safety & Terminal Inspection - PSC 1044



AC TRANSIT has rerouted its Transbay service to the nearest BART stations

WT STAFF FOR OCTOBER

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11112 Ivanhoe, Garden Grove, CA 92640-1133

Quake damage

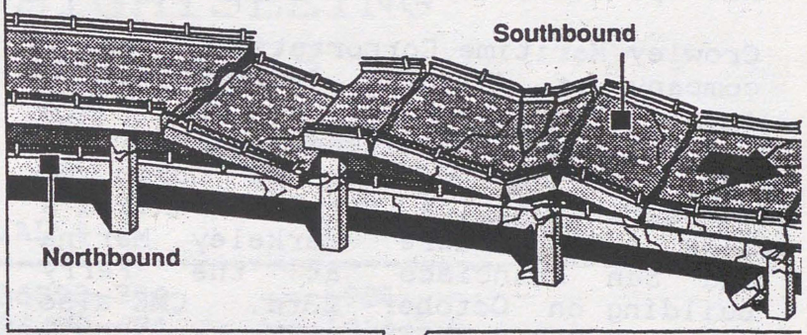
The catastrophic earthquake that rocked Northern California on Tuesday, killing hundreds as it caved in bridges and freeways, ignited fires and caused widespread damage to buildings, was the second deadliest in the nation's history. The quake, which struck during the evening rush hour, registered 6.9 on the Richter scale and was on the San Andreas fault. It was exceeded only by the 1906 San Francisco earthquake that destroyed much of the city and killed more than 500 people.

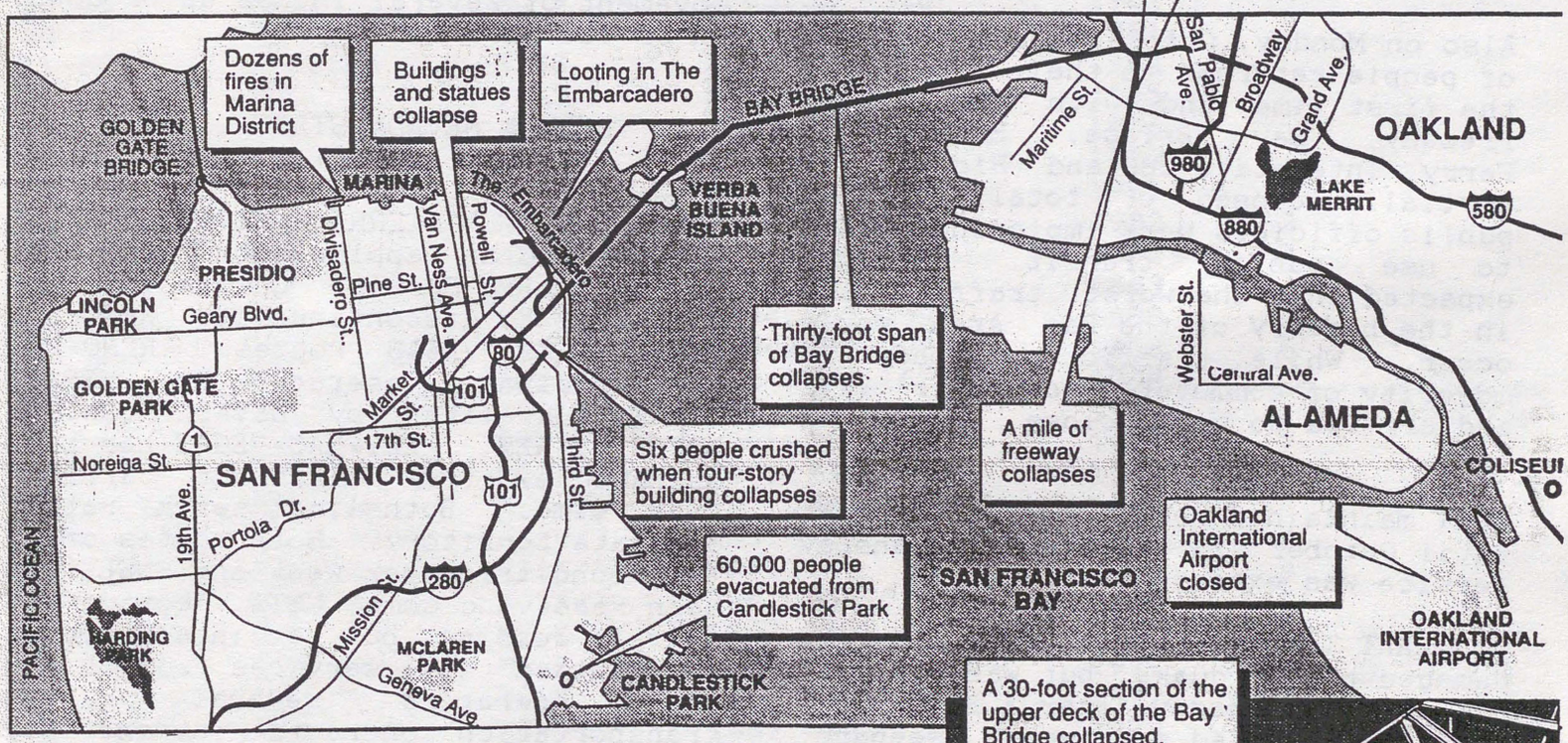
More than 100 people were crushed to death in their cars when a mile-long section of the upper level of the Nimitz (I-880) Freeway collapsed onto the lower level.

Electricity was cut off throughout much of the area and phone service was disrupted.

Sources: Register wire services

The top level of the double-decker Nimitz (I-880) Freeway collapsed onto the bottom level over a 14-block stretch just east of the Bay Bridge. Cars traveling on the lower deck were crushed.



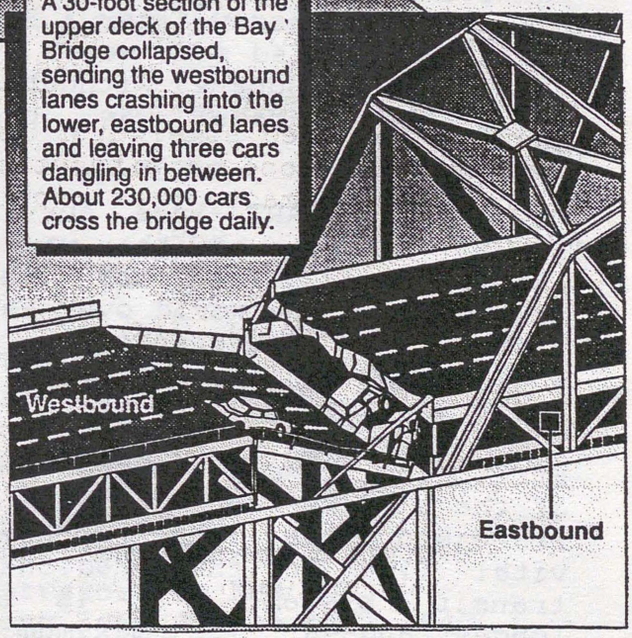


AC TRANSIT's Transbay operations were suspended with service rerouted to and from the nearest BART stations. Lines A,O,T and W are now serving BART Oakland West. Plans are being developed to allow AC TRANSIT buses to use the San Mateo Bridge as well as expand service hours to start earlier and run later.

AMTRAK suspended service on the COAST STARLIGHT and SAN JOAQUINS for two days while they checked the trackage for any problems.

Both San Francisco International and Oakland Airport were initially shut down and gradually reopened. San Francisco did suffer some damage to the control tower and runway.

A 30-foot section of the upper deck of the Bay Bridge collapsed, sending the westbound lanes crashing into the lower, eastbound lanes and leaving three cars dangling in between. About 230,000 cars cross the bridge daily.



The Pacific Garden Mall, in downtown Santa Cruz, was all but leveled by the quake. Santa Cruz was actually the hardest hit city and many of the highways leading into and out of the city have been closed due to landslides or other problems. The SANTA CRUZ METROPOLITAN TRANSIT DISTRICT's MetroCenter bus terminal is close to the mall. While the

EARTHQUAKE IN BAY AREA
(Continued)

particulars are not known, it is expected that several bus lines are not operating.

Crowley Maritime Corportation, parent company of CATALINA CRUISES which operates between Long Beach, San Pedro and Catalina Island, sent four of its 700 passenger vessels up north to inaugurate service between Oakland's Jack London Square, Berkeley Marina and San Francisco at the Ferry Building on October 23rd. CMC also operates RED & WHITE FLEET.

Also on Monday, October 23rd, legions of people returned to their jobs for the first time and with the Nimitz Freeway, Bay Bridge, Embarcadero Ferry, Interstate 280 and Highway 17 partially closed or totally closed public officials were imploring people to use public transit. It was expected that the worst traffic jams in the history of the Bay Area would occur. While traffic was bad the majority of commuters made their trips and arrived to work close to or on time.

BART maintained regular service hours until October 23 when the Transbay service was extended to 24 hours.

The BART Transbay Tube was not too damaged by the quake, but was briefly closed on Wednesday after a BART train operator reported some water seepage. The Tube was reopened without incident after the damage was pronounced minor.

How did the BART Tube survive this quake? Because of the way it was constructed. The Tube has been acknowledged the world over as one of history's outstanding civil engineering achievments since it was built in 1966.

Stretching 3.6 miles along the floor of the Bay between Oakland and San Francisco, the Tube represents the vital link in the regional rail transit system. It is both the longest and--at its maximum of 135 feet below the surface--the deepest vehicular tube in the world.

Beginning in 1959, six years before the start of construction, seismic studies were conducted, and soils data obtained to aid in design and alignment desisions. Although the tube would not cross any active geologic fault, special provisions were made in the design to make the tube flexible to absorb earthquake shocks. One such provision was to cushion the tube, shore to shore, in a trench of soft soil, gravel and mud. Another was to attach the tube to its terminal buildings at either end with flexible connections, akin to giant universal joints, which allow for movement of several inches up or down, in or out, and sideways.

SIERRA NEVADA STAGE LINES
(SNSL)

RENO,NEVADA: SIERRA NEVADA STAGE LINES filed an application with the Nevada Public Service Commission for authority to discontinue its RENO-ELY and ELY-LAS VEGAS routes. RENO-ELY was originally operated by HISKEY STAGES and later by NEVADA CENTRAL MOTOR LINES. ELY-LAS VEGAS has been operated by four different carriers over time. Both lines serve rather desolate territory. Both routes offer two round trips per week and SNSL has been receiving some UMTA Section 18 (Rural) funding, but not in an amount to maintain these services. SNSL had been operating several mining transportation contracts in the Ely area which helped to subsidize these two routes to some extent. SNSL plans to continue providing charter and tour service in the Reno/Sparks area. The firm originally proposed a one year suspension beginning August 1st, but the PSC denied the application as it was unwilling to have a one year service hiatus. Reno-Austin is handled by a turn around run two days per week. An Ely-Austin turn around operates meeting the Reno car and transfers passengers, if any. The same Ely-Austin driver then operates the Ely-Las Vegas service two days per week forming a four day work week for the Ely based driver.

ROSTER OF THE MONTH



STARLINE SIGHTSEEING TOURS

Los Angeles, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
49-50	MCI	MC-9	BP036393-394	1981	
51-52	MCI	MC-9	BP036470-471	1981	
53-54	MCI	MC-9	BP036327-328	1981	
55-60	TMC	MC-9	BR003623-628	1981	
61-62	Neoplan	N208	EB410211-212	1984	
63-64	TMC	96A3	FR005180,179	1985	
65-66	TMC	102A3	GR005595-596	1986	
67-70	TMC	102A3	HR006030-033	1987	
71	TMC	MC-9	BR002792	1981	1
72	MCI	MC-9	DP037639	1983	2
73	MCI	MC-9	CP037290	1982	3
74	TMC	MC-9	DR003903	1983	4
75-76	MCI	102C3	JP042100,099	1988	5
77-78	MCI	102C3	JP042097-098	1988	6
79-82	MCI	102C3	JP042160-163	1988	
83-92	MCI	102C3	KP042798-807	1989	
93-94	Van Hool	T-815	K2019764-765	1989	7
1001	Neoplan	N116/3	FS510789	1985	
2002-2003	Neoplan	N116/3	FS510791,790	1985	
2004-2005	Neoplan	N116/3	FS510793,792	1985	8
2006	Neoplan	N116/3	FS510739	1985	9
2007-2008	Neoplan	N116/3	FS510764,750	1985	10
4301-4302	TMC	MC-8	1347,1351	1977	11
4303-4304	TMC	MC-8	1388,1354	1977	12
4305-4306	TMC	MC-8	1317,1328	1977	13
4307-4308	TMC	MC-8	1869,1922	1977	14
4606	Eagle	AE10	CB030873	1982	15
4607	Eagle	AE10	CB030821	1982	16
4619	Eagle	AE10	30421	1981	17
4621	Eagle	AE10	CB030826	1982	18
4622	Eagle	AE10	30382	1981	19
4626-4627	Eagle	AE10	CB030959-960	1982	20
4628	Eagle	AE10	CB030963	1982	21
8175	Neoplan	N117/3	817483	1981	22

NOTES:

1. Ex Roberts Holiday Lines 631.
2. Ex ?
3. Ex Service Bus Company (NY) 936.
4. Ex Roberts Holiday Lines 641.
5. Originally delivered as 78,77.
6. Originally delivered as 75,76.
7. Leased from ABC.
8. 2004 damaged beyond repair 5/86.
9. Ex ?
10. Ex Southern Comfort (FL) 5101-5102.
11. Ex Greyhound 1004,1008.
12. Ex Greyhound 1045,1011.
13. Ex Greyhound 7721,7752.
14. Ex Greyhound 1103,1156.
15. Ex All-American (NJ) 131.
16. Ex Apple Bus (NJ).
17. Ex Starlight Charters (TN).
18. Ex Metropolitan Bus (VA).
19. Ex Long Island Limo (NY) 1040.
20. Ex Balt-Wash Airport(MD) 1247-1248.
21. Ex Arrow Charter Lines 1249.
22. Ex FunBus 8175.

THE NEW LTR CORPORATION (LTR)

LAS VEGAS, NEVADA: LTR filed for a Chapter 11 bankruptcy during the summer. The court action followed months of financial instability with the firm following a bitter drivers strike and then the loss of the lucrative Nevada Test Site home to work contract (WT 5/89). Company President Tony Fiorini quit as did Board Chairman James Pike. Personnel Director James Gibson has been holding down management. As of October 1st service on the RENO-LAS VEGAS and RENO-SOUTH LAKE TAHOE routes continues to operate. Earlier there was speculation that if LTR ceased operation between Reno and Las Vegas that GREYHOUND LINES, INC. would step in. Vehicles in the LTR fleet have been cycled between Las Vegas and Southern California for the NEW LTR CORPORATION charter operations based in Gardena. The size of the California fleet has been reduced through sales and lease of members of the fleet. Present operations are being operated by Trustees with the nephew of the late Sebastian Mikulich as operating official for the trustees.

ACTIONS OF THE NEVADA LEGISLATURE

CARSON CITY, NEVADA: The longest session of the Nevada Legislature drew to a close during the summer. Three bills which passed could be of interest to the bus man. AB 197 exempts articulated buses from limitation on length applicable to buses in general. AB 290 made various changes concerning regional transportation commissions while SB 440 eliminated certain limitations on process in proceedings before the Public Service Commission.

ACCESSIBILITY AND THE PRIVATE OPERATOR

WASHINGTON, D.C.: Arguments are currently taking place on the floor of the United States Senate as elements of the controversial Americans With Disabilities Act is debated. One outcome could be that all private sector motorcoaches would need to be accessible to the physically handicapped within six years. Although there is support for the intent of the legislation industry spokespeople are concerned that the program presently mandated could bankrupt many operators and disrupt the nation's intercity bus industry. An accessible bus is defined as one with a mechanical lift and a rest room large enough to accommodate a wheelchair. As is typical with controversial legislation there is disagreement over the cost to comply with the proposed law as well as whether all buses should be made to be in compliance or whether a representative sample of buses would meet the needs of the disabled community. It has been estimated that it will cost between $10,000 and $30,000 to either retrofit or build new buses and that the typical 47 passenger bus will lose four seats for the lift and two more for the larger restroom.

BACK TO SCHOOL BUS PROCUREMENT & LEGISLATION

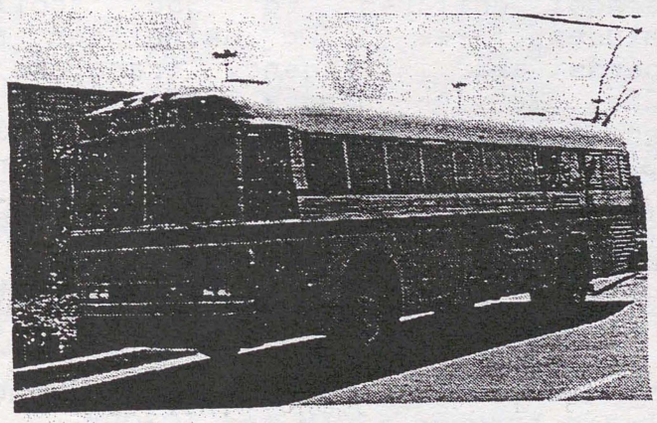
BUS PROCUREMENT - Under legislation carried by Assemblyman Richard Katz (D-Sepulveda), $60 million has been set aside to purchase, statewide, replacement buses for those made prior to 1977 when new federal bus safety standards were enacted. This program is called Money for the Safe School Bus Clean Fuel Efficiency Program. The State Energy Commission is handling the funding as the new buses will be powered by either methanol or clean burning diesel fuel. So far it is known that Los Angeles Unified School District has applied for 30 new buses and Garden Grove Unified School District has applied for 15. In the first phase of the program the Commission plans to give 15 buses each to ten districts and 58 districts have applied. Only districts using pre 1977 buses were invited to apply. In the second phase about 600 buses would be available. (Ed. Note - makes and models of buses proposed to be purchased are presently unknown).

PROCUREMENT & LEGISLATION
(Continued)

LEGISLATION - AB 319, introduced by California Assemblyman Richard Katz, would require the State Superintendent of Public Instruction to develop a model contract and guide for districts contracting for home to school transportation services. Presently, districts and county departments of education set their own standards. Nationwide, about 30 per cent of school bus service is provided by privately owned school bus contractors and the rest directly by the school districts.

CROWN COACH INCORPORATED

CHINO, CALIFORNIA: CROWN COACH INC., purchased in July 1987 by GE Credit Corporation, has redesigned its Supercoach, now called the New Supercoach. This is the first time the body style has been significantly changed since the '40s. The new design includes squared up front and rear sections, adding one-third more visibility to the front windshield.



Crown Supercoach

Crown Coach sales distributors have expanded outside the state to Oregon, Washington and Hawaii.

CROWN is now concentrating on rear-engine models, but will continue to offer mid-engine buses as well. In 1989 CROWN claimed that it was the school bus manufacturer to have a methanol-powered school bus in operation. They are working with the Detroit Diesel methanol-powered 6V92.

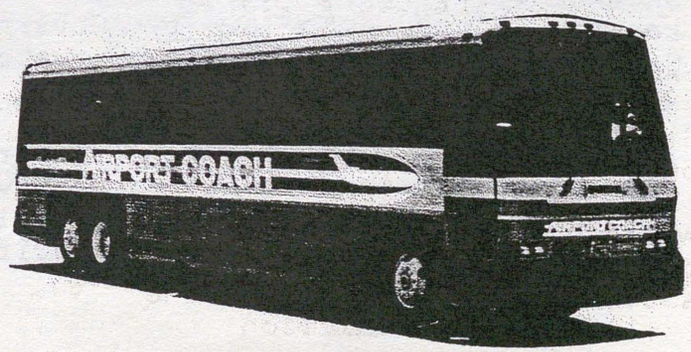
California is the only state currently pushing alternate fuel school buses.

AIRPORT COACH

(AC)

ANAHEIM: AC has filed an application with the Public Utilities Commission to establish a Zone Of Rate Freedom (ZORF) of -$5 to +$10 for its airport passenger fares between all points served on ten days written notice to the Commission. In recent years the scheduled services have experienced growing competition from the airport van shuttles with their door to door convenience (and prices two, three or four times higher). AC plans to adjust its fares as needed to remain competitive. As an example of the possible fares the present one way Disneyland-LAX fare is $10. Under the ZORF the price could range between $5 and $20.

Section 454.2 of the Public Utilities Code became effective on January 1, 1985 and allows the following: "Notwithstanding Section 454 (of the Public Utility Code), the commission may, upon application, establish a "zone of rate freedom" for any passenger stage transportation service which the commission finds is operating in competition with another substantially similar passenger stage transportation service or competitive passenger transportation service from any other means of transportation, if the commission finds that these competitive transportation services will result in reasonable rates and charges when considered along with the authorized zone of freedom.



AIRPORT COACH

(Continued)

An adjustment in rates or charges within a zone of rate freedom established by the commission is hereby deemed just and reasonable. The commission may, upon protest or on its own motion, suspend any adjustment in rates or charges under this section and institute proceedings pursuant to Section 491".

On August 2nd AC revised some of the July changes (WT 9/89). The service through Buena Park, La Mirada and Long Beach Airport was changed into two alignments-DISNEYLAND-BUENA PARK-LONG BEACH AIRPORT and DISNEYLAND-BUENA PARK-LA MIRADA-LOS ANGELES INTERNATIONAL AIRPORT. The LONG BEACH AIRPORT line has eight airport bound and ten Disneyland bound trips while LAX features ten round trips on a 90 minute headway between 530AM and 700PM.

ACCESSIBLE BUSES AND PUBLIC TRANSIT

A court order requiring that all transit agencies equip new buses with wheelchair lifts (WT 5/89) has been overturned. The full U. S. 3rd Circuit Court of Appeals in a 7-2 decision said that a three judge panel erred when it decided in favor of ADAPT in their suit against the U. S. Department of Transportation. A federal regulation already requires transit agencies to make new buses accessible. The 7-2 decision lets local authorities decide how the buses shall serve the disabled, whether by accessible buses, paratransit service or a combination.

NEW CALIFORNIA LAWS AND THE BUS BUSINESS

SACRAMENTO: Four new laws were recently signed into law by Governor George Deukmejian while he vetoed one.

AB 1476 (Moore D-Los Angeles) requires for hire carriers that earn over $350,000 to report to the Public Utilities Commission specific information about their employees

AB 1640 (Filante R-San Rafael) allows passenger ferries and terminals to be eligible for funding from transit capital improvement program

AB 1373 (Hauser D-Eureka) requires that six month temporary licenses be issued to commercial drivers under special circumstances

AB 1374 (Hauser D-Eureka) allows short line railroad rehabilitation projects to be eligible for transit capital improvement programfunding

The vetoed bill, SB 1273 (Robbins D-Van Nuys) would have prohibited construction of any mass transit guideway other than a subway through portions of the San Fernando Valley.

CULVER CITYBUS (CCB)

CULVER CITY: The City Council approved fare changes effective last July 1st which were expected to produce $185,000 additional in revenues. The basic fare of 50c was left intact while the rate for seniors and disabled was increased to 25c, for school children to 35c, college student fares to 50c using ten ride cards and interagency transfers to 25c. Service changes became effective on September 11th. Line 1-WASHINGTON BOULEVARD was increased to a 15 minute headway on weekdays between 600AM and 700PM. Line 3-CROSSTOWN service hours have been extended to 1030PM on weekdays while Line 6-SEPULVEDA BLVD had Saturday frequency increased from hourly to 40 minutely on Saturday and had Sunday service added on an hourly basis between 630AM and 1030PM.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The 1100 series three axle Neoplan suburban buses were returned to service starting in August and a number of equipment shuffles have since occurred. 1100s are now assigned: 1100-1107 to D 13 on 149 and 496, 1108-1145 to D12 on 149, 444,

RTD
(Continued)

445, 456 and 457, 1146-1148 to D1 on 496, 1149-1179 to D4 on 460, 462 and 466, 1180-1183 to D8 on 427 and 1184-1189 to D16 on 480.

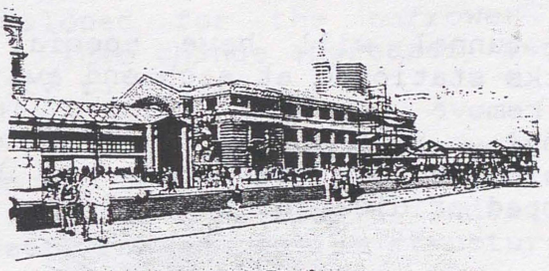
The number of active "New Look" buses (defined for this purpose as built prior to 1979 with or without lifts) now numbers 134. The group includes 21 1000s (D8), 9 3000s (D16), 5 31/3200S (D9), 5 7300s (D3), 53 8000s (D8 & 15) and 41 4300s (D3). The contingency fleet includes some 7400s as well as some of each of the other groups except the 4300s.

The thirty methanol powered RTS buses (1970-1999) entered service during June and are based at Division 1. Initially they were assigned only to Line 16-WEST THIRD STREET but with the fall Shake Up they have been divided between Lines 16, 18, 30/31 and 66/67. The buses are very similar to other RTS units but these have large blue decals reading "Methanol" on all four sides and a fluted grill behind the last side window which caused the fleet numbers placed there to be reduced in size.

The California State Supreme Court action against further expansion of FOOTHILL TRANSIT (9/89) caused Line 187-PASADENA-POMONA VIA FOOTHILL BLVD not to be transferred on September 25 as planned. Line 187 is considered regional in nature and that has been one of the issues in the case - what is a local line versus a regional line and whose responsibility is each ? The line is still operated by RTD from Divisions 9 and 16 using 7500 series Grumman 870s.

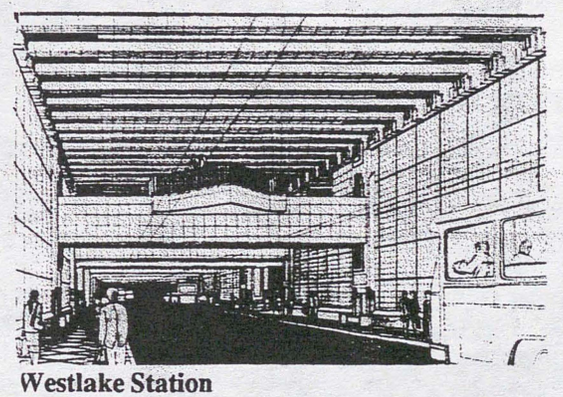
SEATTLE METRO TRANSIT
(METRO)

SEATTLE, WASHINGTON: NEW is Line 154 EXPRESS which offers fast weekday service between Boeing's Kent Space Center and stops along East Marginal Way such as Boeing's Duwamish Office Center, Developmental Center, Plant II, Kenworth and North Boeing. Weekday morning and afternoon service is offered.



International District Station

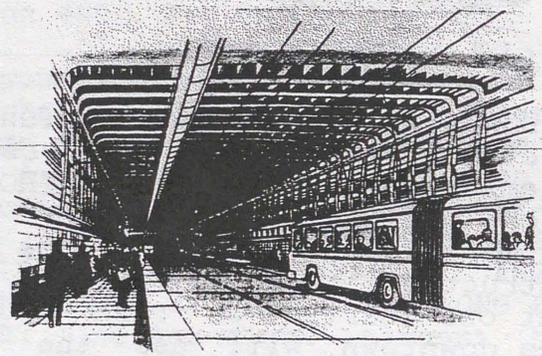
The Downtown Seattle Transit Tunnel is expected to open for business next September. At that time METRO will restore bus routes to their former alignments (changes due to construction). 33 different lines, about one quarter of rush hour bus trips downtown, will use the tunnel which will be open on weekdays between 500 AM and 700 PM and between 1000 AM and 600 PM on Saturday. When the tunnel is closed buses normally scheduled to use such will operate in both directions along Third Avenue. METRO is purchasing a fleet of 236 Breda (of Italy) specially designed dual power buses to operate in the tunnel, the first of many such units METRO is planning to buy. The buses will operate as diesel buses on streets and highways and as trolley buses while in the tunnel. There will be five stations along the length of the tunnel, each designed to reflect and complement the neighborhood it serves. Bus lines using the tunnel are expected to traverse the downtown area in about eight minutes as compared to the 20-25 minutes it requires today.



Westlake Station

SEATTLE METRO
(Continued)

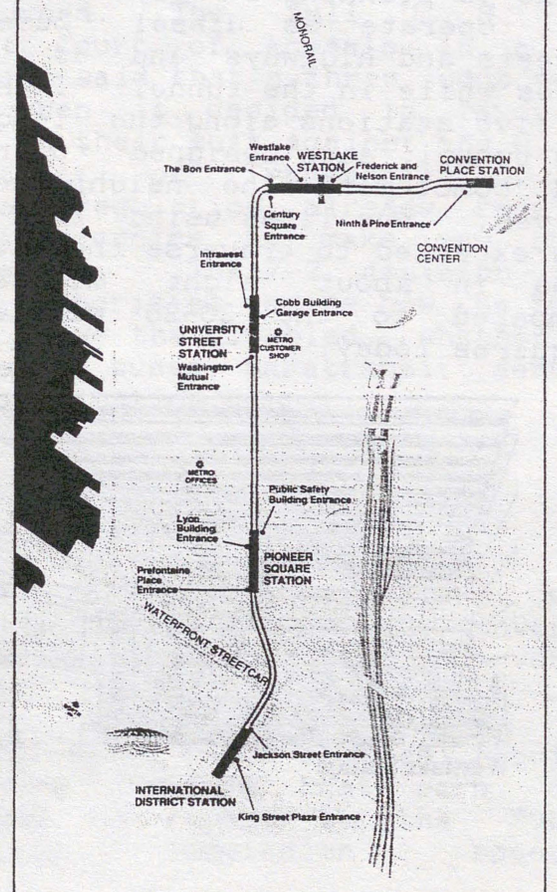
The tunnel will have special tow trucks stationed at each end available to remove any bus stalled in the tunnel. Each station has a center passing lane so that buses can bypass stopped or disabled buses.



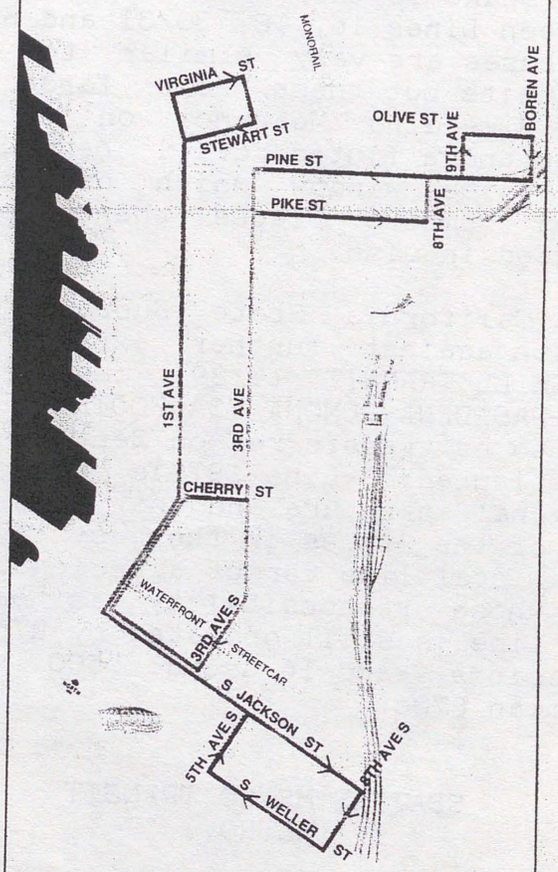
University Station

Two new downtown circulator routes are also planned - 91-FIRST AVENUE which will connect the Pike Place Market, First Avenue, Pioneer Square and the International District. 93-THIRD AVENUE will connect the Pioneer Square area with the downtown retail areas. Both 91 and 93 will operate on weekdays between 9AM and 3PM while 91 will also run those hours on Saturday.

Tunnel stations



Proposed routes 91, 93 circulators



LEGEND

— Proposed Route 93: 3rd Ave. circulator

— Proposed Route 91: 1st Ave. circulator

TMC'S NEW RTS 08

Representing evolutionary design, the latest in the RTS serires offers standard features and options never before seen on this bus.

TMC was fortunate to be able to meet the demand for the front-door wheelchair lift via a major bus bid; 491 for the Chicago Transit Authority.

The CTA bid presented major design challenges to TMC. Foremost, the CTA wanted a front-door wheelchair lift. Second was a rear window and underfloor heating with sidewall air distribution. The ducting was placed at floor level and just below the windows. The rear window offers about 12 1/2 square feet of glass area. The rear window is now an option on the as is air conditioning. The CTA did not specify air conditioning., so they are without rear-mounted A/C units altogether. There are no plans to offer air conditioning on vehicles that also have a rear window.

The wheelchair lift on the 08 is the original General Motors design with just a few slight modifications to accomodate positioning. Originally intended for rear-door use, the lift mechanism was modified for positioning and moved forward in the 08. All driving mechanicals for the lift have been incorporated up into the bus. protected by a trap door underneath.

A key dimension is that the wheelchair lift platform length has had its effective size increased about 10% when measured for the six-inch wheels used on many power wheelchairs.

The new front-door lift has its own logic system chip. Operators control the lift from their work area; they can also take an extension cord. plug it in. and operate the lift from outside the bus.

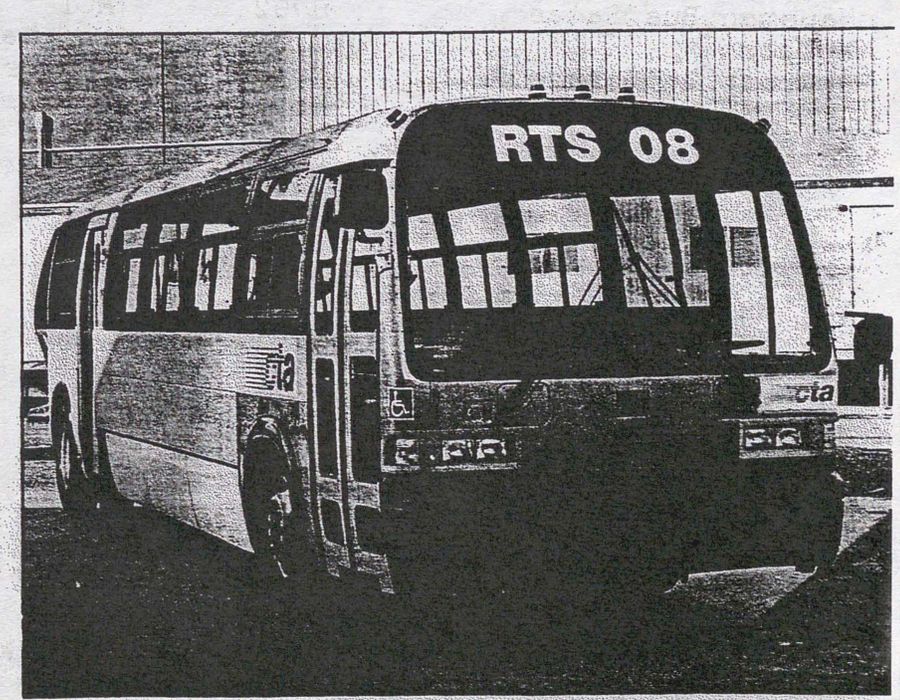
For the Chicago order. the rear-door was decreased by about one third. An 18-inch filler panel is welded into the door module to reduce it in width. New door controls had to be developed for the narrower rear door. This change increases seating capacity slightly.

A great deal of the redesign work for the 08 was concentrated on the front five feet of the bus. Indeed, the engineers redesigned the structure of the front end altogether.

The front door has been made wider by straightening the windshield pillar post and eliminating the small non-opening window. The width of the door has been increased by about 16% and the overall opening is now about 20% larger.

The lift-equipped front door Is now a slide glide door rather than the pantograph style. Simultaneous entry and exit for passengers is now possible.

NEXT MONTH MORE FEATURES OF THE NEW TMC RTS 08. INCLUDING THE CLEVER SOLUTION FOR PLACEMENT OF THE FAREBOX



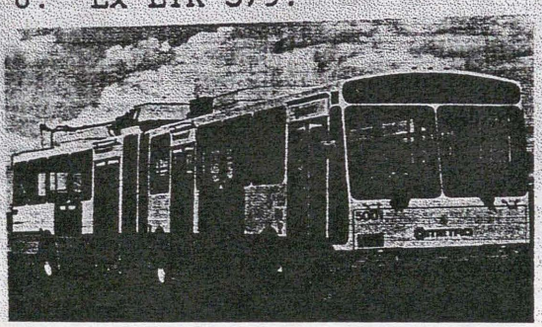
The first RTS 08 pre-production unit to be completed was scheduled for laboratory te ing on the shaker.

EQUIPMENT REPORT

PROPERTY	FLEET #	BUILDER	MODEL/SERIAL #	DATE/ NOTES
-NEW-				
Seattle Metro (WA)	5001-5236	Breda	?/?	
Riverside Transit Agency	916-918	Ford 350	Escort 158/KHA32188,-,-	1989
Monterey-Salinas Transit	700-705	Gillig	Spirit/K1090018-022	1989
Torrance Transit	?	Gillig	Spirit/K1090025-026	1989
Orange County Transit	8528-8542	Ford 350	El Dorado/KHB82111-125	1989
	4218-4252	Gillig	4096TBL10/K1082813-847	9/89
Autocar Jasmine (PQ)	831	MCI	102C3/KP042498	1/89
Int'l Stage Lines (BC)	957-959	MCI	102C3ss/KP042739-741	4/89
Maverick Coach Lines (ON)	780	MCI	102C3/KP042900	6/89
LADOT	67,68	National	T-30/KC188137,135	4/89
	71	National	T-30/KC188139	4/89
	79	National	T-30/KC188147	5/89
DoubleTree Hotel	None	National	T-26/KC188152	6/89
Marin Airporter	40	TMC	102A3/KR007264	8/89
Royal Coach Tours	588-589	TMC	102C3/KR007289-290	1989
-USED-				
Goldenwest Lines Inc	222	GMC	P8M4905A/1444	1
American Tour & Leasing	014	MCI	MC-8/U30435/S10754	2
International	85	Prevost	2P9A/J1001568	3
Complete Charter Lines	314	MCI	MC-9/BP036659	4
Antelope Valley Bus	1208	TMC	102A3/GR005487	5
San Diego Mini Tours	802	MCI	96A3/FP040347	6
Shangrila Express	777	MCI	MC-9/	7
All West Coachlines	313-314	AM General	10240B/000538,546	8
	315-316	AM General	10240B/000557,561	9
	317-318	AM General	10240B/000564,580	10
-DEMONSTRATORS-				
Eagle	None	Eagle	AE-15/KB075131	1989
Hausman Bus Sales	8902	MCI	102C3ss/KP042647	3/89
Neoplan	1189	Neoplan	AN112/3/KL013117	1989
Prevost Le Mirage XL	None	Prevost	2P9L/K1001730	1/89
	None	Prevost	2P9L/K1001949	8/89
Setra	None	Setra	S215HDH/K1030133	1989
Van Hool	None	Van Hool	T-800/K2019601	1989

NOTES:

1. Ex Safeway Lines 222.
2. Ex Tiffany Tours 4410. Originally Airport Service 4410.
3. Ex Americoach 85.
4. Ex Co-Ordinators 4921.
5. Ex Fiesta Leasing 173.
6. Ex LTR 379.
7. Ex Express Tours 777.
8. Ex TRI-MET (Portland, OR) 1012,1020.
9. Ex TRI-MET (Portland, OR) 1031,1035.
10. Ex TRI-MET (Portland, OR) 1038,1054.



One of Seattle Metro's new dual-power Breda buses. These 236 buses will operate either on diesel or electric power.