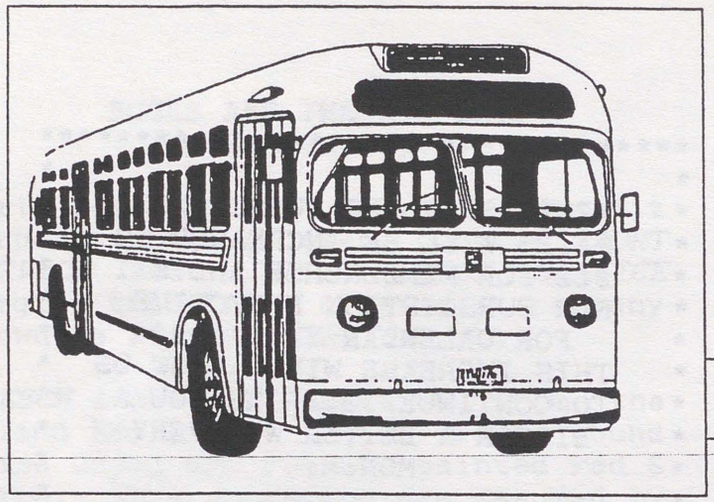


Western Transit

Monthly Publication of The Western Transit Society

VOL. 27. NO. 11 NOVEMBER 1989

GETTING TO THE AIRPORT BY BUS OR BY VAN?

Airport bus service in Southern California has been around for many years. At one time in history most service was operated between LAX, (originally situated on Century at Airport Blvd., east of the current airport which was opened in 1962) and downtown Los Angeles, Hollywood, the Wilshire District and Beverly Hills - then the centers of population and business. Service was also operated to Pasadena, Long Beach and, after the opening of Disneyland and the subsequent 'boom' in Orange County, to Anaheim and a few other cities in Orange County.

Other airports in the region offered commercial flights-Long Beach, Lockheed Air Terminal in Burbank (today known as Glendale-Burbank-Pasadena Airport), Santa Ana Airport (later Orange County Airport and now John Wayne Airport) and the youngest of the group, Ontario International Airport.

Some level of bus service has been provided at each of these airports. However, because of the proximity to the tourist attractions in the Anaheim/Disneyland area, only OCA has ever been able to sustain more than a token amount of service.

Over the last five years door to door airport van service has increased from just a few vans serving Orange County in 1968 to over 50 carriers throughout Los Angeles, Orange, Riverside, San Bernardino, San Diego.

In the next two issues of *WT* we will review the numerous bus and van operations in Southern California. This month will be Part 1 on the bus operations and Part 2 next month on the van operations.

PART 1 - BUSES AND THE AIRPORTS

AIRPORTRANSIT was the largest of the carriers involved serving LAX from the San Fernando Valley, Santa Monica, Westwood, Beverly Hills, Hollywood, the Wilshire District and downtown Los Angeles.

Various models of Flxible intercity buses were the mainstays of the fleet.



Beginning in July 1968 with the opening of the first off-airport parking lot, then known as the VSP Lot *(Very Special Parking)* near 111th & La Cienega, *AIRPORTRANSIT* began serving lots with a fleet of small buses labeled *Satellite Transport*.

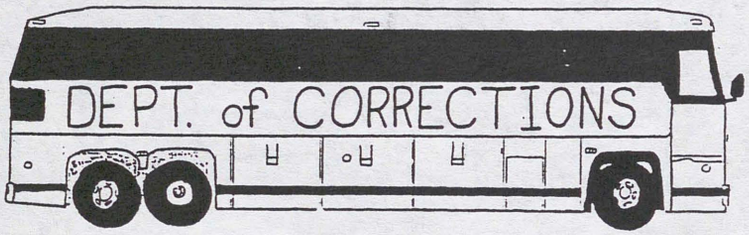
AIRPORT SERVICE INC operated from Pasadena and Long Beach while *AIRPORT COACH SERVICE* operated from a number of Orange County cities as well as operating to and from Orange County Airport beginning in October 1965.

PUBLIC UTILITIES COMMISSION
(PUC)

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

* *MARIN AIRPORTER* granted authority to establish a Zone Of Rate Freedom of no more than $2 above or below present rates between all service points

* *SANTA CLARA COUNTY TRANSIT DISTRICT* granted authority for exemption from provisions of General Order 26-D Section 9.2 related to operations of Historic Streetcars on the light rail line



Below are three corrections for the *STARLINE* roster published last month:

* 73 is ex Roberts Holiday Lines 641.
* 74 is ex Service Bus Company (NY) 936.
* 8175 is a Neoplan N122/3, not a N117/3.

****
*
* MEMBERSHIP AND SUBSCRIPTION *
* RATES WILL BE INCREASED TO *
* $12 FOR MEMBERSHIP AND $11 *
* FOR SUBSCIPTION EFFECTIVE *
* FOR CALENDAR YEAR 1990. *
* THIS INCREASE WILL ALLOW US *
* TO CONTINUE TO BRING YOU A *
* BIGGER & BETTER WT EVERY *
* MONTH. *
*
****

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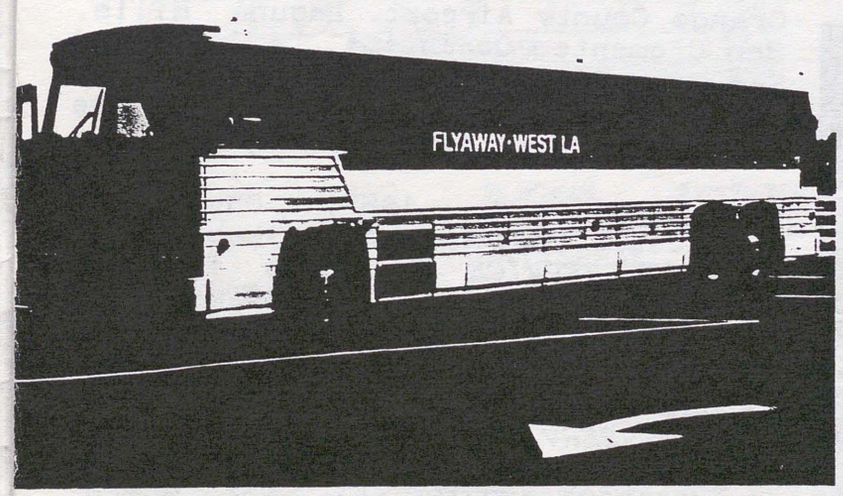
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BUSES AND THE AIRPORTS
(Continued)

Early in 1970 the American Transit Corporation purchased both *AIRPORT SERVICE* and *AIRPORT COACH SERVICE* merging them into a single company known as *AIRPORT SERVICE INC.*

ROESCH LINES INC operated from the Inland Empire to LAX - four round trips using GMC PD4103s painted red & white. This operation was assumed by *AIRPORTRANSIT* on March 24, 1965 by extending its POMONA-COVINA-EL MONTE-ALHAMBRA-LAX route.

VENTURA COUNTY TRANSPORTATION COMPANY began in the early 1970s connecting Ventura, Oxnard and other cities & LAX using one Flxible Clipper painted brownish/gold, but by February 1974 was purchased by *AIRPORTRANSIT*. In July 1976 Air Crew Transit dba *GREAT AMERICAN STAGELINE* who was operating between Thousand Oaks & LAX purchased *AIRPORTRANSIT* operating rights in the area *GREAT AMERICAN STAGELINE* is operating today, between Santa Barbara County, Ventura County and the Conejo and San Fernando Valleys & LAX with a fleet of seven 1985 MCI 102A3s along with a few older MCIs.



In July 1975, the City of Los Angeles-Department of Airports (DOA) began a long distance park & ride airport service between the Van Nuys *Flyaway*. *AIRPORTRANSIT* received the initial contract to operate the line using a fleet of DOA owned Neoplan intercity buses. Later *GRAY LINE OF LOS ANGELES* was awarded the contract and now *THE AVIS CORPORATION* now operates this service. The fleet has included MC-8s, MC-9s and now 102A3s painted in the DOA colors of white with light green and blue stripes.

During the late 1960s and through the mid 1970s all of the carriers were applying for extensions or new routes, about half of which were successful and stayed.

On December 1, 1976 *AIRPORTRANSIT*, a subsidiary of the San Diego based Westgate-California Corporation along with seven taxi operations and *AIRPORTER* of San Francisco, were all shut down following the lapse of personal liability and property damage insurance. None of the subsidiaries operated again. *GRAY LINE OF LOS ANGELES* was retained by the DOA to operate the *Flyaway* service using a fleet of their own buses. The *SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)*, at the request of the Los Angeles City Council, began airport bus service on December 2, 1976 serving Los Angeles, Wilshire, Hollywood, Beverly Hills, Santa Monica, San Fernando Valley and the Inland Empire. Although service was rearranged several times *RTD* provided service using a fleet of 3000 series GMC S8M-5303As and 5600 series Flxible suburbans through September 1979. Both *GRAY LINE OF LOS ANGELES* and *AIRPORT SERVICE INC* applied to the PUC for airport routes.

In 1977 and 1978 *RTD* also established two routes serving Burbank Airport. This experiment ended after six months much like an *AIRPORTRANSIT* service in 1970 and 1971.

On August 26, 1979 following the signing of an agreement between *AIRPORT SERVICE INC* and *RTD*, *AIRPORT SERVICE INC* began operating the LAX service over routes once operated by *AIRPORTRANSIT* and immediately prior by *RTD*. Over the years many adjustments were made to both routes

BUSES AND THE AIRPORTS
(Continued)

AIRPORT SERVICE INC reduced all service to the Long Beach area to only Long Beach Airport.

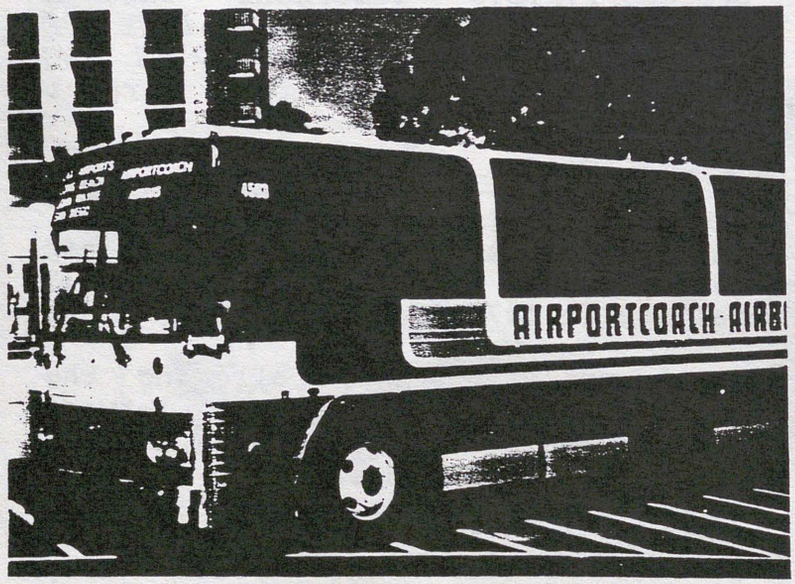
Initially, the *AIRPORT SERVICE* buses were painted white and light lue with red trim. They were later repainted dark blue with white trim and lettering 'AIRPORT SERVICE *The Airport Bus*'



In July 1981, *AIRPORT BUS OF BAKERSFIELD* begain operations between Bakersfield, Valencia & LAX with some service to Burbank Airport starting in November 1982.

Between September 1981 and October 1983, *AIRPORT SERVICE INC* operated a second *Flyaway* service using five of their own MCI MC-8s.

Also in October 1983, *PINETREE SERVICE CORPORATION* dba *AIRPORTCOACH* began service between Palm Springs, Ontario International Airport and LAX with plans for extension to Palm Desert in September 1984 and a stop in San Bernardino in October 1984.



In March 1984, *YELLOW BUS COMPANY* (San Clemente-Camp Pendleton) was granted authority to institute airport service between San Diego Airport, La Jolla, Oceanside, San Clemente, El Toro, Orange County Airport, Long Beach Airport & LAX with one daily round trip. In August 1984 the certificate was transferred to *PINETREE SERVICE CORPORATION'S AIRPORTCOACH.*

Beginning in April 1984, two new operators appeared on the airport scene in Orange County - *LOUNGE CAR TOURS* and *FUNBUS SYSTEMS.*

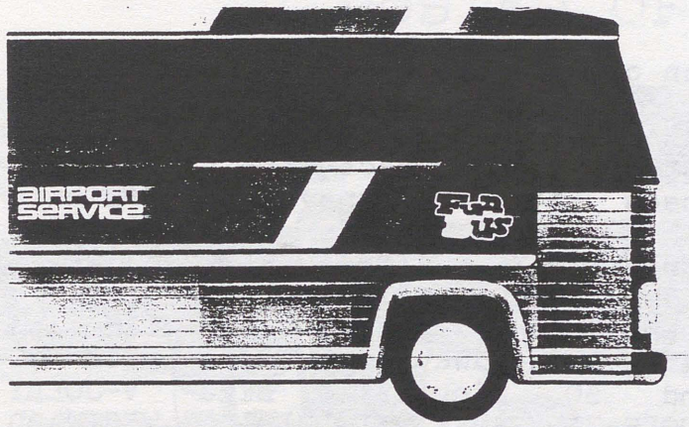


For the next two years *AIRPORT SERVICE, LOUNGE CAR TOURS* and *FUNBUS SYSTEMS* spent a lot of time and money filing petitions before the PUC and bringing court cases against one another. By the spring of 1987, all three firms were still operating, still fighting and apparently proving the adage the *'competition is alive and well'* in Anaheim.

On November 20, 1985 *PINETREE SERVICE CORPORATION'S AIRPORTCOACH* began an expanded airport operation between LAX, Long Beach Airport, Orange County Airport, Laguna Hills, San Clemente, Oceanside, La Jolla and San Diego Airport with eight daily round trips with service to the Anaheim area to come later.

On April 20, 1987, Chromalloy American Corporation's subsidiary *AIRPORT SERVICE INC* was sold to *FUNBUS SYSTEMS INC* for $5 million. Most of the *AIRPORT SERVICE* and *FUNBUS SYSTEMS* competiive routes were merged and *FUNBUS SYSTEMS* aquired 23 *AIRPORT SERVICE* buses and applied the *FUNBUS SYSTEMS* rainbow colors over the *AIRPORT SERVICE* blue and white. Overnight *FUNBUS SYSTEMS AIRLINK* went from 6 buses to 29 buses.

BUSES AND THE AIRPORTS
(Continued)



FUN BUS
AIRLINK AIRPORT SERVICE

On August 1, 1987, *PINETREE SERVICE CORPORATION'S AIRPORTCOACH* after a three month shutdown, inaugurated new airport bus service linking LAX, Long Beach Airport, Anaheim/Disneyland area, Orange County Airport and Laguna Hills with on call van service in the Anaheim & Buena Park area. The Anaheim/Disneyland terminal was at the Princess Alacante Hotel. In the spring of 1988 vans were being used instead of buses as business was light.

In late 1987 *LOUNGE CAR TOURS* filed application to operate between LAX, Buena Park, Anahem and Orange County Airport.



In May 1988 *FUNBUS SYSTEMS* discontinued its LAX-WILSHIRE DISTRICT and LAX-UNIVERSAL CITY-HOLLYWOOD routes while expanding some of the Orange County operations.

Also in May 1988, *PINETREE SERVICE CORPORATION* filed an application with the PUC to transfer its *AIRPORTCOACH* certificate to *GROUND SYSTEMS INC* dba *AIRPORT COACH* (Now spelled as two words instead of one). *PINETREE SERVICE CORPORATION* was phasing itself out of the passenger transportation business. The new *AIRPORT COACH* was operating the DISNEYLAND-LAX, DISNEYLAND-ORANGE COUNTY AIRPORT, DISNEYLAND-BREA-ONTARIO AIRPORT, PALM SPRINGS-LAX routes with buses and on call van service in the Anaheim area. The terminal was moved to the Anaheim Hyatt Hotel (now the Anaheim Plaza Resort Hotel). *FUNBUS SYSTEMS* filed an application with the PUC to have *GROUND SYSYEMS' AIRPORT COACH* cease & desist as they were operating expanded service without authority.

In the summer of 1988 *FUNBUS SYSTEMS* sold its tour bus routes to *TIFFANY TOURS* of Los Angeles and also discontinued some of the airport operations.

On October 3, 1988 *GROUND SYSTEMS' AIRPORT COACH* assumed portions of *FUNBUS SYSTEM'S* airport operations (DISNEYLAND-LAX, DISNEYLAND-ORANGE COUNTY AIRPORT & LAX-PASADENA-MONROVIA) incorporating *FUNBUS SYSTEMS* and *AIRPORT COACH* into one operation, also leasing 6 of the *FUNBUS SYSTEMS* buses (ex *AIRPORT SERVICE* buses) to augment its fleet of 12 TMC MC-8s.

LOUNGE CAR TOURS began service on February 4, 1989 between Buena Park, Anaheim & Orange County Airport. After suits by *GROUND SYSTEMS' AIRPORT COACH*, the service was suspended in April 1989. PUC hearings on the original application were held last month (October 1989) but no decision has yet been reached.



BUSES AND THE AIRPORTS
(Continued)

GROUND SYSTEMS' AIRPORT COACH has made a number of service changes, both expansions and contractions, over the last several months and is presently leasing seven former LTR buses from Fiesta Leasing in Gardena (See Roster of the Month, September 1989). Routes now include LAX-LONG BEACH-DISNEYLAND, DISNEYLAND- ORANGE COUNTY AIRPORT and LAX-PASADENA routes and two Anaheim area shuttle routes.

LOUNGE CAR TOURS has transferred its PSC to *AIRPORT CRUISER INC* and is operating 21 daily round trips between Disneyland and LAX using a fleet of 10 Eagle AE10s painted silver with maroon lettering.

GROUND SYSTEMS' AIRPORT COACH and *LOUNGE CAR TOURS AIRPORT CRUISER* have filed a number of suits against each other.

Ferrying passengers to and from the airports is a growing business, but the share for the buses is declining as they are being supplanted by the ever increasing number of shuttle van services.

AIRPORT COACH

ANAHEIM: October 22nd brought a number of service changes to the area's largest airport bus operator. The DISNEYLAND-LAX route (requires 9 buses) increased its' Disneyland area stops to include Sheraton Anaheim, Howard Johnsons, Penny Sleeper Inn, Grand Hotel, Hilton, Marriott and Disneyland at AC Terminal. Some trips were routed thru Long Beach Airport and others via Buena Park Holiday Inn replacing DISNEYLAND-BUENA PARK-LONG BEACH AIRPORT and DISNEYLAND-BUENA PARK-LA MIRADA-LAX routes. On call van service, using the 801-808 series Ford Econoline vans, is available between La Mirada Holiday Inn and Buena Park. The DISNEYLAND-ORANGE COUNTY AIRPORT line van circulators were replaced by two fixed routes, one using a bus and the other a van, usually Dodge Wide One #809. These connect with the airport buses at the Disneyland terminal. Line B-INN AT PARK-QUALITY INN-HOLIDAY INN-ANAHEIM PLAZA RESORT-RAMADA MAIN GATE operates twenty one trips between 410AM and 845PM on headways varying between 30 and 60 minutes. Line V-JOLLY ROGER-ZABYS-MARIOTT-IBIS- WESTWARD HO-DESERT PALM has twenty four trips between 410AM and 955PM on a 45 minute headway. The PASADENA and PALM SPRINGS routes remained unchanged.

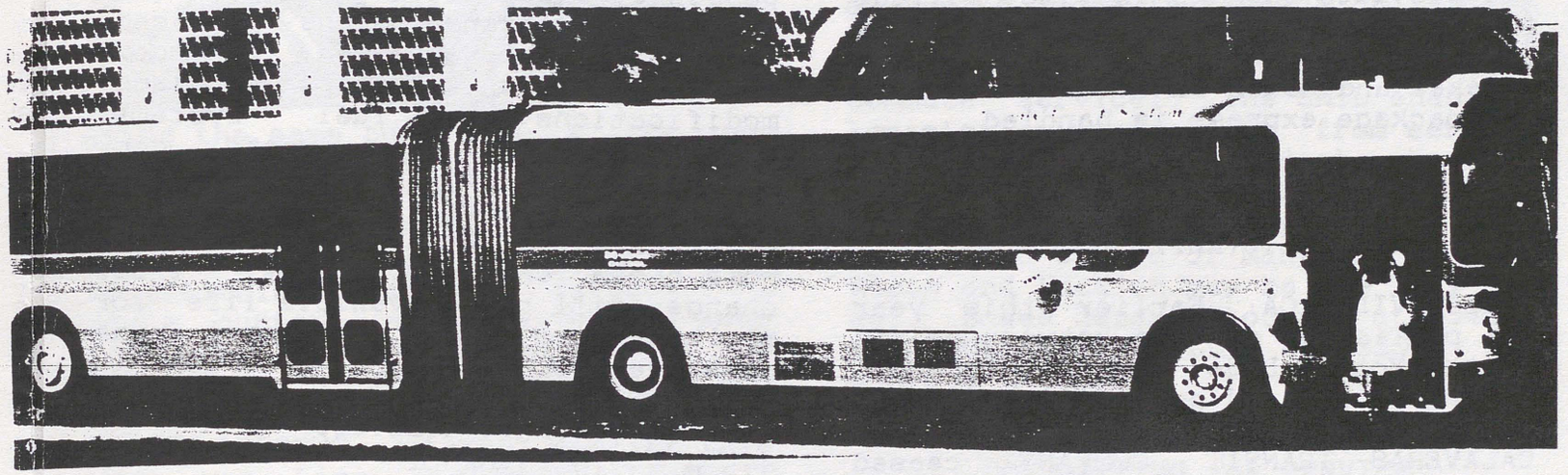
AMERICAN TOUR & LEASING
(AT&L)

WESTMINSTER: AT&L has acquired the former SPECIALITY TOURS and renamed it SPECIALTIES FUN BUS TOURS. SFBT now operates the eight tours formerly operated by TIFFANY TOURS which it acquired in September 1988 with the takeover of the Tour Division of former FUN BUS SYSTEMS, INC (WT 9/88). TT is presently not operating (WT 8/89). The tours include GRAND TOUR, UNIVERSAL STUDIOS, LOS ANGELES/HOLLYWOOD, SAN DIEGO/SEA WORLD, SEA WORLD/SAN DIEGO ZOO, SAN DIEGO ZOO, TIJUANA and LAS VEGAS. Tours continue to depart from the Grand Hotel in Anaheim with courtesy pick up and delivery in the area. At least one TT bus (#4410) and now AT&L 014 has been spotted although it is believed more buses were transferred.

TRUCKEE-TAHOE SHUTTLE
(T-TS)

TRUCKEE: TTS is a new company which started operations on August 21st. Service operates between Truckee (Greyhound Depot) and South Lake Tahoe via Crystal Bay and Incline Village. Service within the State of Nevada carries the notation that local service is not permitted - evidently TTS does not hold Nevada PSC authority. The schedule details

ROSTER OF THE MONTH



PHOENIX TRANSIT SYSTEM

Phoenix, Arizona

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
3501-3515	TMC	T70206	KR826090-104	1989	
4401-4415	GMC	T8O204	BV811640-654	1981	
4416-4433	TMC	T8O206	JR825322-339	1988	
4434	TMC	T8O206	KR825872	1989	1
4435	TMC	T8O206	KR826044	1989	1,2
4501-4537	GMC	T8H203	368-404	1979	
4538-4560	GMC	T8O204	BV820849-871	1982	
4701-4715	Flxible	53096-8-1	57692-57706	1973	
4716-4740	Flxible	53096-8-1	57908-57932	1973	
4741-4755	Flxible	53096-8-1	59624-59638	1975	
4756	AM General	9640A-8	0206	1975	
4757-4787	AM General	9640A-8	0175-0205	1975	
4788	AM General	9640A-8	0174	1975	
4801-4866	Flxible	40102-6T	DD095334-399	1983	
4867	Flxible	40102-6T	DD095420	1983	
5101-5115	AM General	9640A-8	0207-0221	1975	
7001-7020	AMG/MAN	SG220-18-2	298 0230-0298	1978	
7021-7032	MAN	SG310-18-2	EC160647-658	1984	3
7033-7035	MAN	SG310-18-2	EC290659-661	1984	4
7036-7056	MAN	SG310-18-2	FC920956-976	1985	5

NOTES

1. Methanol.
2. Conflicting serial number with SCRTD methanols. Accuracy is being checked.
3. Full serial numbers are EC160647-270658. Numbers increase in two places.
4. Full serial numbers are EC290659-310661. Numbers increase in two places.
5. Full serial numbers are FC920956-120976. Numbers increase in two places.

TRUCKEE-TAHOE SHUTTLE
(Continued)

terminate in Truckee at 850PM (How the bus gets back to Incline Village for the next morning's service is unknown). One way fare between Truckee and South Lake Tahoe is $15 and package express is handled.

LINK LINE TRANSIT
(LLT)

SOULSBYVILLE,CA: Earlier this year all public bus service between points in the Mother Lode country, i. e., Sonora, etc., and points in Central California was terminated when CALAVERAS TRANSIT COMPANY ceased operations (WT 6/89). LLT started up on October 1st between Twain Harte via Sonora and Jamestown into Modesto (Greyhound Depot) on a once per day round trip basis. The bus departs Twain Harte at 750AM arriving Modesto at 1000AM. The return trip leaves Modesto at 1230PM. Service operates daily except Tuesday with Sunday service by reservation only. The LLT timetable indicates service to any point in Modesto will be made by request plus every other Saturday there is an additional trip - consult agent.

LONG BEACH TRANSIT
(LBT)

LONG BEACH: Shuttle buses offering transportation between hotels, office buildings and restaurants may be zipping thru downtown Long Beach by summer 1990. LBT officials are considering running a small fleet of specialty buses on Ocean Boulevard and Pine Avenue serving the area between Alamitos Avenue and the World Trade Center.

ORANGE COUNTY TRANSIT DISTRICT
(OCTD)

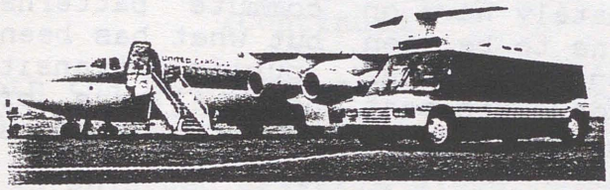
GARDEN GROVE: In a move to meet OCTD's need for more buses and to keep pace with ever increasing patronage, the OCTD Board has approved a capital budget amendment to rehabilitate 27 current OCTD buses. Each bus will cost an estimated $68,500 to rehab versus an approximate $180,000 for a new bus. The 1100 series Flxible buses, 47 passenger model 53102-8-1s, will each have their transmissions replaced, rear axles overhauled, windows replaced with tinted glass, modifications to fuel systems, installation of a front door wheelchair lift, interior and exterior aesthetic improvements, electronic signs installed and, in some cases, engines rebuilt. These changes will extend vehicle life for at least five years. Federal funds have been requested and, according to current plans, the program should take one year to complete.

SANTA ROSA AIRPORTER
(SRA)

SANTA ROSA: SRA is now operating service between six Marin County points and San Francisco International Airport. Buses depart Novato at 445AM and hourly to 945PM with return trips from SFO beginning at 630AM and hourly through 1130PM. Other Marin County stops include Marinwood, Terra Linda, San Rafael, Corte Madera and Mill Valley. SRA also operates a UKIAH-HOPLAND-CLOVERDALE-HEALDSBURG-SANTA ROSA route connecting with the main line SANTA ROSA-ROHNERT PARK-PETALUMA-SFO route. UKIAH operates four daily round trips using a Dodge Ram 350 van. Usual SRA equipment is Ford Econoline 350/Falcon T/As.

Sonoma County Transit

SANTA ROSA: Two NEW local lines were established on August 21st providing service to the Sonoma County Airport and the surrounding industrial areas. 62-SANTA ROSA-FULTON-AIRPORT and 64-SANTA ROSA-LARKFIELD-AIRPORT operate hourly on weekdays between 630AM and 1030AM and 310PM to 740PM



using the same bus, SCT # 211, an Orion II. The bus is a low floor, 22 passenger unit with wheelchair accessibility provided by a front door ramp, has one door, Sutrak air conditioning, Diamond farebox, 2 piece curtain signs with a rear electronic sign by Vultron. The bus is painted in a special white and dark blue scheme and is labeled COUNTY AEROBUS. Started earlier this year was Line 28-GUERNEVILLE-MONTE RIO LOCAL using one small bus. The line serves five different areas of the Russian River community, each on an approximate two hour headway between 830AM and 600PM on weekdays.

GOLDEN GATE TRANSIT

SAN RAFAEL: NEW peak hour Route 72-SANTA ROSA-ROHNERT PARK-SAN FRANCISCO has been established assuming former 74 trips which operated non stop between Rohnert Park Expressway and Golden Gate Toll Plaza and added two afternoon northbound trips. 74-SANTA ROSA-SANTA ROSA AVENUE-ROHNERT PARK-PETALUMA-SAN FRANCISCO, officially designated as a commute hour route, now has two morning southbound trips departing downtown Santa Rosa at 830AM and 930AM arriving San Francisco (Main and Folsom) at 1027AM and 1127AM respectively. The first afternoon northbound trip departs San Francisco at 206PM.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMART)

STOCKTON: SMTD is currently exploring stops in Manteca and Tracy on its two trips per weekday STOCKTON-LAWRENCE LIVERMORE LABS commute service. The SMTD enabling legislation prevents it from serving San Joaquin County residents who live outside the district's boundaries. A joint powers authority with the County and cities of Manteca, Tracy, Ripon and Escalon may be the way to go. Buses depart Stockton at 540AM and 640AM and the LLL at 330PM and 430PM.

CONTRACTING FOR SERVICE IN SAN DIEGO COUNTY

SAN DIEGO/OCEANSIDE: The METROPOLITAN TRANSIT DEVELOPMENT BOARD is presently advertising for technical proposals and price bids for management and operation of a GASLAMP QUARTER SHUTTLE bus service utilizing four trackless trolley rubber tired vehicles with an anticipated start up date of February 4, 1990. Other service changes affecting other operators in the MTS system are also planned for that date.

NORTH COUNTY TRANSIT DISTRICT is also soliciting technical proposals and then cost proposals on a NEW fixed route service - 310-OCEANSIDE-LA JOLLA VIA INTERSTATE 5 - scheduled for implementation next January 21st. The contract would cover a period of three years with two possible one year extensions.

UPDATE ON BAY AREA EARTHQUAKE SERVICES

Public transit has taken on greater importance throughout the Bay Area as thousands more people are riding buses, trains and ferries. BART ridership is up 100%, SAMTRANS up 20%, CALTRAIN 30% and other operators reported substantial gains. Significant increases in service occurred beginning October 23rd and is continuing.

EARTHQUAKE UPDATE
(Continued)

Three additional ferry boat services were implemented on a temporary basis over those listed in WT 10/89. First is Emeryville City Harbor Ferry and two RED & WHITE FLEET operations, from Richmond Harbor and from Todd Shipyards in Alameda. The boats are all destined to the Ferry Building in San Francisco.

SAMTRANS implemented an emergency 24 hour shuttle route 3X between BART/Daly City and San Francisco Airport.

CALTRAIN extended twice a day service from San Jose to Salinas serving IBM Plant, Morgan Hill, Gilroy and Watsonville. As of November 10th the service was halted due to a dispute about who should pay for the cost of liability insurance, SOUTHERN PACIFIC or the State of California.

SANTA CLARA COUNTY TRANSIT DISTRICT established special service on Line 17 between San Jose and Scotts Valley over Highway 9 while SANTA CRUZ METROPOLITAN TRANSIT DISTRICT operated between Scotts Valley and Santa Cruz. Peak hour headway is 20 minutely with hourly midday trips.

MONTEREY-SALINAS TRANSIT initially offered free service on Lines 28 and 29 in the Watsonville area. For a period of five days Lines 28 and 29 ended in Pajaro as the Pajaro River Bridge was damaged. A free shuttle operated between Pajaro and Watsonville until the bridge reopened and 28 and 29 returned including a rerouting in Watsonville to travel through the earthquake damaged area.

AMBUS connecting service between Oakland and San Francisco was impacted as was GREYHOUND LINES service between the same points.

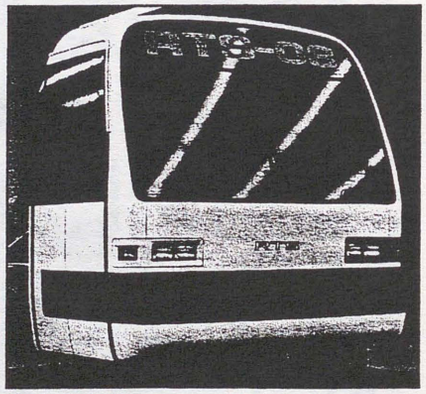
The CALTRAIN CONNECTOR (Santa Cruz-San Jose) was rerouted to use Highway 9 and a special temporary schedule was established.

The San Francisco-Oakland Bay Bridge is reopened on November 17th. What ultimately have on commute patterns remains to be seen, but what has been proven is that public transit providers can meet the challenge of moving the citizenry when the need is there.

While bridge traffic was running light, BART was carrying 16% fewer riders than recent days and the RED & WHITE FLEET ferry between Oakland and San Francisco was down about 25%.

TMC'S NEW RTS 08
Part 2

In the front area that was redesigned, a clever solution for the farebox was thought of. Engineers designed a notch which is about a foot square into the dash and inset the farebox into it. The farebox pivots in and out of the dash to provide access to the vault for servicing. This positioning also provides room for wheelchair passengers to maneuver through the vestibule area. Of course, if transit systems don't have a lift and do not worry about the maneuver-ability of the wheelchair the farebox can be mounted permanently on the floor in the standard location.



One of the first tangible forms of any new automotive undertaking is the styling department's clay model. The full size RTS 08 clay show here was developed early in 1988.

Other results of the redesign work include:

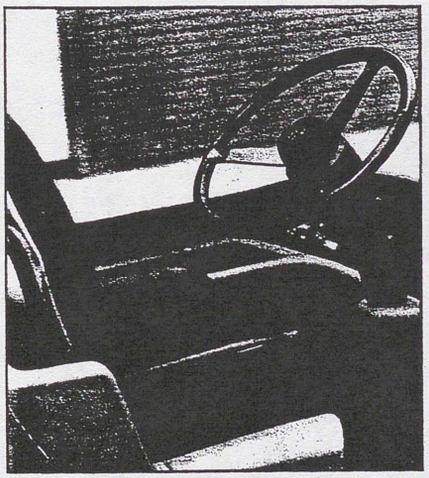
* Repositioning of the windshield and redesign of the destination sign. The combined windshield and destination sign area remains nearly the same as on the 06 model, but a change in the split of area between the destination sign and windshield has increased the

TMC'S NEW RTS 08
(Continued)

both the Luminator and Vultron signs can be accommodated.

* An enlarged driver's slide window. The small horizontal side window has been eliminated altogether and replaced with a larger vertical sliding window. The glass area of the driver's window has been increased by about 17%; the opening area of the enlarged window, compared with the optional double sliding window on the 06, now offers more than double the open area.

* A new exterior electrical access panel. Previously the panel was in the driver's environment, right behind the driver. Now, the electrical panel is located outside and below the driver's window so mechanics have access to it from outside.



Seating, instrument and control layout were developed using this full scale seating buck.

Redesign of the instrument panel and driver's controls. The design has been cleaned up and the instruments placed so they make sense.

* A new overhead storage compartment for the driver. The compartment is located immediately above the driver's seat.

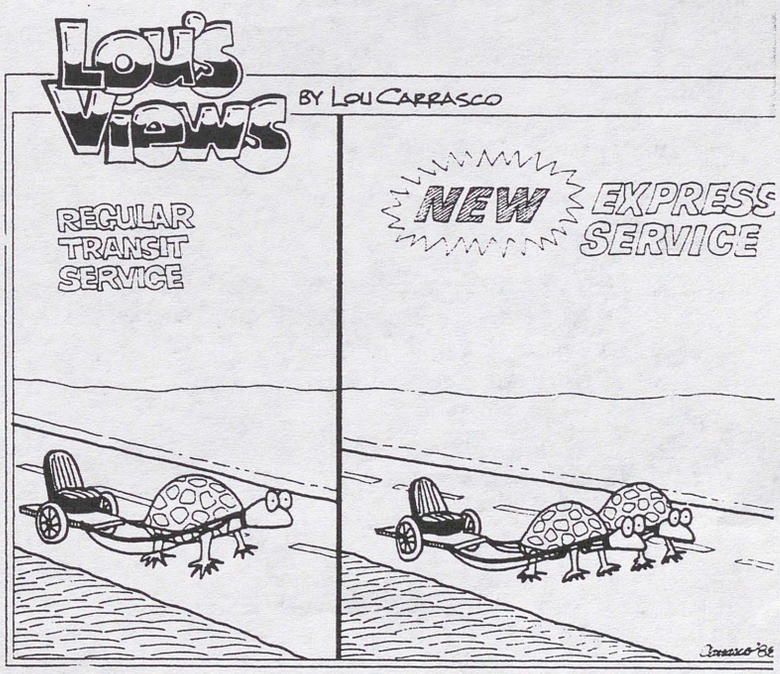
* Revised headlamp and turn signal/marker lamps.

stainless steel wheel housing, a tilt and telescopic steering wheel, and four- and five-speed ZF transmissions with retarders; CTA specified the retarders.

The Allison V-71R is standard on the coach. However, the RTS 08 series offer as on option the retarder-equipped ZF500 and ZF590 transmissions.

The incentive to move toward the ZF transmissions was precipitataed by Chicago; this option has been requested on other orders.

In addition, the driver has been provided with a sequential rotary control dial to operate the wheelchair lift. Rather than a series of switches on a control panel, a rotary dial, something like a television or radio dial, is mounted on the instrument panel. The driver merely has to turn the dial to move the wheelchair lift through its motions.





EQUIPMENT REPORT

PROPERTY	FLEET #	BUILDER	MODEL/SERIAL #	DATE/ NOTES
-NEW-				
U.S. Marine Corps-Camp Pen		Eagle	AE10/FB031590	1985
Orange County Transit	8543-8555	Ford 350	El Dorado/KHB82126-138	1989
	8556-8561	Ford 350	El Dorado/KHB95006-011	1989
Monterey-Salinas Transit	701-705	Gillig	Spirit/K1090018-022	1989
Good Life Tours (NE)	842	MCI	102A3/JP042145	1989
Nagel Coach Lines	900	MCI	102A3/JP042235	1989
Nisei Charter	1288	MCI	102A3/JP042405	12/88
Rose Transp. Co. Inc.(CT)	1050	MCI	102C3/JP042518	1989
Rustard Bus Service (MN)	R-60	MCI	102C3/KP042680	1989
H.L. Bloom (MA)	1022	MCI	102AW3/KP042868	1989
Wilson Bus Lines (MA)	5600,5700	MCI	102C3/KP042881.939	1989
Goodalls Charter Bus Srvc	47911A	MCI	102AW3/KP042989	09/89
Royal Coach Tours	598-599	MCI	MC-9/KP043047-048	10/89
Sonoma County Transit	211	Orion	02.501/K6005306	01/89
Blue Star	4512	Prevost	2P9L/K1001892	1989
Franklin Charter Bus (ON)	131	TMC	102A3/KR007057	1989
Kerrville Bus Company(TX)	55763,55768	TMC	102C3/KR007116,126	1989
North Shore Tours (MA)	891	TMC	102A3/KR007189	1989
Airport Bus/Bakersfield	119	TMC	102C3/KR007244	1989
-USED-				
Antelope Valley Bus Inc.	818	TMC	MC-9/T4/4-2193-3462	1
	1201	TMC	102A3/GR005526	2
	1208	TMC	102A3/GR005487	3
-DISPOSITIONS-				
Starline Sightseeing	4606-4607	Eagle	AE10/CB030873.821	4

NOTES

1. Ex Pacific Trailways 618.
2. Ex California Parlor Car Tours 51.
3. Ex Fiesta Leasing 173.
4. Returned back to Bus Lease.

-BIDS RECEIVED-

PROPERTY	QTY	BUILDER	MODEL
So. Cal. Rapid Transit District	44	Flxible	40102
Foothill Transit	60	Gillig	4096TB
Utah Transit Authority (UT)	66	MCI	TC40102
MARTA (GA)	151	New Flyer	D40
OC Transpo (ON)	55	New Flyer	D40
Richmond Hill Transit (ON)	14	New Flyer	
Oakville Transit (ON)	7	New Flyer	
SamTrans	40	New Flyer	D60