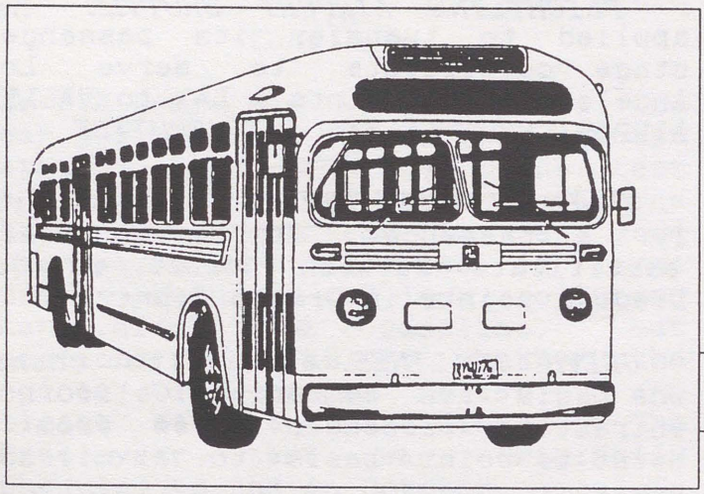
Western Transit

Monthly Publication of The Western Transit Society

VOL. 28 NO. 11 NOVEMBER 1990



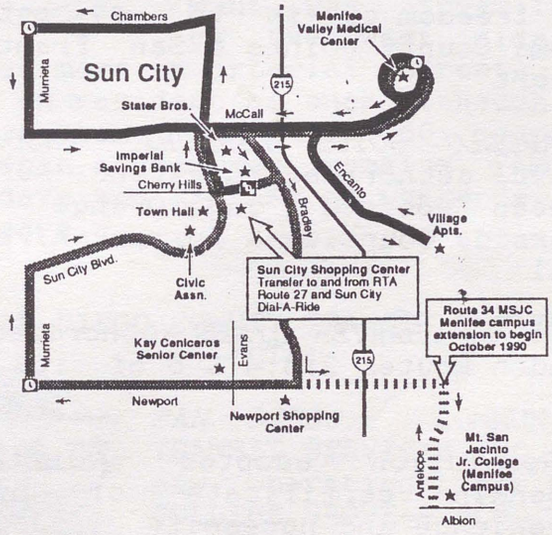
RIVERSIDE TRANSIT AGENCY
(RTA)

RIVERSIDE: RTA made a number of changes, all of an expansion nature, on September 9th including one new line, later weeknight service. Saturday hours on four lines and Sunday service on two lines.

Saturday service is now being operated on 18-MORENO VALLEY LOCAL, 19-MORENO VALLEY - PERRIS, 31 HEMET - BANNING BEAUMONT and 32 HEMET LOCAL.

Sunday service is now offered on 2 MAGNOLIA AVENUE-CORONA between Corona and Tyler Mall connecting with Line 1 and on 15 - ARLINGTON AVENUE in addition to 1 - MAGNOLIA AVENUE, 16 RIVERSIDE-MORENO VALLEY and 22 PERRIS-RIVERSIDE. 15, 16 and 22 are timed to meet at the Riverside Station with departures at 920A, 1130A, 140P, 350P and 600P. 1 and 2 operate about every 75 minutes.

The NEW line is 34 - SUN CITY LOCAL which operates in and around the retirement community over two branches. 34A Upper Loop and 34B Lower Loop, on weekdays between 800AM and 530PM, each branch on a 65 minute headway. 34 is operated by Community Transit Services, Inc. from their Perris Division. CTS also operates 31, 32, Perris Dial A Ride and Hemet San Jacinto Dial A Ride. One bus is assigned to the 34, usually 804, a lift equipped Ford Econoline 350/Escort I extended roof van seating 12. For the month of November all passengers will ride for free as Hemet Valley Mall is sponsoring the service.



In addition, Line 21 TYLER MALL-COUNTRY VILLAGE was extended from Tyler Mall to the Tyler Springs area via Magnolia, Tyler, Indiana looping Racine, Salisbury, Erie and Indiana. 25 HIGHGROVE-LOMA LINDA was increased from a two hourly to hourly headway on weekdays.

RTA is using the 8601-8605 series Neoplan AN340A buses *(WT 6/90)* on Lines 22 LAKE ELSINORE - PERRIS - RIVERSIDE and 27 TYLER MALL - SUN CITY - HEMET. These buses are painted in RTA colors of a basic white body with blue trim and black window treatment, but otherwise are the same as the sixteen INLAND EMPIRE CONNECTION units with 45 forward facing seats, overhead package racks, Sutrak roof mounted HVAC unit and a Power Lift brand wheelchair lift.

(Continued on Page 3)

PUBLIC UTILITIES COMMISSION (PUC)

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

SUPER SHUTTLE of Los Angeles authorized to establish a zone of rate freedom of no more than $4 and no less than $2 and for authority to deviate from the long & short haul provisions of Section 460 of the PUC Code

SONOMA COUNTY AIRPORT EXPRESS authorized to establish a zone of rate freedom of +$6 to -$4 between Sonoma County points & San Francisco Airport

APOLLO SOYUS AIRPORT PASSANGER SERVICE authorized to extend service between points in Orange and Riverside Counties & Burbank Airport, et al

MARK IV CHARTER LINES authorized to abandon Routes 2,3,4 & 6 of its PSC 889

Resolution adopted voluntarily suspending certificate of public convenience and necessity issued to Walt Danneman dba *SIERRA TROLLEY COMPANY*

Resolution adopted authorizing passenger stage corporations, among others, to make tariff and contract filings in response to major fuel cost changes due to crisis in the Middle East

FLIGHTLINE AIRPORT SHUTTLE has applied to transfer its passenger stage certificate to serve Los Angeles County points & LAX to VALLEY AIRPORT SHUTTLE dba *CITY SHUTTLE*

VALEN TRANSPORTATION has applied for a passenger stage on call certificate between points in San Diego & points in Orange County

GREYHOUND LINES, et al, to change the basis for computing California intrastate passenger fares from a point to point basis to a mileage basis

J.R. Zavaleta dba *TRI LIMOUSINE SERVICE* has applied to remove vehicle size restrictions, to allow service in vans and to provide scheduled & on call airport transportation

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR STAFF:	John H. McKane Warren F. Quon Ed Von Nordeck
REPORTERS & SOURCES:	Bob Burrowes Allen Copeland Alan Fong George Gever Jim Husing Marvin Martin *BUS WORLD*



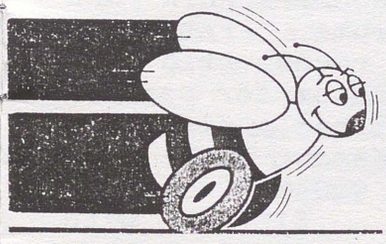
ORIGINAL SLIDES
And Negatives
Available on approval
Greyhound • Trailways
CHARTER and INTERCITY CARRIERS
• TRANSIT BUSES
• TROLLEY COACHES
• STREET CARS
Over 20 quality photographers in one convenient location
Serving bus enthusiasts since 1982
Many Western cities by number
Too many systems and companies to list here
For information send LSASE to: **RFM** • P.O. Box 750 • Dunnigan, CA 95937-0750

RTA
(Continued)

The RTA Board has voted for a one year extension of the program to test methanol buses *(WT 4/88)*. The test is being conducted to determine whether methanol can be a good alternative fuel for use in large buses. Methanol is less polluting than diesel or gasoline, but questions remain as to whether the engines will be as reliable and mileage efficient as diesel. The three year test was originally scheduled to end in October.

Three other service programs have also been approved. They include a one year demonstration project of Dial-A-Ride service in Calimesa beginning November 1st. The service would operate weekdays between 830AM and 430PM using one 12 passenger van operated by the City of Beaumont under contract to RTA and charging a 75 cent fare. The second was operation of a shuttle between San Jacinto, Hemet, Perris and Sun City and the Farmers Fair located near the entrance of Lake Perris during the first half of October and, third, the annual Santa Express shuttle service between December 15 and 26.

GLENDALE BEELINE
(GB)



GLENDALE: October 1st brought an expansion of GB as a NEW Southerly Route was started and frequency on the original Downtown Routes was improved. The Southerly Route begins at Central and Harvard and operates in a one way loop via Central, Broadway, Brand, Laurel, Central, Los Feliz, Gardena, into AMTRAK Station at Cerritos returning via Gardena and Central to Harvard. Two buses are used operating on a 15 minute headway between 700AM and 615PM. The Downtown Routes now begin service at 700AM (was 900AM) and operate every ten minutes (3 buses each) between 7AM and 11AM and between 2PM and 6PM with 7 1/2 minute headways (4 buses each) between 11AM and 2PM. Four new buses were added to the fleet, 8-11, Ford Econoline 350/Wayne Midtowners which seat 19 on forward facing red and tan cloth seats with one wheelchair position.

CITY OF SANTA FE SPRINGS FREE TRAM
(COSFS)



SANTA FE SPRINGS: NORWALK TRANSIT SYSTEM began operating the CoSFS service on August 1st using one of its 7030 - 7038 series 30' TMC City-crusiers. The alignment was streamlined on the west side to travel more on arterial streets and less on residential ones although the running time is still 60 minutes. The span of service remains 7AM-7PM weekdays and 9AM-6PM on weekends and holidays.

SAN DIEGO COUNTY TRANSIT SYSTEM
(CTS)

SAN DIEGO: COMMUNITY TRANSIT SERVICES, INC. is now operating Lines 856 COLLEGE GROVE-RANCHO SAN DIEGO using a fleet of Econoline 350/Falcons (228-230) and 864-ALPINE-EL CAJON with some of the 010-026 series Gillig Phantoms used on other CTS lines. These two lines were originally operated by AZTEC BUS LINES, INC. *(WT 3/90)* but temporarily assumed by CTS when ABL went out of business.

In Poway MAYFLOWER CONTRACT SERVICES, INC. is operating the three route local Poway fixed route system (Lines 843, 844 and 845) with a fleet of Econoline 350/Champion T/A 23 seat, wheelchair lift vehicles (201-208) and the Poway Call-A-Ride system with three white Dodge Ram vans. Previously CTS operated Poway with a fleet of Econoline/Falcons some of which have been transferred to other CTS operated systems.

Two additional Rural Bus routes, 878 BORREGO SPRINGS-HIGHWAY 78-RAMONA-EL CAJON-ESCONDIDO and 879-OAK GROVE - WARNER SPRINGS - RAMONA - EL CAJON-

CTS
(Continued)

ESCONDIDO, began operation July 1st providing designated day service from the northeast communities to either El Cajon and Grossmont Center or to Escondido and North County Fair. One round trip is offered and 878 runs Monday thru Saturday while 879 operates Tuesday thru Friday.

OCEANSIDE: NCTD is now proceeding with plans for two commuter rail projects, a 44 mile Oceanside to San Diego line with nine stations (programmed to begin in 1992) and an Oceanside to Escondido line (start up in 1995). Both lines will be on existing tracks owned by the Santa Fe Railway. The Escondido line would also have a spur to serve the new University of California San Marcos campus (an agreement has been signed with the University system) and an extension from downtown Escondido to the North County Fair shopping center. Specifications for locomotives are being designed in cooperation with the Los Angeles County Transportation Commission and AMTRAK to have all commuter trains in Southern California compatible. Both routes would use double deck coaches. The SAN DIEGO line is envisioned as a commuter route with four trains south in the morning returning at night while ESCONDIDO would operate all day. A possible delay to plans may be in purchasing right of way and another 17 acres for an Escondido maintenance yard from Santa Fe although negotiations have been going on for nearly two years. NCTD is building the SAN DIEGO line in cooperation with the METROPOLITAN TRANSIT DEVELOPMENT BOARD and is solely responsible for the ESCONDIDO line.

GOLDEN GATE TRANSIT
(GGT)

SAN RAFAEL: July 2nd brought new midday transbay service serving the San Francisco Financial District and CALTRAIN Depot. Line 30 - SAN RAFAEL-LARKSPUR FERRY-SAN FRANCISCO operates ten round trips each weekday serving the main San Rafael bus stop, Larkspur Ferry terminal, bus stops along Highway 101, Financial District and CALTRAIN Depot. Buses depart San Rafael at 857AM, hourly to 157PM, 242PM, 322PM, 352PM and 447PM. Trips leave the CALTRAIN Depot at 810AM, 845AM, 930AM, hourly until 330PM and the last at 610PM. One way running time is an hour.

In addition, two trips on commute route 28 - CANAL AREA-SAN FRANCISCO FINANCIAL DISTRICT have also been extended to serve CALTRAIN. Later this year new commute bus service between Sonoma County and Marin County is planned and plans call for purchase of up to 30 new buses to replace existing units.

SONOMA COUNTY AIRPORT EXPRESS
(SCAE)

SANTA ROSA: SCAE began operation to and from Oakland International Airport on June 15th with seven daily round trips. Stops include the Flamingo Hotel in Santa Rosa, Buttercup Pantry in Rohnert Park and J.C. Penneys in Petaluma. Fares are $12 one way, $20 round trip for adults with reduced rates for seniors and children. SCAE has a fleet of MC-8 buses. Trips depart Santa Rosa at 430AM, 645AM, 900AM, 1115AM, 145PM, 400PM and 615PM with departures from the airport 2 hours, 15 minutes later. One way running time is two hours. SCAE also operates between the same Sonoma County cities and San Francisco International Airport.

DESERT STAGE LINES INC. (DSL)

TWENTYNINE PALMS: DSL, presently operating between Twentynine Palms Marine Base and Palm Springs and intermediate points with weekend service to both Los Angeles and San Diego, has filed application to operate airport service over two routes. The first is between the Marine Base, Joshua Tree, Yucca Valley, Morongo Valley, Desert Hot Springs and Palm Springs Airport. The second route is between Palm Desert, Palm Springs Airport, San Bernardino, Ontario International Airport, West Covina and Los Angeles International Airport. One way fares would range between $10 and $40. The application has not yet been set for a hearing. *(Ed. Note - AIRPORT COACH has authority between Palm Desert and LAX but is currently not operating the route. These facts would be taken into consideration by the PUC before granting additional authority).*

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

GARDEN GROVE: Line 309-RANCHO SANTA MARGARITA-IRVINE SPECTRUM was extended, beginning September 30th, from the Rancho Santa Margarita Park And Ride at Empressa and Aventura deeper into Rancho Santa Margarita via Empressa, Santa Margarita Parkway, Plano Trabuco, Alas De Paz and Antonio to Santa Margarita Parkway. Line 309 operates during weekday peak hours, Irvine bound in the morning and Rancho Santa Margarita-bound in the afternoon.

The Winter Shake Up took place on November 4th and included several changes. Line 59-GRAND - GLASSELL-KRAEMER CROSSTOWN is now operated entirely out of Division 6 (some Bus Runs had been based at Division 7). Line 61-JAMBOREE ROAD was rerouted to serve the new John Wayne Airport. It operates as before, but upon arrival Campus and MacArthur, in both directions, buses operate via MacArthur entering the airport opposite Michelson, loop the airport on the lower level roadway stopping at the combined terminals bus stop and exiting the airport opposite Michelson returning MacArthur to Campus and regular route. A branch (65A) of Line 65 was added serving the Tustin Ranch Development. Buses divert from Irvine Blvd along Tustin Ranch Road, El Camino Real and Jamboree. In Santa Ana the line was extended from the Santa Ana Transit Terminal to 6th & Flower. Saturday service on Line 92 - MUIRLANDS was discontinued. With the added service systemwide eight Flxible New Looks were returned to the active fleet joining thirty already there, five at Division 6 and twenty five at Division 7. The eight buses are 1133, 1137, 1143, 1144, 1154, 1815, 1820 and 1903.

An additional 14 New Flyer Industries 40 foot accessible motor coaches, with mostly forward facing seats and overhead parcel racks, have been added to the previous order for 39 buses *(WT 4/90)*. These buses will also have Lift-U front door lifts, Cummins L10 engines and ZF transmissions and be assigned to Lines 701 - HUNTINGTON BEACH-LOS ANGELES and 721-FULLERTON-LOS ANGELES PARK/RIDE.

This purchase is the result of an agreement between OCTD and the California Attorney General over interpretation of government codes dealing with contracting with private firms to provide service and accessibility requirements.

Lines 701 and 721 are presently operated by GREYHOUND LINES, INC. under a contract which began in July 1988. With the advent of the new buses, scheduled for April 1, 1991, a new contract will be offered and the 14 buses would be provided to the contractor. Currently GL is using Model AE-10 Eagles 0023-0028 lettered for TRAILWAYS, all equipped with Main fareboxes. Recently GL 7492-7499 (AE-10s) have been also assigned replacing 0011-0022.

(Continued)

The first three of 11 Flxible repair buses (as contrasted with the more extensive rehabilitated buses *(WT 11/89, 4/90)* returned from Complete Coach Works on October 31st. 1101, 1103, 1106, 1111, 1126, 1131, 1140 and 1153 now have front door Power Lift brand lifts, the first forward facing seat on each side has been removed to allow for wheelchairs and the next seat on each side replaced with jump seats, Stop Requested signs, interior and exterior aesthetic improvements, American Seating Cush-N-Air brand drivers seat and they have been repainted into the new colors. A number of mechanical improvments also have been made. The remaining eight buses should be arriving soon.

1107 & 1122 where the first two of the 27 Flxible rehab buses that arrived on November 26. They have the same features as the repairs plus 43 brown corduroy seats, Luminator MAX electronic headsign, side sign and rear route sign, smooth sides, square headlights with rectangular turn signals below, vertical square tail lights, new clearance lights and new V730 transmissions with the same 8V71 engines.

CONSOLIDATION OF AGENCIES IN ORANGE COUNTY

SANTA ANA: Four transportation agencies in the county must be consolidated into a single agency with one 11 person board under legislation (SB 838) recently signed by Governor Deukmejian. OCTD, the Orange County Transportation Commission, Consolidated Transportation Services Agency and Services Authority for Freeway Emergencies must develop a consolidation plan by December 1, 1991 or face loss of state gasoline tax revenues. It is expected that this plan will reduce bureaucracy and coordinate transportation policies. The Orange County Transportation Authority, governed by a Board of six city councilmen, four members of the County Board of Supervisors and one member representing the public, would begin operating on January 1, 1992. A target date of December 31, 1990 has been set for merging the legislative and community/government relations functions of the OCTD and OCTC, but the personnel issues affecting employees of both agencies has yet to be decided. However, a decision has been made to merge the rail offices of both agencies creating a Rail Program Office to be headed by former OCTD Director of Development Brian Pearson. The RPO would be involved in planning, acquiring and operating local rail operations. The first tasks will involve negotiations with Santa Fe and Southern Pacific over rights of way they have offered to sell, nine separate rail studies under way in the county and on the impact of Measure M, the half cent sales tax proposal on the November ballot.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD, in cooperation with the LACTC, will study the cost and development of trolley coaches including the design and aesthetics of the buses as well as how to create community support for them. The plan is driven by a requirment from the South



RTD

(Continued)

Coast Air Quality Management District to convert frequent running buses to clean burning fuels or electric power by 1998.

RTD already has several alternate fuel motor coaches on property including 30 methanol powered RTS's, 12 RTS's with methanol with avocet and 10 compressed natural gas Flxibles.

About five years ago the District conducted a study of trolley coaches including specific plans for operation on Line 204-VERMONT AVENUE, conversion of certain facilities within Division 5 to handle electric buses and expansion of the idea to include 206-NORMANDIE AVENUE and 207-WESTERN AVENUE. Then, as now, a major obstacle is funding.

CARSON CIRCUIT

CARSON: September 1st brought higher fares and new accessible buses. Fares were increased from 25 cents to 40 cents although seniors and disabled now ride free upon presentation of an identification card. Saturday service hours now begin at 1100AM (was 930AM) but still end at 700PM. Twelve new accessible Econoline 350/Escort 158s (#821-833) replaced eight Econoline 350/Diamond vans. ATE Management and Service Company continues as the contract operator.

AIRPORT COACH

ANAHEIM: November 20th brought substantial changes to most of AC's operations, only the LAX-PASADENA line remaining as before and with PALM SPRINGS still suspended.

The routing and pick up points of both DISNEYLAND-ORANGE COUNTY AIRPORT and DISNEYLAND-LAX were changed including the institution of a shuttle service.

The airport buses (both routes) originate at the Quality Inn traveling south on Harbor (serving hotels on the west side) to Hyatt Regency Alicante, returning north on Harbor (serving hotels on east side) to Howard Johnsons, then to Penny Sleeper, Grand Hotel, Inn At The Park, Marriott, Hilton, Stovall's Inn and Disneyland, then on to the respective airports. This alignment in the Disneyland area is known as Route A. Route B is a SHUTTLE beginning at the Sheraton serving Stardust, Conestoga, Days Inn, Travelodge, Cosmic Age, Candy Cane/Galaxy, Desert Palm Suites and Disneyland.

The SHUTTLE operates on an approximate 25 minute headway (2 buses) connecting at DLH with buses for both OCA and LAX and public timetables are so noted. The trip numbers for Route B are the same as the airport trips they connect with but suffixed with a "B". For example, Trip 103B is due to arrive Disneyland by 620AM connecting with Trip 103 for OCA scheduled to depart Disneyland at 620AM.

A NEW airport route also started, OCA-IRVINE-LAGUNA HILLS, which is operationally linked to OCA - DISNEYLAND. Five daily round trips are operated, one being a short turn to Irvine. The pick up points are OCA, the Irvine Hyatt Regency and OCTD's Laguna Hills Transit Center. A fourth bus was added to OCA - DISNEYLAND which is timed to also operate the Laguna Hills trips.

Farewise, a number of changes were also made utilizing the ZORF that AC now has *(WT 10/89)*. On November 2nd the one way cash fare between Anaheim and LAX was increased from $12 to $13 while on November 12th Pasadena/LAX was increased to $12 one way and $20 round trip and Anaheim/OCA increased to $8 one way. On November 20th Anaheim/LAX was reduced to $12.75 one way and $17.50 round trip. NEW one way fares are Laguna Hills/OCA $8, Irvine/OCA $5, Laguna Hills/Anaheim $12 and Laguna Hills/LAX $24.

LINK LINE TRANSIT (LLT)

MODESTO: LLT, who had begun operating between Twain Harte and Modesto via Sonora and Jamestown on October 1, 1989 replacing CALAVERAS TRANSIT COMPANY *(WT 11/89)* discontinued service in August. One daily except Tuesday round trip using some kind of small bus was operated.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: The October 28th AMTRAK schedule changes brought an expansion of AMBUS service including two NEW routes, extension of others and some additional trips. NEW is SANTA BARBARA-SAN LUIS OBISPO operating two daily round trips and connecting with the extended SAN DIEGANS in Santa Barbara.

The other NEW route is HANFORD-SAN LUIS OBISPO which operates along Highway 41 and connects with one SAN JOAQUIN train. WHITTIER-EL MONTE-BAKERSFIELD was extended to begin/end at Disneyland while BAKERSFIELD-BARSTOW was extended to and from Las Vegas. REDDING-STOCKTON now serves Red Bluff and a night trip as far as Riverside was added on BAKERSFIELD-INDIO. Some buses (two of six round trips) were discontinued on SANTA BARBARA-LOS ANGELES caused by an extension of one SAN DIEGAN round trip.

Amtrak®

LOS ANGELES: A Rail Replacement Project to rehabilitate trackage between San Juan Capistrano and San Diego began September 30th and is expected to be completed on December 21st. The work is performed between 800PM and 430AM Sunday through Thursday to minimize interruption to train operation. The last train of the day (a 905PM departure from both San Diego and Los Angeles) presently operates between Los Angeles and Santa Ana with bus service south of that point. In addition a non stop bus is operated from both San Diego and Los Angeles. The buses between Santa Ana and San Diego also serve San Juan Capistrano, Oceanside and Del Mar. Southbound buses are operated by ORANGE BLOSSOM LINES of Fullerton while northbound trips are provided by INLAND EMPIRE STAGES of San Bernardino. Both firms generally use MC-9s. Railroad crews are also bussed to be in position for their subsequent trips. The southbound train arrives Santa Ana at 957PM, awaits the arrival of the northbound bus at 1047PM and then departs for Los Angeles.

The October 28th changes included extension of an additional SAN DIEGAN from Los Angeles to Santa Barbara. Train 771 departing San Diego at 502AM operates to Santa Barbara arriving at 1055AM. Southbound Train 784 departs Santa Barbara 325PM arriving in San Diego 905PM. Both trains have a short layover in Los Angeles that also allows for a crew change.

To promote business on the SAN JOAQUIN trains a $1 round trip one day return ticket is now being advertised. Good on both the trains and connecting buses except for holiday weekend blackouts, the ticket must be used the same day. The cost of the ticket is $1 more than the normal one way ticket cost.

TRANSIT IN THE NOVEMBER ELECTION

Transportation sales tax measures were on the ballot in seven California counties, three passed (Orange, Los Angeles and San Joaquin) and four lost (Sonoma, Marin, Tulare and Ventura).

LOS ANGELES COUNTY

In Los Angeles County voters approved Measure "C" 51 to 49 per cent to increase the sales tax one half cent to fund a number of projects including extending the BLUE LINE from Los Angeles to Pasadena three years earlier than previously planned, extending the yet to be built GREEN LINE to Westchester, operating commuter trains into the San Fernando and San Gabriel Valleys in about two years and widening the Santa Ana Freeway within 10 rather than 20 years. The measure is

LOS ANGLES COUNTY
(Continued)

expected to raise $400 million a year. In 1980 voters approved Proposition A which has funded numerous transit projects for the past seven years by means of a one half cent sales tax.

ORANGE COUNTY
The Orange County electorate passed Measure "M" 54 to 46 per cent after voting similar plans in 1984 and 1988. This half cent tax, expected to raise $3.2 billion over its twenty year life, will fund many projects including $2.3 billion in street and freeway projects. Included are HOV lanes on the Santa Ana, Orange and Riverside Freeways, general purpose lanes on the Newport Freeway, improving major streets, building new arterial roads and the repair and maintenance of city and county streets.

ORANGE COUNTY
(Continued)

Transit type projects include purchase of the Pacific Electric Right Of Way west of Beach Boulevard, expansion of commuter rail service on the LOS ANGELES-SAN DIEGO line, creating and then subsidizing commuter rail service to and from Riverside County and helping to develop technology to assist the previously announced five city monorail system. *(Ed. Note - If any of our readers are aware of details from the five other counties please send in so we may include this information in a subsequent issue).*

POWDER RIVER TRANSPORTATION COMPANY
(PRTC)

GILLETTE, WYOMING: A reshuffling of service by PRTC has resulted in some discontinuations. Service between Cheyenne and Rapid City, Shoshoni and Lander and Buffalo and Jackson was all terminated.

HOLLAND AMERICA LINE-WESTOURS
(HALW)

SEATTLE, WASHINGTON: HALW has purchased 14 Prevost H5-60 high level articulated intercity buses for its Alaska/Yukon tours operated by GRAY LINE OF ALASKA and for the GRAY LINE OF PHOENIX franchise. The buses seat 52 while the lounge area seats 14. In the rear section the vehicles have lounges and galleys and plush couches configured around small tables. The buses have been named "Alaska Yukon Explorers". These buses will travel between Whitehorse and Beaver Creek, Yukon Territory and Fairbanks on the Alaska Highway. Two of the buses are presently touring the country, one in the west and the other in the east promoting the Alaska tours and the new buses. One bus was in Anaheim on November 1 and 2, then on to Irvine, San Bernardino, Palm Springs and Phoenix.

YOUNGSTAR TRANSPORTATION SERVICES
(YTS)

PHOENIX, ARIZONA: YTS began operating between Phoenix, Gila Bend, Ajo and Lukeville on August 17th operating one round trip on Monday, Wednesday and Friday. *(Ed. Note - for many years ARIZONA BUS LINES operated two daily round trips between Phoenix and Ajo.)*

America West

PHOENIX, ARIZONA: AWA's Careliner Shuttle bus service between Scottsdale and Sky Harbor Airport was reduced, effective October 28th, to operate every half hour between 700AM and 930PM (Sunday thru Friday) and between 700AM and 900PM on Saturday. AWA will be moving into the NEW Barry M. Goldwater Terminal #4 at Phoenix' Sky Harbor Airport on November 11th. At that time the Careliner buses will depart from Gate 1B.





METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY (METRO)

HOUSTON, TEXAS: METRO made a number of service changes beginning September 16th. 26/27-OUTER & INNER LOOP CROSSTOWN has a new schedule and added service during peak hours with some trips using full size buses. This line normally has 3200 series Econoline/Goshen buses. On 95 UPTOWN-POST OAK all trips originating at Addicks Park & Ride will be extended to serve Lake on Post Oak. Trips originating at Northwest Transit Center will operate as previous service. 98-BRIARGATE had service extended until 900PM although midday was reduced to hourly. NEW is 196-WESTWOOD EXPRESS which replaces 296 - WESTWOOD/TMC PARK & RIDE. Limited stops will be made along Braeswood and at West Loop Park & Ride, then on to Texas Medical Center. Fare is $1.00.

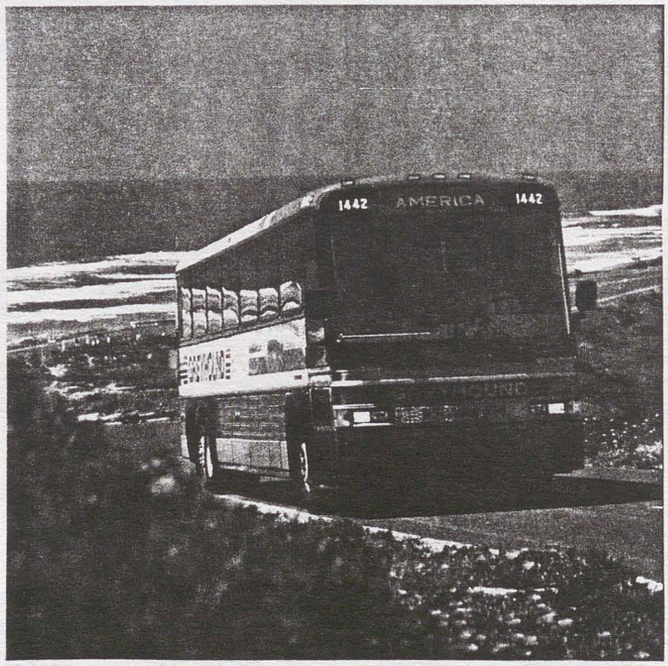
METRO has already taken steps to meet the accessible bus commitment and pledge to replace the entire bus fleet by the year 2000. 300 new 40 foot buses have been ordered from Ikarus USA and the first 180 (2400-2579) will be delivered by there end of this year. These are all accessible. METRO will initiate accessible service on 68 BRAYS BAYOU CROSSTOWN which serves West Loop Park & Ride, Texas Medical Center and Eastwood Transit Center. Houston bus manufacturer Stewart & Stevenson is providing 51 minibuses (3100-3150 - Model T25 Star Ship Shuttle). 41 will be diesel powered and 10 will be converted to operate on compressed natural gas. The experience gained from the CNG buses will help METRO comply with a state law mandating switching to fuels that reduce air pollution. Mandated is the start of alternative fuel capability by September 1991. By 1994 the requirement will extend to 30 per cent of the fleet rising to 90 per cent by September 1998.

METRO has also received 35 Econoline 350/Goshen Coach microbuses (3200-3234) which are 23 feet long, seat 17 and will be used on lines with light ridership. The entire METROLIFT fleet is being replaced with 86 Econoline/Collins vans (900-985) from Bridges-Enterprises, a distributor for Collins Bus Corporation. METRO is now advertising for eighty five 25 passenger lift equipped mini buses with alternate fuel engines.

MTL, INC. - THE BUS (MTL)

HONOLULU, HAWAII: THE BUS has moved out of the Alapai Street garage which dated to the turn of the century into the new Kalihi-Palama Bus Facility. 245 buses are dispatched from this facility which is home to 675 employees. The property was acquired from Ameron HC&D through friendly condemnation. The project included remodeling the former Ameron office building, construction of a new two story adjoining wing for an administrative headquarters and construction of a modern 250 bus maintenance and operating garage with parking for buses and employees.

MTL has on order 45 new TMC 40 foot RTS which will replace many of the 600 series Flxible New Looks. There are no longer any GMC New Look or AM General buses on the property having been replaced by the 500 series Scania buses.



(GL/TWI)

DALLAS, TEXAS: After six months of a crippling strike and a subsequent Chapter 11 bankruptcy filing GL/TWI is, to a large extent, back to business as usual on regular route operations say company officials. The firm, however, is significantly behind its pre strike activities in leasing and chartering buses. The firm has recaptured almost 90 per cent of the riders it had a year ago carrying between 100,000 and 140,000 riders per day. Its most heavily traveled route is LOS ANGELES-SAN DIEGO, some trips operating to and from San Ysidro or Tijuana. Other top routes are ATLANTIC CITY-CAMDEN, LOS ANGELES-BAKERSFIELD and ATLANTIC CITY-NEW YORK CITY. *(Ed. Note - The Los Angeles - San Ysidro corridor is also served by four other firms whose advertising is directed to and whose clientle is primarily Spanish speaking residents of both Southern California and Mexico. The companies operate a number of van type vehicles although the MC-8 is becoming the primary vehicle, many former GREYHOUND buses. The firms are GOLDEN STATE TRANSPORTATION COMPANY, AUTOBUSES INTERCALIFORNIAS, INTERNATIONAL TOUR SERVICE and CENTRAL TOURS SERVICE COMPANY. AI also has a number of Eagles in its fleet. Stops are also made in Huntington Park, East Los Angeles and Santa Ana enroute to San Ysidro and Tijuana. These companies do not actually serve San Diego proper.)* In California GL has filed an application to discontinue Route 8.03 in Mendocino and Sonoma Counties between Fort Bragg and Cloverdale. A hearing has been set for December 3rd. This route had been suspended after the strike started, but the Public Utilities Commission ordered GL to resume service while this petition was being decided. Service to and from Fort Bragg and other Russian River area points currently consists of one daily round trip *(WT 10/90)*.



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

PROPERTY	FLEET #	BUILDER	MODEL/SERIAL #	DATE/ NOTES
-NEW-				
Super Scenic Tours	9023	Eagle	AE15/KB070318	1989
Transp. & Parking System Univ. Cal. Davis	2821	Gillig	3096TB6V92T/J1082583	11/88
RAZ Transportation (OR)	302	MCI	102A3/GP041037	12/86
Preferred Charters	8710	MCI	102A3/HP041098	03/87
Maverick Coach Lines (BC)	770	MCI	102A3/HP041766	12/87
Prince Albert Bus Lines (SK)	110	MCI	102C3/JP041894	02/88
	114	MCI	102C3/LP043215	01/90
Texas Bus Lines (TX)	205	MCI	MC-9/LP043258	02/90
Univ. Cal. Davis	3041	National	Transmark/LC600333	06/90
Customer Coach Service	C-3	Prevost	2P9L/H1001327	1987
Western Bus Lines (BC)	1888	Prevost	2P9L/J1001604	07/88
Ray & Ross (NV)	5901	Prevost	H5-60/K1001032	1989
Arrow Stage Lines (AZ)	9841	Setra	S215HDH/K1030119	1989
	9837	Setra	S215HDH/L1030169	1990
Southwest Charter Lines (AZ)	120	Van Hool	T800/K2019753	1989
-USED-				
Airport Coach	8124	Eagle	AE10/DB031004	1
K-T Services (NV)	736	MCI	96A3/FP040240	2
Scenic Western Charters (OR)	848	Prevost	C102-2364-76	3
-DISPOSITIONS-				
Regional Transit(Sacramento)	4153	Flxible	45102-8-1/60346	4
	4164	Flxible	45102-8-1/60357	4
	4167	Flxible	45102-8-1/60360	4
	4168	Flxible	45102-8-1/60361	4
	4174	Flxible	45102-8-1/60367	4
Utah Transit Authority (UT)	3001-3015	Flxible	35096-6-1/61038-052	5

NOTES:
1. Ex Aztec Bus Lines 915.
2. Ex Kerrville (TX) V740.
3. Ex Arizona Southern (AZ) 219. Originally Roberts Holiday Lines 219.
4. To UNITRANS (Univ. Cal. Davis).
5. For sale.

