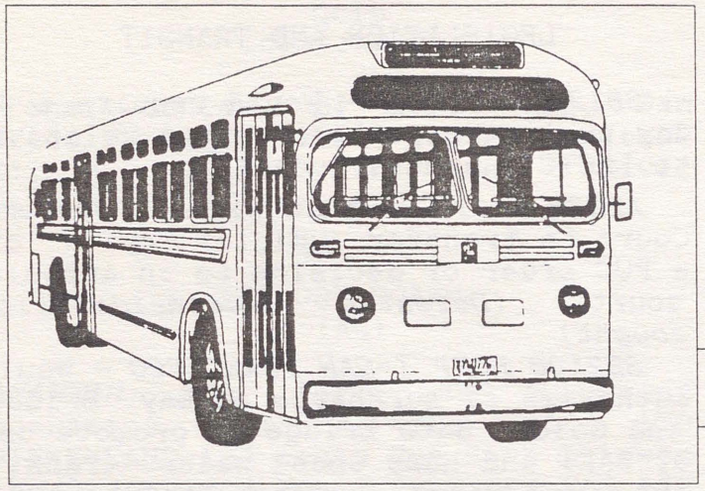


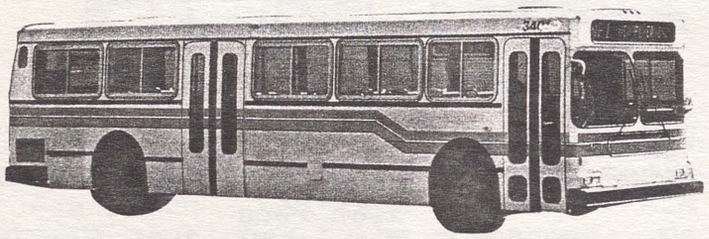
Western Transit

Monthly Publication of The Western Transit Society

VOL. 28. NO. 4 APRIL 1990

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

GARDEN GROVE: On April 16 a purchase order was issued to NEW FLYER INDUSTRIES LTD for 39 40'x102" transit buses that will be delivered before the end of the year. Money was originally expected to cover 40 units but the unit cost is $208,688.98 including spare parts. The buses, model D40-90, will feature 44 seats, Lift U wheelchair lifts, Luminator electronic signs and openable windows.



This procurement will use local rather than federal funds and was conducted by means of negotiation rather than by a low cost Invitation For Bid. OCTD contacted seven manufacturers giving them specifications and asked for responses. Three builders, New Flyer, Neoplan USA and Gillig Corporation, responded and OCTD then negotiated for amenities and prices. After discussions were closed New Flyer submitted the best prices and was able to meet the very tight December 31, 1990 delivery schedule.

The purchase of New Flyers includes several firsts - first New Flyers at OCTD although they submitted bids for the 1983 and 1988 bus purchases; first negotiated procurment for OCTD buses as all previous orders have been based on lowest price thru sealed bids and the first New Flyers in Southern California.

In addition to the rehabilitation program of 27 1100 series Flxible New Look buses including installation of wheelchair lifts *(WT 11/89)*, 11 more Flxibles will be repaired (less extensive rework) and 15 GMC RTS buses will be repowered with 6V92 engines and a number of other features including sliding windows. In addition, the two Super Bus units which have been leased since mid 1987 will be purchased. Procurement of new buses and refurbishing of existing units is required in order to provide sufficient buses to meet unprecedented ridership demand (17% increase in the last year).

On March 19th NEW Line *305-SAN JUAN CAPISTRANO-SANTA ANA*, the costs of which are partially underwritten by CALTRANS, commenced operations. The service is part of a state sponsored program to reduce cars on the Santa Ana Freeway during the next five years of road reconstruction and widening. This line operates northbound in the morning and south in the afternoon on weekdays with four trips (four buses). The Market Development line is operated by YELLOW CAB OF NORTHERN ORANGE COUNTY using four 8000 series Econoline 350/Escort 158s. Beginning at the Junipero Serra Park And Ride Lot the line operates along the San Diego Freeway, El Toro Road, Paseo de Valencia serving Laguna Hills

(Continued on Page 3)

PUBLIC UTILITIES COMMISSION (PUC)

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

- *PUMA BUS LINES* has applied for a psc between points in San Diego, Los Angeles and Alameda Counties - plans to use 2 3-axle Crowns
- Application of *MARK IV CHARTER LINES* to abandon passenger stage services to Routes 2,3,4 & 6 of its PSC 889
- Transit Management Services dba *GRAY LINE SACRAMENTO* has applied for a permanent passenger stage home to work certificate between Sacramento, Davis & San Francisco
- *SCENIC HYWAY TOURS* for hearing regarding denial of renewal of TCP pursuant to Resolution TL-18266
- *HARBOR CARRIERS INC* has filed to increase passenger fares between San Francisco & Sausalito
- Deluxe Express Service Inc dba *DELUXE EXPRESS* for psc between San Francisco, et al, & Los Angeles
- *METRO SHUTTLE INC* on call psc between points in surrounding areas & LAX, et al, airports - Granted
- Kenneth Obatusin dba *SHUTTLE TRAK* on call psc between certain points in Los Angeles County & area airports - Granted PSC 5828

LEGISLATION AND TRANSIT

- *SB1263 ROBBINS* - Would require a 30 day public inspection period relative to LACTC's annual budget
- *AB338 FLOYD* - Would permit Supreme Court to transfer judicial review of a PUC order or decision to an appeals court *(Defeated reconsideration sought)*
- *SB2100 KOPP I-SAN FRANCISCO* - Would authorize $1 surcharge on Bay Bridge and Golden Gate Bridge to promote use of BART and hope speed water transit and implement electronic toll collection and eliminate toll booths
- *SB1769 KOPP I-SAN FRANCISCO* - Would authorize the purchase of rail cars by BART through competitive negotiation rather than bid; 34-0: to Assembly
- *AB3097 LESLIE R-CITRUS HEIGHTS* - Would reguire transit buses of 1993 or later model year to discharge exaust upward or to rear above passenger compartment on left side

WT STAFF FOR THIS MONTH

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OCTD
(Continued)

Transit Center, El Toro Road, San Diego Freeway, Irvine Center/Moulton/ Edinger, Grand, 4th, Ross, Civic Center and Flower to 6th.

AIRPORT COACH
(AC)

ANAHEIM: On April 2nd AC began operating all service on the DISNEYLAND-LAX route Non Stop between the Disneyland Hotel Terminal and LAX by discontinuing service to both Long Beach Airport and Buena Park *(Ed. Note - No longer is there fixed route service at LGB but AIRPORT CRUISER is still serving Buena Park at Buena Park Hotel).* Service operates between 400AM and 910PM from Disneyland and between 550AM and 1110PM from LAX on headways ranging between 45 and 60 minutely. Anaheim's Holiday Inn was added as a stop. Six buses are required and the line has been separated from LAX-PASADENA (WT 1/90) which uses three buses. PASADENA now operates on an average 75 minute headway.



ORANGE COUNTY AIRPORT-DISNEYLAND still has hourly service with three buses and LAX-PALM SPRINGS-PALM DESERT continues to be suspended. On Call Reservation Van service is now being advertised from three areas connecting at the Disneyland terminal. Service consists of: DISNEYLAND AREA HOTELS/MOTELS (3 mile radius from Disneyland) costing adults $2 and childern $1; ANAHEIM SERVICE AREA (3-5 mile radius of Disneyland) costing $3 and $2 and BUENA PARK SERVICE AREA (5-8 mile radius from Disneyland) at $5 and $4. Previously vans were not advertised nor was there a charge for the On Call vans which serviced only those hotels and motels not served directly by the large buses.

BELLFLOWER TRANSIT SYSTEM
(THE BUS)

BELLFLOWER: Accompanied by a City Hall celebration including coverage by the local cable television station, Bellflower city fathers introduced the city's newest bus, #57 - a Chance Model VS-24 motorized trolley in ceremonies on April 3rd. This lift equipped unit joins a fleet of five including 331-334, Econoline/ Falcons and 435, a Specialty Vehicle Manufacturing trolley bus labeled BELLFLOWER TROLLEY. 57 is painted red with wood trim with THE BUS lettered in gold, an open observation deck in the rear, 22 wooden seats including one wheelchair position and Mobile Tech lift at the front door. THE BUS is a four route system established in November 1985 and operates half hourly Monday thru Saturday charging 25 cents and is funded using a share of the city's Proposition A sales tax money. It is managed by DAVE SYSTEMS, INC.



The city's other system, BELLFLOWER DIAL-A-RIDE, also funded using Proposition A sales tax proceeds, is a demand/response system offering service to Bellflower residents over 50 years old and disabled citizens of any age. Riders need to have identification cards. A 50 cent fare is charged within Bellflower. DAR also provides service within a three mile radius outside the city limits for medical purposes charging a $2 fare. Service hours are 900AM-500PM Monday thru Saturday. DAR is operated by TRANSIT CONTRACTORS and uses several small vehicles including 062, a new Econoline 350/Falcon and 811, a Dodge Ram Wide One van.





ANTELOPE VALLEY TRANSIT (AVT)

LANCASTER: The second Los Angeles County sponsored peak hour service from the Palmdale area commenced March 1st as Line 787-PALMDALE-SAN FERNANDO VALLEY EXPRESS began *(WT 3/90)*. It is operated by ANTELOPE VALLEY BUS INC. and provides two southbound trips in the morning and two northbound trips in the afternoon. Beginning at the Lockheed Park/Ride Lot at 6th Street East and Tristar Way buses travel Tristar, 8th Street East, Avenue P, Antelope Valley Freeway, Golden State Freeway, San Diego Freeway, Rinaldi, Sepulveda, Parthenia and Van Nuys to Ventura Blvd. One way fare is $4.50 with 20 ride tickets and monthly passes available at $90 and $135 respectively.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: About one half of the 54 Light Rail Vehicles have arrived and they continue to operate on the test track between Del Amo and Willow Stations. Opening day for the Long Beach-Los Angeles Light Rail Line *(METRO BLUE LINE)* will be July 16th. Demonstration rides were offered to area residents on March 17, 24 and 31. All passengers had to board and alight at the Del Amo Station and the trains ran south to Wardlow Station and north to a point just south of Artesia Station. Two car trains were used (110/112 and 122/129 operated on March 24th). RTD will operate this line once operational from the recently built light rail facility near 208th Street and the Long Beach Freeway which is now known as Division 11. *(Ed. Note - history repeats itself as RTD's predecessors had two operating divisions in Long Beach although at the same physical location in the days of Red Car operations).*

LONG BEACH TRANSIT operated a free shuttle service from downtown Long Beach using 35 foot RTS' 3516 and 3517 which have been painted in the LACTC white and blue/red stripe scheme. These buses will be used on the shuttle service between Anaheim Street Station and downtown Long Beach between the opening of service this July and December when the trains will continue to First Street and the downtown loop. The buses ran with a three line electronic headsign reading "LONG BEACH LIGHT RAIL SHUTTLE". RTD will also operate a shuttle, between the 7th & Flower Station and Pico Station, while the subway is completed.

ORANGE COUNTY TRANSPORTATION COMMISSION (OCTC)

SANTA ANA: OCTC Commissioners recently voted 4 to 3 to begin using transit funds to add lanes to the Orange Freeway and make loans to the county's tollway agencies. At the same time ORANGE COUNTY TRANSIT DISTRICT Directors voted 4 to 0 to seek a sixty day delay. OCTC as the funding agency has the final say. The votes illustrate a fundamental rift between members on each board with some favoring transit and others building more highways. The proposal will divert $26 million to add car pool lanes to the 57 Freeway, replace landscaping and build state mandated sound walls. Nearly $100 million would be loaned to the tollway agencies and CALTRANS to purchase needed rights of way for freeway expansion. These funds have been earmarked for an OCTD sponsored transitway, a barrier separated lane reserved for buses and car pools on the Santa Ana Freeway between the Garden Grove and Costa Mesa Freeways initially. The project is in the design stage and OCTD expects to draw construction money within a year.

Orange County's first commuter train is scheduled to begin on April 30th. This service, sponsored and funded by OCTC, will add one northbound morning trip beginning at San Juan Capistrano at 600AM, serving Santa Ana, Anaheim and Fullerton arriving Los Angeles at 725AM. The afternoon service, not scheduled to begin until June, will depart Los Angeles at 530PM arriving SJC at 655PM. Stations in Irvine and Commerce are presently under

(Continued on Page 7)

OCTC
(Continued)

construction and will be served upon opening. Under the program OCTC will pay AMTRAK $1.8 million per year to operate one five car train. Fares are expected to cover sixty per cent of the costs with commission money covering the rest. Special reduced rate fares will apply on these two added trains. Typical AMTRAK fare between SJC and Los Angeles is $8.80 while the special fare will be $7.02.

Proposed commuter train

The Orange County Transportation Commission will vote Monday on a proposal to bring the first commuter-friendly train service to Orange County. The daily train would offer earlier northbound service, getting commuters to downtown Los Angeles before 8 a.m., and provide early-morning service for the first time to Anaheim.

Station	Northbound	Southbound
San Juan Capistrano	6:00 a.m.	6:55 p.m.
Irvine	*	*
Santa Ana	6:22 a.m.	6:24 p.m.
Anaheim	6:32 a.m.	6:14 p.m.
Fullerton	6:42 a.m.	6:04 p.m.
Commerce	*	*
Los Angeles	7:25 a.m.	5:30 p.m.

*Times to be announced. Irvine station is set to open by June; Commerce station will open by the end of the year.

Proposed fares

The fares proposed for the new commuter rail service would be considerably lower than Amtrak's current fares. For example, Amtrak's fare from San Juan Capistrano to Santa Ana is $3.60 one-way or $150 a month, compared with $3 and $120, respectively, for the proposed commuter rail service.

Station	One-way	Amtrak* one-way	Monthly	Amtrak* monthly
San Juan Capistrano to Santa Ana	$3.00	$3.75	$120	$150
San Juan Capistrano to Anaheim	3.60	4.50	144	180
San Juan Capistrano to Fullerton	4.15	5.20	166	208
San Juan Capistrano to Los Angeles	7.02	8.80	281	352
Santa Ana to Anaheim	1.25	1.55	50	62
Santa Ana to Fullerton	2.13	2.65	85	106
Santa Ana to Los Angeles	5.20	6.50	208	260
Anaheim to Fullerton	1.25	1.50	50	62
Anaheim to Los Angeles	4.50	5.62	180	225
Fullerton to Los Angeles	3.60	4.50	144	180

*Amtrak discount fare
Source: Orange County Transportation Commission

CROWN COACH CORPORATION
(CCC)

CHINO: Crown Coach Corporation is currently building 153 fuel efficient buses as part of the Safe School Bus Clean Fuel Efficiency Demonstration Program which will establish safety and air pollution standards for future school buses *(WT 10/89)*. The group will be the newly redesigned Supercoach and include 50 methanol powered (with M85 fuel) and 103 clean diesel. The engines wil be Detroit Diesel 6L-71TAs.

Both engines have a computer microchip which will control the fuel burning process and both models will come equipped with an all electric throttle. The buses will also have six emergency/regular doors including two in the roof, flame retardant seating materials and a fire suppression system built into the engine compartment.

School districts throughout California were encouraged to apply for buses. 13 districts or consortiums were selected to receive the buses. School districts in the following areas were selected - Bakersfield, Chico, Clovis, Fresno, Garden Grove Unified, L.A. Unified School District, New Haven, Napa, Rialto, Sanger, Ventura, Victor Valley Unified and Victor Elementary.

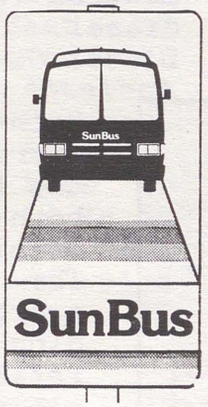
SUNLINE TRANSIT AGENCY
(STA)

PALM SPRINGS: STA made a number of route and schedule changes on September 24th, November 11th and Janaury 1st:

Line 2 - PALM SPRINGS-CATHEDRAL CITY was altered in north Palm Springs to loop via Indian, Racquet Club, Palm Canyon, Gateway, Video, Las Vegas Road and Indian and within Cathedral City rerouted north and east around the Double Tree Inn, along Vista Chino, Landau, Ramon and Cathedral Canyon to Dinah Shore Drive. Service was added on Sunday.

SUNLINE TRANSIT AGENGY
(Continued)

NEW Line 3-CATHEDRAL CITY LOCAL was added as a north/south line between Vista Chino & Landau and Cathedral Canyon & Terrace Road. Hourly service 600AM-630PM Monday thru Sunday is provided. Sunday service was added on *4-PALM DESERT-LA QUINTA* and minor reroutings occurred on three segments of the line.



Line 5-COACHELLA-INDIO now also operates on Sunday as well as from 454AM to 1026PM (the longest service span of any STA line).

Line 8-THOUSAND PALMS-PALM DESERT LOCAL
Line 9-THOUSAND PALMS-PALM SPRINGS MALL are local lines that operate less than daily to test the market. Line 8 operates on Tuesday and Thursday between 9AM and 3PM while Line 9 runs Monday, Wednesday and Friday between 9AM and 3PM.

Line 19-DESERT HOT SPRINGS-PALM SPRINGS-INDIO now has 15 minutely weekday peak hour service between Vista Chino & Sunrise and Indio.

Line 20-PALM SPRINGS-PALM DESERT had its Sunday frequency increased from 60 to 30 minutely.

Line 30-COACHELLA EXPRESS was discontinued.

Line 31-BANNING EXPRESS (one daily eastbound trip Banning to Indian Wells in the morning returning at night) was continued. This line is designed to bring hotel and hospital workers into the valley from the Banning Pass area.

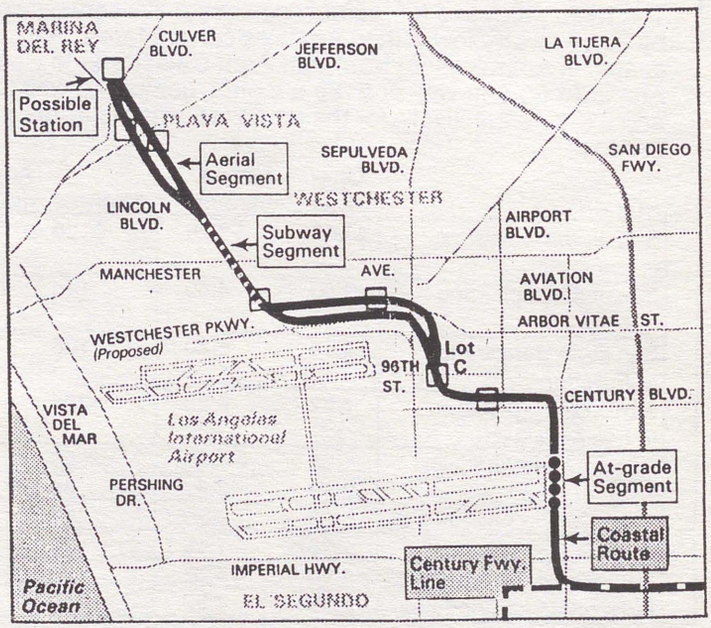
The SUN TROLLEY, using three Molly Manufacuring Company trolley buses has replaced the SUN SPECIAL which used open air double deck buses which units are now in the contingency fleet.

This is a two route system each operated on a 45 minute headway with two buses. Operationally the trolleys change from NORTH LOOP to SOUTH LOOP and vice versa each time they meet at the location of Amado & Palm Canyon downtown. Service operates daily between 900AM and 700PM between November 11th & May 28th, "the season" in the desert area.



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION
(LACTC)

LOS ANGELES: LACTC Commissioners recently adopted, on a 9-2 vote, the construction schedule for the next three rail projects planned in the county with the *COASTAL* line first, *PASAXDENA* second and *SAN FERNANDO VALLEY* third. The *COASTAL* begins at the end of the Century Freeway *GREEN LINE* and will eventually run to Marina Del Rey. The first two miles, as far as LAX Parking Lot C, will begin construction later this year.



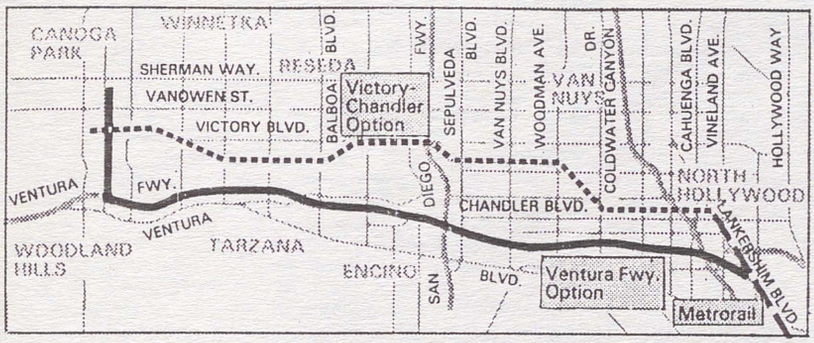
COASTAL LINE

A trolley line under consideration near LAX would connect with the Century Freeway light-rail line and proceed north and northwest to the airport and on to Marina del Rey. A first phase as far as Parking Lot C at LAX has the strongest support.

LACTC
(Continued)

SAN FERNANDO VALLEY LINE

Of the two leading candidates for a trolley line in the San Fernando Valley, one runs along the route of the Ventura Freeway; the other follows Chandler and Victory boulevards. Both would connect with the Metro Rail subway on the east and end in the Warner Center area on the west.

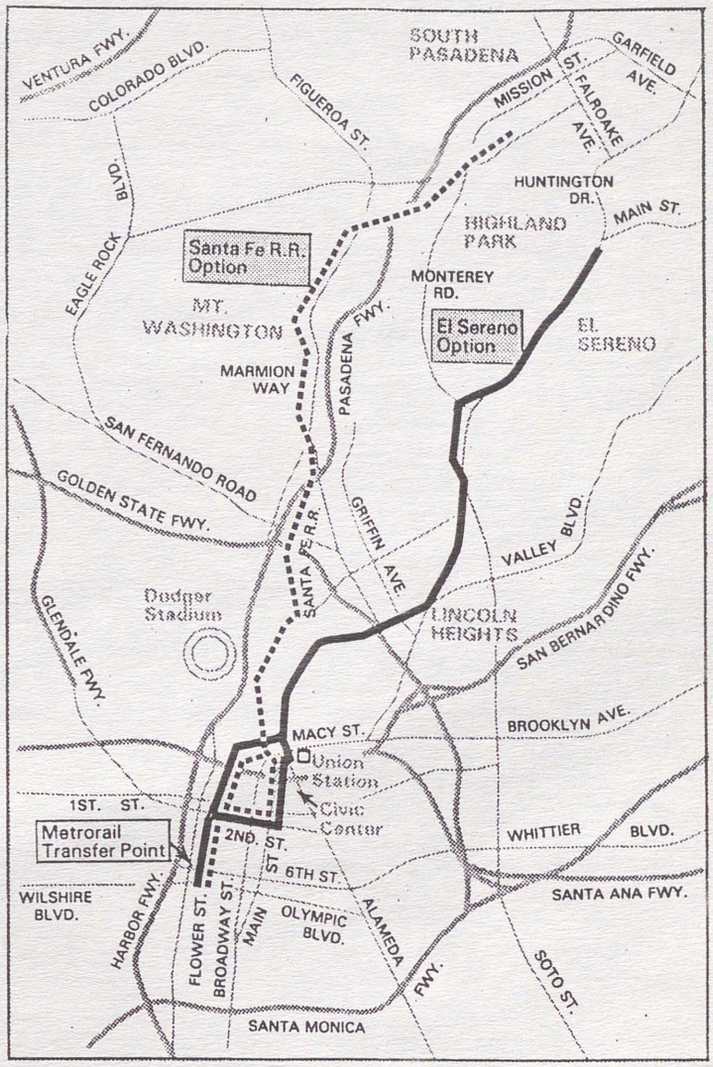


The *PASADENA* line would operate between the Union Station and East Pasadena, primarily along the Santa Fe Railway right of way, Arroyo Parkway & Foothill Freeway to Sierra Madre Villa Avenue. This would start construction in 1993. Work will start on the *VALLEY* line beginning in 1996 to time its construction with completion of the METRO RAIL *RED LINE* in North Hollywood.

The *VALLEY* alignment has been certified to be an underground system along the Burbank Branch right of way of the Southern Pacific Railroad. The route adopted would begin at Chandler & Lankershim (METRO RAIL Station) and extend west on the right of way which roughly parallels Chandler to Sepulveda, then rising to street level to Balboa Blvd. The *VALLEY* line has been the most controversial of all proposed lines and, in fact, an advisory vote will be part of the June 1990 election with residents able to state their preference on a Valley rail route - a METRO RAIL extension, a monorail option or no system at all.

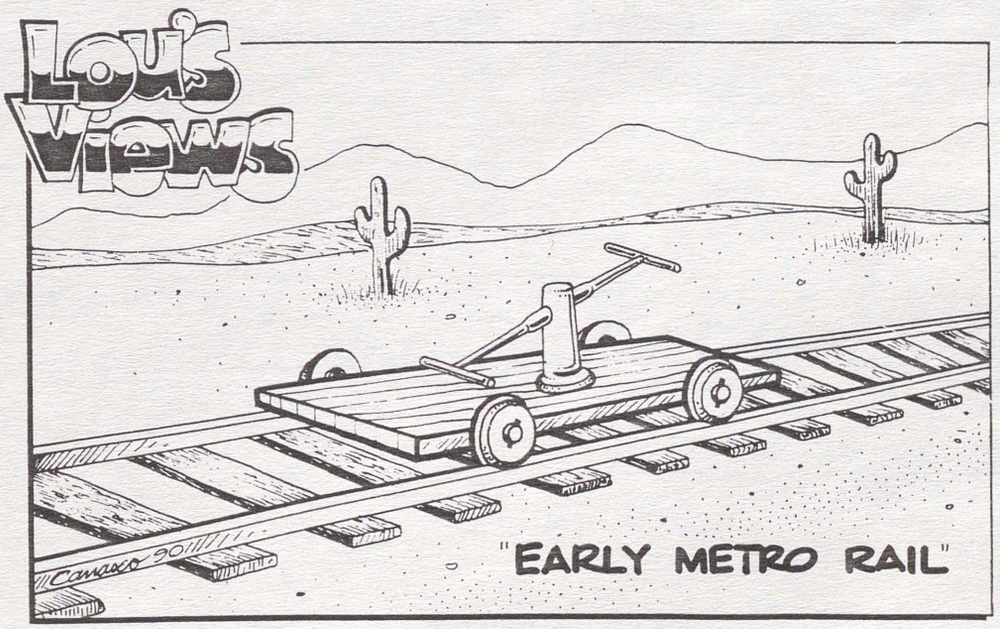
COMING NEXT MONTH:

- *Marin Airporter Roster*
- *Results of the LTR auction*



NORTHEAST LINE

The proposed line between downtown and South Pasadena could follow along a Santa Fe Railroad right-of-way used now by freight trains, or it could follow a route farther east, following the corridor of a planned extension of Interstate 710. Both would connect with Metro Rail downtown, with some options including stops in Chinatown.

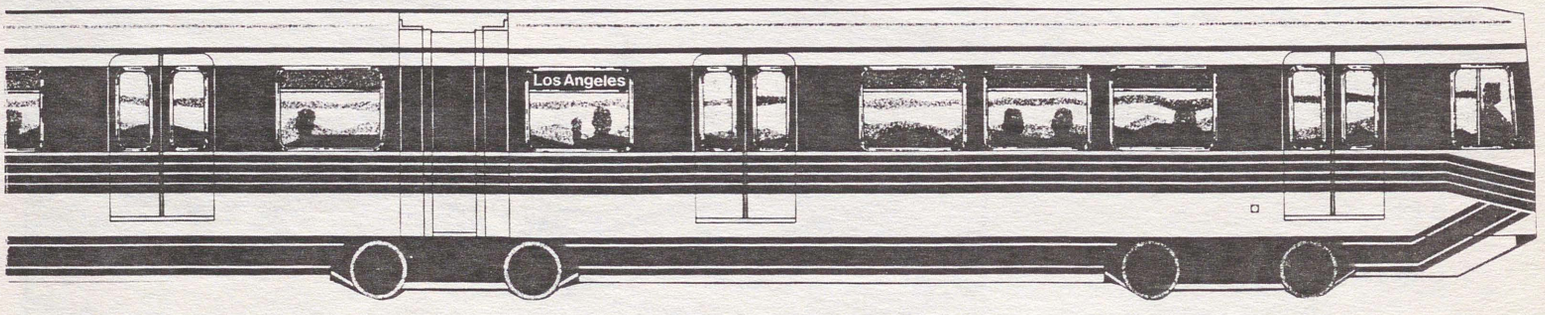


E Q U I P M E N T R E P O R T

PROPRTY	FLEET #	BUILDER	MODEL/SERIAL #	DATE/ NOTES
-NEW-				
So.Cal.Rapid Transit Dist	1800-1802	Flxible	40102-6C/KD100552-554	06/89 A
Orange County Transit	4264-4269	Gillig	4096TBL10/L1082859-864	01/90 B
Lakeland (BC)	110	MCI	102A3/HP041434	1988
Western (BC)		Prevost	2P9L/K1001824	1989
Long Beach Transit	TR2	SVM	SVMC/LC143386	02/90 C
Western Stage Lines	2003	TMC	102C3/KR007449	12/89
Hebaragi		TMC	102A3/KR007479	12/89
Palac Charters	2828	TMC	102C3/LR007518	1990
Long Beach Transit	8901-8927	TMC	T80606/KR826608-634	09/89 D
-USED-				
Roesch Lines	468	MCI	MC-9/BP036154	1981 1
Airport Coach	810	Dodge	Wide One/GK529651	1987 2
Co-Ordinators	5144	MCI	96A3/FP040343	1985 3
Airport Bus of Bakersfield	117	MCI	MC-9/CP037413	1982 4
Pacific Coast Sightseeing	4931-4933	MCI	MC-9/DP038211-213	1983 5
Holiday Travel (WI)	1025	MCI	102C3/JP042819	1988 6
Sunrise Plaza	60	Neoplan	AN340A/GL013146	1986 7
	61	Neoplan	AN340A/GL013159	1986 8
	62	Neoplan	AN340A/GL013137	1986 9
	63	Neoplan	AN340A/GL013256	1986 10
Robinson Charter Lines	109	MCI	MC-9/BP036617	1981 11
-DISPOSITIONS-				
Pacific Monarch	86	Setra	S215HDH/K1030133	1989 12

NOTES:

A. First 3 of 10 CNG buses.
B. 4268-4269 are LPG buses.
C. SVM=Specialty Vehicle Mfg.
D. 8924-8927 plate says T80206, but they are T80606.
1. Gray Line of Palm Springs. Ex GLOLA 4730.
2. Ex Hyatt.
3. Ex LTR 386.
4. Ex Harran Transportation (NY) 557.
5. Ex San Franciscan Lines 118-120.
6. Ex Powder River (WI) 1031.
7. Ex National Transit Service (TX) 045.
8. Ex National Transit Service (TX) 053.
9. Ex National Transit Service (TX) 059.
10. Ex National Transit Service (TX) 063.
11. Ex Carolina Coach Company 85725.
12. To Coporate Travel (MI) 33.



- STARTING JULY 16, 1990 -