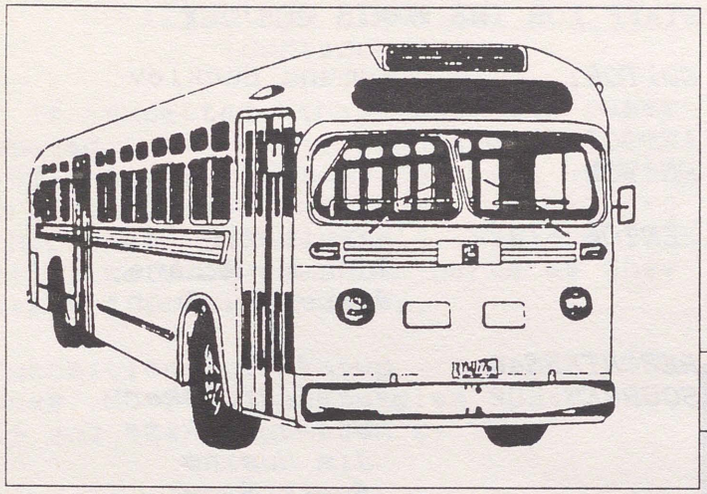


Western Transit

Monthly Publication of The Western Transit Society

VOL. 28. NO. 7 JULY 1990

AZTEC BUS LINES, INC.
(ABL)

HAWTHORNE: AZTEC BUS LINES, INC., a San Diego based charter and school bus operator and contractor for SAN DIEGO COUNTY TRANSIT SYSTEM went out of business on February 21, 1990 *(WT 3/90)*.

On June 6th an auction was held by order of the Hamer Group assigned for the benefit of creditors of ABL and FIESTA LEASING, INC. The auction included 23 buses, assorted shop tools and office furnishings. It was held in two locations - four buses and all other items were sold at a Gardena industrial site on 157th Street and the remaining buses were auctioned at the Hawthorne Christian Schools on Prairie Avenue in Hawthorne. *(Disposition of California TCP-656-A and Interstate Commerce Commission certificate MC-165835 is presently unknown. WT expects that the Econoline/Champions used on CTS Routes 856 and 864 will likely be transferred to the contractor selected).*

Four of the buses (313, 714, 751 and 913) were sold in Gardena but only five of the remaining buses (733, 749, 750, 764 and 771) were available for sale in Hawthorne as the others (761-763, 765, 901-902, 904-907, 910-912 and 915) were already sold. Four of these Eagles have subsequently been resold to AIRPORT COACH by North American Leasing of Hawthorne. The terms of the auction allowed vehicles to be sold in advance. There were two 1985 MCI 96A3 buses, at an off site location, also available for sale at a minimum of $135,000 each, but there were no takers. A photo of one showed it to be a former LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. bus, but now numbered 130 and supposed to be a SOUTH WEST LEASING unit, an affiliated firm. The second bus was similar, but the auctioneers did not have serial numbers.

All but four of these buses started life as ABL buses although 771 was originally 741. 313 was former LTR 313, originally to unknown; 714 was ALASKA HYWAY TOURS 115; 733 was TOWN TOUR FUN BUS 803, HAWAIIAN SCENIC TOURS 722 and originally LAKE SHORE MOTOR COACH LINES (UT) 2042; and 765 was a former demonstrator.

The auction roster included:

BUS	MFR	MODEL/SERIAL	YR
313	GMC	P8M4905A/303	73
714	GMC	PD4107/717	67
733	GMC	SDM4501/097	60
749	GMC	P8M4905A/040	72
750	GMC	P8M4905A/176	72
751	GMC	P8M4905A/177	72
761	GMC	P8M4905A/783	74
762	GMC	P8M4905A/1052	75
763	GMC	P8M4905A/1152	75
764	GMC	P8M4905A/1153	75
765	MCI	MC8/U30537/S10977	74
771	GMC	PD4903/189	68
901	Eagle	AE10/30365	80
902	Eagle	AE10/30366	80
904	Eagle	AE10/30368	80
905	Eagle	AE10/30422	81
906	Eagle	AE10/30423	81
907	Eagle	AE10/30474	81
910	Eagle	AE10/30477	81
911	Eagle	AE10/DBO31000	83
912	Eagle	AE10/DBO31001	83
913	Eagle	AE10/DBO31002	83
915	Eagle	AE10/DBO31003	83

A NOTE FROM THE EDITORS

This month we are only printing a 4 page issue because we are including the yearly OCTD Annual Survey and also a special supplement on the new Metro Rail Blue Line.

Next month we will have a 6 page issue accompanied by the RTD Annual Survey.

STAFF FOR THE MONTH OF JULY

EDITOR: Edmund Buckley

ASSOCIATE EDITOR: Craig Barnes

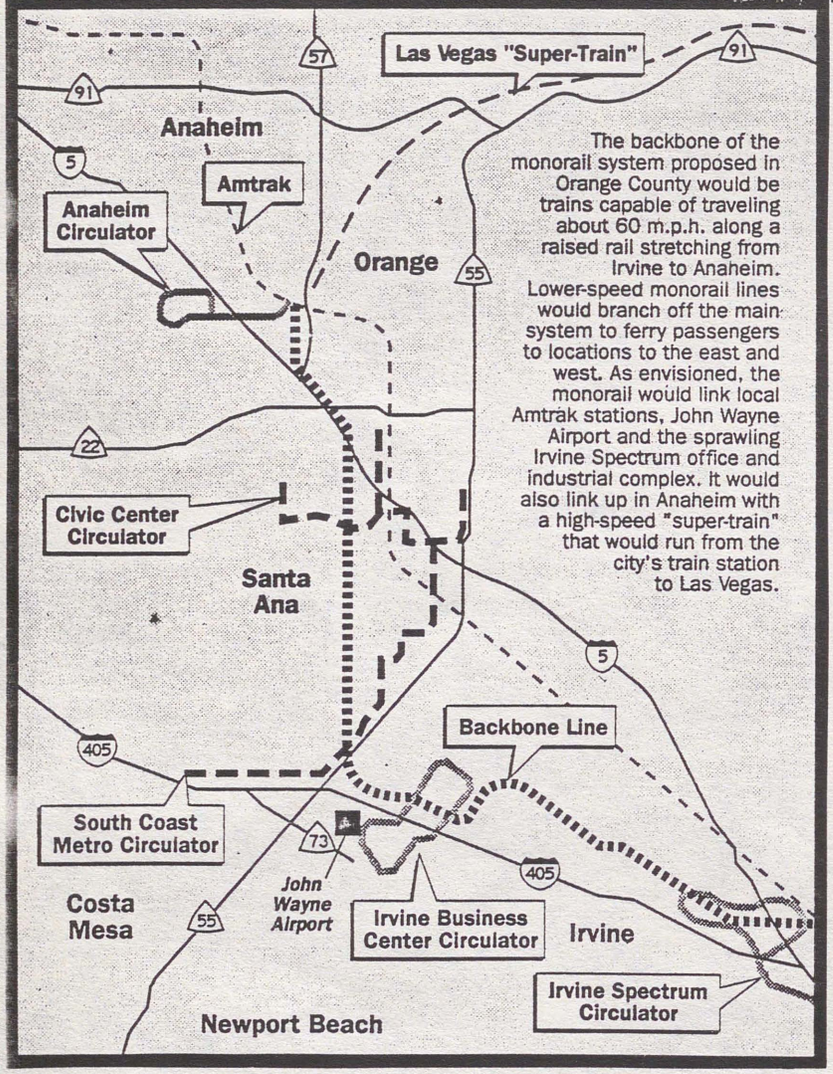
SENIOR STAFF: Marvin Martin
John H. McKane
Warren F. Quon

REPORTERS & SOURCES: *Dave Bielsker*
Steve Hoskins
Jim Husing
Scott Page
Richard Petzoldt

WT ADDRESS

11112 Ivanhoe
Garden Grove, CA 92640-1133

O.C. MONORAIL: A PROPOSAL FOR THE FUTURE



The backbone of the monorail system proposed in Orange County would be trains capable of traveling about 60 m.p.h. along a raised rail stretching from Irvine to Anaheim. Lower-speed monorail lines would branch off the main system to ferry passengers to locations to the east and west. As envisioned, the monorail would link local Amtrak stations, John Wayne Airport and the sprawling Irvine Spectrum office and industrial complex. It would also link up in Anaheim with a high-speed "super-train" that would run from the city's train station to Las Vegas.

MARMADUKE by Brad Anderson



"When I turn in the fare money, I have trouble explaining these bones."



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AZTEC BUS LINES INC
(Continued)

It is expected that the 14 buses removed from the auction and the two (733 and 771) which Complete Coach Works purchased will be resold to other bus firms. 714, 750 and 913 will likely be used for parts as they were not complete units.

Disposition of known recent ABL buses, MC-9 802 and Eagles 903, 908, 909 and 914 is unknown by WT.

LONG BEACH TRANSIT

LONG BEACH: June 24th brought the summer service changes including reinstitution of Line 171 PACIFIC COAST HIGHWAY-SEAL BEACH which operates weekdays only between West Long Beach and Seal Beach and uses RTS buses 4427-4431 painted in a special "Land Shark" paint scheme *(WT 7/88, 7/89)*. Buses 3515-3525 are painted to match the BLUE LINE rail cars and are used on the shuttle in downtown Long Beach.

Lines 20, 40 and 50 no longer change numbers at the Transit Mall. 21 is now SANTA FE-CHERRY, 22 is SANTA FE-DOWNEY, 23 is SANTA FE-CHERRY TO CARSON. There is no 24 any longer. 41 is MAGNOLIA - ANAHEIM. 42 PACIFIC-ANAHEIM, 43 MAGNOLIA-ANAHEIM TO PCH and 44 PACIFIC-ANAHEIM TO PCH. 51 is LONG BEACH BLVD-4TH-SEAL BEACH, 52 is LONG BEACH BLVD-4TH TO PARK and there is no 53.

SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT
(RTD)

RTD

LOS ANGELES: In addition to a large number of changes related to the opening of the LONG BEACH-LOS ANGELES RAIL LINE this month, a number of other changes were made. Line 434 LA-SANTA MONICA-MALIBU-TRANCAS was extended, for the summer, from PCH and Trancas Canyon along PCH to the Leo Carrillo State Beach. Because of the impending takeover of Line 496 LA-POMONA-RIVERSIDE-SAN BERNARDINO by the new INLAND EMPIRE CONNECTION *(WT 6/90)* the 496 is now being operated by temporary schedule letters and is now based at Division 16 (Pomona) instead of Division 13 (Riverside). This would mean that Division 13 is closed, at least, temporarily, as an operating division. Line 496 is presently assigned 1000s (GMC T8H5307s) and 7500s (Grumman 870s). The Division 8 portion of Line 651 SHERMAN OAKS-HOLLYWOOD BOWL was transferred to Division 15 and Line 664 FULLERTON PARK & RIDE-HOLLYWOOD BOWL was transferred to Division 4 from 9.

Over the past three months a number of RTD buses have been auctioned off through the Torrance office (228th and Normandie) of Don Porter Auctioneer. 181 buses of a group of 280 buses authorized for such disposition have been sold. The condition of many of the buses has been poor although there were some respectable units and both Complete Coach Works and Dreamliner Bus Leasing have purchased units. Auctioned buses include: 1000, 04, 05, 11-12, 28-31, 37, 39, 44, 52-53, 64, 66, 70, 91, 96, 3000-01, 03-14, 3101, 12, 15, 20, 24, 35, 41, 46, 49, 52, 57, 65-66, 72, 3206, 08, 10, 12, 17, 25, 33-34, 43, 49, 54, 69-70, 74, 77, 79, 81-82, 86, 89, 91, 3440, 7307-08, 18, 21, 23, 28, 31-33, 40, 52, 63-65, 68, 71-73, 77-78, 80-82, 87, 90-93, 95, 97, 7400, 03, 09, 38-39, 64, 67, 72-73, 89, 93, 95-97, 7610, 64, 96, 8001, 05-07, 12-15, 18, 22, 24, 26-27, 35, 38, 40, 50, 60, 65, 73, 84, 8105, 19, 29, 54, 71, 85, 94, 97, 8267, 8466, 8863, 9116, 9201, 04, 07-08, 13-14, 24-25, 27 and 29.

AIRPORT CRUISER®

BUENA PARK: On June 13th ACI implemented its expanded summer schedule. Between 500AM and 500PM a general thirty minute headway is operated while between 500PM and 1000PM a varying 45"/60" frequency is provided. Scheduled buses increased from 6 to 8 and the firm recently received two Eagle AE10 buses from AMADOR STAGE LINES, INC. in Sacramento. Anaheim area stops and the Buena Park Hotel stop remained the same.

AC Transit

OAKLAND: In anticipation of establishment of nine fixed route lines operated by vans ACT is presently advertising for leasing of 15 vans for a two year period as well as a contract operator for the service. Most local and trans bay lines will be changed in some way or other including discontinuation of four trans bay lines and establishing the van lines in hilly areas of Oakland and Piedmont and the Berkeley Hills. The first element of this program, entitled The Comprehensive Service Plan, will be implemented in September.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LACTC

LOS ANGELES: As a part of the opening weekend festivities for the LOS ANGELES - LONG BEACH RAIL LINE a Transportation Fair was held on the grounds of the Del Amo Station on Saturday July 14, 1990.

Transit agencies that provide connecting buses to the SCRTD operated rail line were invited to be represented. COMMERCE, CULVER CITY, FOOTHILL TRANSIT, LADOT, LONG BEACH, LYNWOOD, MAX, MONTEBELLO, NORWALK, OCTD, SCRTD, SANTA MONICA, TORRANCE and WLCAC were the transit operations on display. In addition, PRIME TIME had a van and Eagle, Gillig, MCI, National Coach and Prevost had demonstrators. The Pacific Bus Museum, Ralph Cantos, Loren Joplin and Bob Fellows motorized Red Car also were there. Free rides were originally to be offered on both Saturday and Sunday on Line 801 LOS ANGELES-LONG BEACH RAIL LINE to introduce the service but this was expanded to run thru the end of July to allow as many people as possible to sample the new service.

Monday July 16, 1990 was the first day of full scale operation with the rail line and both the downtown Los Angeles bus shuttle (RTD Line 601 BLUE LINE SHUTTLE-LOS ANGELES) and the Long Beach loop shuttle (LONG BEACH TRANSIT Line 55 BLUE LINE SHUTTLE).

TRANSPORTATION IN THE JUNE 1990 ELECTION

California voters said "yes" to three propositions which will double the state gasoline tax for mass transit and highway projects over the next five years, provide $1 billion in passenger rail bonds and $2 billion in commuter, intercity and freight rail bonds.

Proposition 108, passed 56% to 44%, provides funds to develop and expand intercity and commuter corridors. It will allow extending San Jose Light Rail to Milpitas and Mountain View, right of way preservation between Los Gatos and San Jose, constructing commuter rail between Riverside, Fullerton and Irvine, extensions to Sacramento Light Rail, San Diego Trolley, Los Angeles' Metro Rail to the San Fernando Valley, Valley rail extension, completion of Century Freeway and Harbor Freeway Transitway and a 4.5 mile demonstration monorail project in Irvine with possible extensions in Orange County. 108 was dependent on Proposition 111 to pass for it to become effective.

Prop 111, approved 52% to 48%, increases the state gasoline tax immediately by 5 cents per gallon with an additional cent in each of the next four years to fund numerous highway projects, expand vanpool and carpool programs, synchronization of signals, freeway ramp meters and expansion of local rail systems.

Proposition 116 provides capital funding for specified intercity, commute and local rail systems largely on a per capita basis. Eligible expenses include rolling stock, construction/improvement of tracks and stations and acqusition of rights of way. In areas without passenger rail service, funds will be allocated for any public transportation capital expense. Each of these projects will require a 50% matching contribution from the local area.