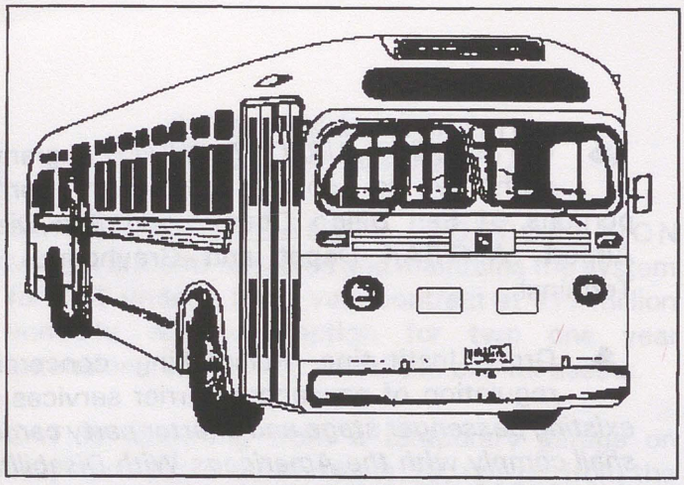
Western Transit

Our 30th Year!

VOL. 31, NO. 1 January 1993



CITIZENS AREA TRANSIT (CAT)

LAS VEGAS, NV: On December 5th CITIZENS AREA TRANSIT, a service of the Regional Transportation Commission of Clark County, commenced operations. The publicly owned CAT was designed to replace the privately owned and recently publicly funded LAS VEGAS TRANSIT, associated with GRAY LINE TOURS OF SOUTHERN NEVADA, and the local transit operator for over twenty five years.

Initially the fleet had 78 buses operating over 21 bus routes with the system growing to 128 by the end of this month. The additional buses will improve weekday rush hour service on most every line by reducing headways, generally from hourly to half hourly. Buses run on a modified grid system that covers over 150 square miles of the Las Vegas Valley including the cities of Las Vegas, North Las Vegas and Henderson.

The CAT fleet includes 90 new buses (401-490, New Flyer Model D40) and 38 rehabilitated buses which have been painted white with teal green and purple graphic designs and sport the CAT name and logo. The New Flyers have 45 padded insert seats including two wheel chair positions, Lift-U front door lifts, Luminator electronic headsigns, sidesigns and rear route numbers, Stop Requested signs, GFI fareboxes, rear windows, Detroit Diesel engines with particulate traps and Sutrak roof mounted air conditioning.

The rehabilitated buses include 13 Gillig Phantoms (former LVT 4701-4713 renumbered 301-313), 12 Flxible Metros (former LVT 4601-4612 now believed to be 201-212), 8 former COUNTY TRANSIT Grumman 870s *(WT10/92)* and also believed to be numbered in the 200s) and 5 GMC RTS (former LVT 4521-4525 and expected to be renumbered in the 100 series). *(Ed. Note - during a visit to Las Vegas in mid January only the New Flyers and Gilligs were seen in service).* The Gilligs, Flxibles and GMCs were owned by the RTC when previously operated by LVT *(WT 12/91).*

(Continued on Page 3)

IN THIS ISSUE

PUC Decisions 2
Las Vegas Transit 3
Gray Line Tours of Southern Nevada 3
K-T Contract Services 4
Scenic Tour Services 4
Bridgewater Transport 4
SunTran 4
Christmas Buses & Services 4
Valen Transportation 5
Airport Cruiser 6
Transportes Intercalifornias 6
South Coast Area Transit 6
Tri Delta Transit 6
ROTM - International Tour Service . . 7
Napa Valley Transit 8
Desert Stage Lines 8
So. Cal. Regional Rail Authority 8
Foothill Transit 8
Omnitrans 9
Long Beach Transit 9
AC Transit 10
Central Contra Costa Transit Auth . 10
SamTrans 10
San Francisco MUNI 10
Metro Red Line 11
BART 11

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Below are applications to and decisions of the California Public Utilities Commission:

APPLICATIONS

☑ Bahram Aryannejad dba *HOLIDAY SHUTTLE* for on call passenger stage certificate between San Diego Airport, AMTRAK Depot, Greyhound Bus Depot, B Street Cruise Ship Terminal and points within San Diego County

☑ Behzad Platini dba *ECONO RIDE* to transfer and Econo Ride Enterprises to acquire an airport access passenger stage certificate

☑ *SUPER SHUTTLE OF SAN FRANCISCO* to provide service between Oakland Airport and points in Alameda, Contra Costa, San Francisco Counties and San Francisco Airport; between SFO and points in Alameda and Contra Costa Counties and to establish Zone of Rate Freedom

☑ *CALIFORNIA WESTERN RAILROAD* for authority to increase tourist passenger fares between Fort Bragg and Willits

☑ Yuba Sutter Transportation Company dba *YUBA SUTTER TRANSPORTATION AIRPORT SERVICE* for passenger stage certificate between points in Yuba, Sutter and Butte Counties and Sacramento Metropolitan Airport

☑ Earl Webb dba *VIP SHUTTLE* to add on call passenger service to and from various points between cities in Coachella Valley and surrounding Riverside County unincorporated areas

DECISIONS

🔨 Charter Party Permits of Moonlight Transit, Inc. dba *SUPER CAR SERVICE* (TCP-4838) and A & S Transit Service dba *CITY CAR SERVICE* (TCP-7537) were permanently revoked

🔨 Jerry and Melita dba *AIRPORT EXPRESS* granted a Zone of Rate Freedom of + $15 to -$5 from its current tariff rates

🔨 *GO BUDGET AIRPORT SHUTTLE* granted authority to operate between certain portions of San Diego County and San Diego Airport, AMTRAK Depot and Greyhound Bus Terminal

🔨 Order Instituting Rulemaking concerning regulation of passenger carrier services *(all existing passenger stage and charter party carriers shall comply with the Americans With Disabilities Act of 1990; within 18 months the Transportation Division shall perpare and submit to the Commission a report on progress of adequate airport transportation for persons in wheelchairs, indicating whether a new investigation of this issue is warranted)*

RESOLUTIONS

Passenger stage certificate granted to Kopecky Corporation dba *KOPECKY CHARTER BUSES* (San Diego-Mammoth ski area) voluntarily suspended

Passenger stage certificate granted to Harbor Bay Business Park (Ferry service Alameda-Oakland-San Francisco) voluntarily suspended

WESTERN TRANSIT
11112 Ivanhoe
Garden Grove, CA 92640-1133

©1993 WESTERN TRANSIT

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR STAFF:	Jim Moore Warren F. Quon Ed Von Nordeck
REPORTERS & SOURCES:	Charlie Brown Bob Burrowes Alan Fong Jim Husing Don Jewell Alex Lock Marvin Martin John McKane *BART Times*

CITIZENS AREA TRANSIT

(Continued from Page 1)

AMERICAN TRANSIT CORPORATION (ATC/Vancom) operates and maintains the system for CAT under a three year contract at $17 million annually with an option for two one year extensions while RTC owns the capital assets.

CAT is operating from a temporary garage on Tropicana Road at Interstate 15, not far from the Las Vegas Strip.

All CAT routes operate between 530AM and 130AM daily with service on Line 16-LAS VEGAS STRIP LOCAL provided twenty four hours a day. Adult fares are $1.00 with youth, seniors and disabled 50 cents. Monthly Passes and 40 ride Coupon Books are also available.

The CAT paratransit plan, scheduled to begin in April and provided under contract to RTC/CAT, will provide 50 vehicles offering 150,000 one way trips with major expansion planned so that by 1997 the fleet will total 146 units providing over 500,000 annual trips to an estimated ADA local and visitor certified population of 20,000.

RTC's total transit start up budget for 1993 is $41 million. Funding sources include a 1/4 of a percent sales tax for transportation which was approved by Clark County voters in 1990. RTC administers the county funds generated from Motor Vehicle Fuel Taxes and distributes those funds to various governmental subdivisions within the county. In addition, RTC is the designated Metropolitan Planning Organization and the public transit provider for the county. As MPO the commission is responsible for review and approval of a Regional Street and Highway Plan. As transit provider, RTC has implemented the CAT public transit system and is responsible for its development and management.

Although the CAT system was designed to replace the former LVT 16 route local system, LVT is still operating service along the famous Las Vegas Strip and the matter is before the Nevada Public Service Commission.☺

Please See Page 7 For CAT Service Table

LAS VEGAS TRANSIT (LVT)

LAS VEGAS, NV: LVT is continuing to operate three of the Las Vegas Strip services they previously provided - 6-LAS VEGAS STRIP, 13-STRIP SHUTTLE and STRIP EXPRESS. Their fleet includes 4301-4302 (TMC RTS 06s), 4401-4403 (GMC RTS 04s), 4536-4540 (MCI MC-5Cs), 4541-4546 (GMC RTS 01s) and 6101-6104 (New Flyer D60s). All the buses, except 4301-4302 which are new, were used on the former LVT system. The 4300s feature 43 orange colored fiberglass seats with padded inserts, brown interiors, Stop Requested signs and Luminator electronic destination signs.

Line 6 continues to operate 24 hours a day with a 15 minute headway 700AM-1245AM, half hourly 1245AM-245AM and hourly 245AM-700AM. Line 13 runs every 20 minutes between 830AM and 100AM. The Express operates every half hour between 630AM and 100AM. All lines operate daily.

LVT fares are $1.25 adults, 55 cents seniors and disabled, 40 cents children with discount fare cards available for all riders. LVT operators continue to make change and transfers are not offered *(Ed. Note - since they are now competitors, LVT and CAT do not honor each other's fare media).*☺

GRAY LINE TOURS OF SOUTHERN NEVADA (GLT)

LAS VEGAS: GLT rearranged its Hoover Dam Tours on November 1, 1992 to provide three tours - 1-LAS VEGAS ORIGINAL HOOVER DAM TOUR with one daily departure, 1A-HOOVER DAM EXPRESS with two daily departures and 5-DELUXE HOOVER DAM TOUR which now operates twice a day Monday thru Saturday and once on Sunday.

Some tour prices were increased while those tours involving Grand Canyon were reduced by $10.

For its McCarran Airport-Strip-Downtown route GLT has purchased seven 15-passenger wheelchair lift equipped Ford Econoline 350/ National Escort 158s (2129-2135). Other

GRAY LINE TOURS
(Continued)

members of the airport fleet include 2105-2106, Ford Econoline 350/National Escort 178s, 2108-2111 and 2126-2128 which are Ford Econoline 350/National Escort 158s and 2112-2125 which are Ford Econoline 350/Wheeled Coaches.☺

K-T CONTRACT SERVICES
(KTS)

LAS VEGAS, NV: During September KTS inaugurated a interstate service route between Las Vegas and a point just across the California/ Nevada state line (details on levels of service presently unknown).

KTS had petitioned the Nevada Public Service Commission for authority to discontinue the daytime schedule between Las Vegas and Reno (745AM departures from both cities with running time of about 11 hours with both schedules operating via Fallon).☺

SCENIC TOUR SERVICES
(STS)

LAS VEGAS, NV: Presently before the Nevada Public Service Commission is a joint application of Commuter Investment and Development Corporation dba SCENIC TOUR SERVICES for approval to sell and transfer and Protrav Services, Inc. dba PROTRAV MOTOR COACH SERVICES to purchase and acquire Certificate Number PSC 2001. STS presently operates between Las Vegas and Grand Canyon, Las Vegas hotel pick ups for SCENIC AIR flights and charter service.☺

BRIDGEWATER TRANSPORT, INC.
(BTI)

TUCSON, AZ: BTI rerouted and rescheduled its TUCSON-PHOENIX AIRPORT-PHOENIX route on October 25th. Three (instead of eight) daily round trips are now provided and a stop in downtown Tucson at the Ronstadt Transit Center has been added. Trips depart Park Mall in east Tucson at 645AM, 1245PM and 545PM and they leave the Downtown Transit Terminal at 1st and Washington in Phoenix at 945AM, 345PM and 845PM. The TUCSON-BISBEE-DOUGLAS route continues with three daily round trips and a total of three buses are required to operate both routes.☺

SUN TRAN
(ST)

TUCSON, AZ: Line 11-ALVERNON received a second branch and the regular route along Ajo Road was revised by a recent change. The regular route operates as before from River and Dodge along Alvernon to 32nd, thence 32nd, Winstel, 34th, Layton, Aviation, Golf Links, Ajo, 6th Avenue, Irvington (into Laos Transit Center), 12th Avenue and Ajo to Mission. The alternate route runs along Alvernon to 34th, then Palo Verde, Gas Road, Butterfield Park, Irvington, Palo Verde, Valencia, Tucson Blvd and Airport roadways to the Tucson Airport Terminal Building. A 15 minute headway is operated weekdays on the trunk (30 minutes on each branch) with a 30/60 headway on weekends.☺

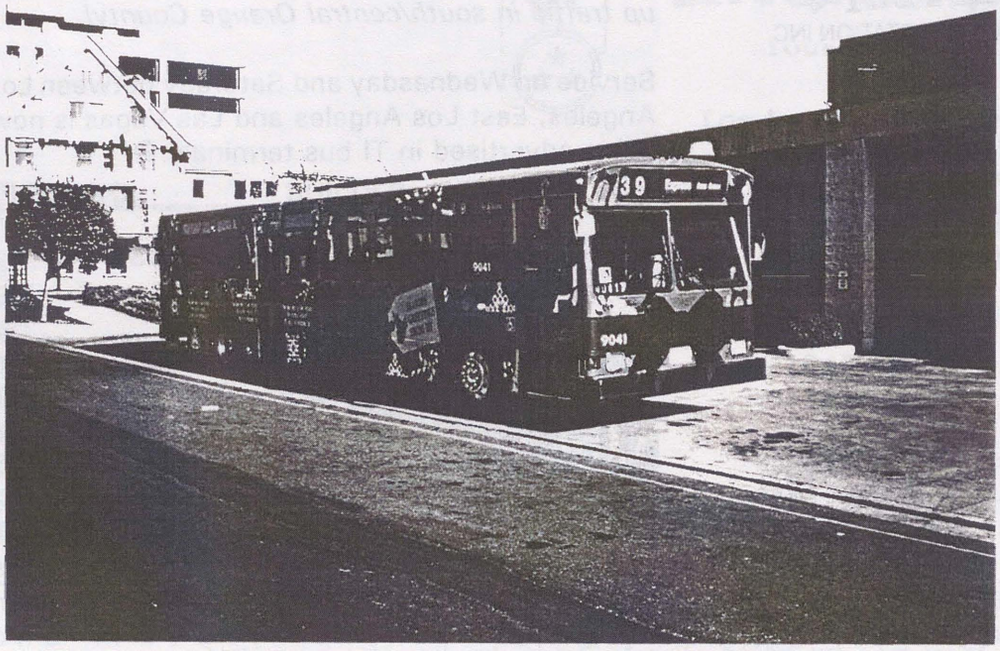
SPECIAL CHRISTMAS BUSES AND SERVICES

The *GLENDALE BEELINE* extended service to 800PM on weekdays and implemented weekend service between 900AM and 300PM on all three lines between November 27 and December 30.

For the third year the *DIAMOND BAR SHUTTLE* operated between Nov. 24 and Dec. 31, but this year provided a 30 minute headway (2 buses) on the loop route thru the city. Sponsored by the city, MAYFLOWER CONTRACT SERVICES operated DBS.

MCS also operated the *LAKE FOREST HOLIDAY SHUTTLE* for this new Orange County city. Two loop type routes were operated - EL TORO ROAD and LAKE FOREST - each on a 30 minute headway. Weekday service ran between 200PM and 1000PM, Saturday hours 1000AM-1000PM while Sunday hours were 100PM-900PM.

CHRISTMAS BUSES
(Continued)



Sacramento 9041, a 1990 Gillig 40102TB6V92T. *Alan Fong Photo*

The *ORANGE COUNTY TRANSIT DISTRICT* implemented a special Line 40-SOUTH COAST PLAZA SHUTTLE providing connections between the area bus lines and the on property bus stop near Nordstroms. Between December 12 and 21 the bus operated every 15 minutes (1000AM-600PM) using one 4500 series Gillig from Division 4. The route was from SCP via center roadways, Sunflower, Bear, Mac Arthur, Bristol, Sunflower, Bear and center roadways.

RIVERSIDE TRANSIT AGENCY did not operate the SANTA CLAUS EXPRESS special route this year, but did provide free rides on the specially painted Candy Cane Express bus which was painted red and white, decorated with a giant candy cane and driven by either Santa Claus or Mrs. Claus. As well, RTA Line 30-PERRIS HOLIDAY SPECIAL *(WT 12/92)* operated on a special loop throughout the city (one bus on a 70 minute headway).

METROLINK operated special Saturday train service also. On December 12 one train was operated on the VENTURA line departing Moorpark at 830AM and Los Angeles at 315PM. The following Saturday the SANTA CLARITA and SAN BERNARDINO lines each ran with trains departing Santa Clarita and Pomona at 900AM and Los Angeles at 330PM. No fares were charged and METROLINK SHUTTLE buses were also operated.

LONG BEACH TRANSIT painted RTS 4402 as its Candy Cane Express while *SANTA MONICA MUNICIPAL BUS LINES* painted GMC T8H-5307A 5149 similarly. Sacramento's *REGIONAL TRANSIT* also had a Christmas bus, Gillig 9041.

ANTELOPE VALLEY BUS using one bus, usually an MC-8, operated a parking lot shuttle between Thanksgiving and Christmas for the recently opened Valencia Town Center in Santa Clarita.

In Honolulu *THE BUS* also had a specially decorated bus, RTS #701, which sported a wrap around mylar bow, holiday greetings lettered on all sides, a wreath was placed on the front and the electronic headsign displayed yuletide messages.☺

VALEN TRANSPORTATION (VTI)

ANAHEIM: The SAN DIEGO-ANAHEIM route has been divided into the SAN DIEGO EXPRESS which on Monday, Wednesday, Friday and Sunday provides transportation between the two cities including pick up and drop off at area hotels - departs Anaheim 900AM and San Diego at 1130AM. On Tuesday, Thursday and Saturday the SAN DIEGO DAY TOUR operates providing the city to city transportation plus an escorted tour of Old Town, Gaslamp Quarter, Balboa Park, Seaport Village, Cabrillo Park, Mission Bay and La Jolla - departs Anaheim 1000AM and San Diego 615PM.

Two versions of the San Diego Overnighter package are now available including round trip transportation from Anaheim, one nights stay in a

VALEN TRANSPORTATION
(Continued)

leading San Diego hotel and two days worth of deluxe GRAY LINE SAN DIEGO tours.

VALEN TRANSPORTATION INC.

VTI is again operating the 3 day/2 night escort tours to Laughlin, Nevada *(WT 10/91)*, but has discontinued the Friday Night Flyer on the ANAHEIM-LAS VEGAS route *(WT 1/92)*.☺

AIRPORT CRUISER, INC.
(ACI)

BUENA PARK: The winter schedule on the DISNEYLAND-BUENA PARK-LAX route was implemented on October 14th. Service departs Anaheim between 410AM and 830PM (last trip previously was 1005PM) with headways varying between 45 and 60. The SUPPLEMENTAL CRUISER CONNECTOR (Disneyland area shuttle) now operates between 415AM and 405PM connecting with all LAX buses.

Although reservations are not required, ACI is now encouraging passengers to call in at least one day in advance to purchase tickets using Mastercard or Visa. Passengers without tickets or Travel Vouchers can still purchase a ticket from the ACI bus operator.

ACI and AIRPORT COACH have switched places at Anaheim's Grand Hotel - ACI is now loading by the former ticket office in the hotel while AC loads/unloads by the playground area with the other bus companies.☺

TRANSPORTES INTERCALIFORNIAS
(TI)

LOS ANGELES: The Santa Ana terminal was recently relocated to the TIC Travel Agency near 1st and Wright and the LOS ANGELES-SAN YSIDRO-TIJUANA route was rerouted via Santa Ana Freeway, 4th, Wright, 1st, Mabury and 4th to the freeway.

TI is using the recently opened HOV lanes on the Santa Ana Freeway between Red Hill in Tustin and Alton in Lake Forest *(Ed. Note - likely other carriers are also using the lanes which help speed up traffic in south/central Orange County).*

Service on Wednesday and Saturday between Los Angeles, East Los Angeles and Las Vegas is now being advertised in TI bus terminals.☺

SOUTH COAST AREA TRANSIT
(SCAT)



OXNARD: On October 11 SCAT inaugurated Line 15-ST. JOHN'S MEDICAL CENTER-NORTHEAST which operates daily between 630AM and 630PM on a 35 minute headway using 1 bus.

Beginning at Oxnard Blvd and Gonzales Road, the line operates via Gonzales, thru St. John's, Rose, Ventura, Paseo Mercado, Via Del Norte, Rice, Gonzales (thru St. Johns) to C Street looping via C, Citrus Grove and Oxnard to Gonzales.☺

TRI DELTA TRANSIT
(TDT)

ANTIOCH: TDT discontinued lines 383-OAKLEY LOCAL and 384-OAKLEY-BETHEL ISLAND-DISCOVERY BAY this past September. These were both one bus routes on hourly headways weekdays only. "Lifeline Service" is now available to residents of Bethel Island and Discovery Bay on weekdays between 630AM and 530PM. This service, which costs $1.50 going and 75 cents returning, will take passengers to the nearest BART Express bus stop and requires a 24 hour advance reservation.☺

WT'S 30th ANNIVERSARY IS THIS AUGUST!
WATCH FOR DETAILS ON OUR UPCOMING EVENT!



international

Tour Service

Los Angeles, California

FLEET NO.	BUILDER	MODEL	SERIAL NUMBER	YEAR	NOTES
10	TMC	MC-8	T1011-1392/2290	1978	Ex Greyhound 6279
20	TMC	MC-8	T1112-1488/2388	1978	Ex Greyhound 8027
30	MCI	MC-7	U10423/S7802	1970	Ex Greyhound 7129
40	MCI	MC-7	U11890/S9359	1972	Ex Greyhound 6053
50	MCI	MC-7	U10473/S8031	1970	Ex Greyhound 7147
60	MCI	MC-7	U12212/S9775	1973	Ex Greyhound 7419
70	MCI	MC-7	U10654/S8074	1970	Ex Greyhound 1537
80	MCI	MC-5A	U6403/S6927	1967	Ex Greyhound 4006
90	MCI	MC-5A	U6426/S6948	1967	Ex Greyhound 8712
100	MCI	MC-5A	U5528/S6072	1965	Ex Greyhound 2473

CITIZENS AREA TRANSIT SERVICE TABLE

LINE NO.	NAME	PEAK DIV HDWY	MONDAY-FRIDAY AM	PM	BASE	RQMT	SATURDAY BASE	RQMT
1	MARYLAND PARKWAY	15	8	8	30	4	30	4
2	WEST FLAMINGO-EAST TROPICANA	30	5	5	60	3	60	3
3	SPRING MOUNTAIN-EAST SAHARA	30	5	5	60	3	60	3
4	WEST SAHARA-EAST DESERT INN	30	6	6	60	3	60	3
5	WEST OAKEY-STEWART AVENUE	30	5	5	60	3	60	3
6	WEST CHARLESTON-LAKE MEAD	30	4	4	60	2	60	2
7	VEGAS DRIVE-EAST CHARLESTON	30	5	5	60	3	60	3
8	SMOKE RANCH-BONANZA ROAD	30	6	6	60	4	60	4
9	CHEYENNE AVENUE-EAST OWENS	30	5	5	60	3	60	3
10	JONES BOULEVARD-VALLEY VIEW	30	5	5	60	3	60	3
11	DECATUR BOULEVARD	30	5	5	60	3	60	3
12	EASTERN DRIVE	30	5	5	60	3	60	3
13	PECOS ROAD	30	5	5	60	3	60	3
14	SALT LAKE HIGHWAY	30	4	4	60	2	60	2
15	BOULDER HIGHWAY-HENDERSON	30	6	6	60	3	60	3
16	LAS VEGAS STRIP LOCAL	15	8	8	15	8	15	8
17	LAS VEGAS STRIP EXPRESS	20	4	4	20	4	20	4
18	STRIP SHUTTLE	30	2	2	30	2	30	2
19	LAS VEGAS BOULEVARD-FLAMINGO	30	4	4	60	2	60	2
20	WEST FLAMINGO-RAINBOW	30	4	4	60	2	60	2
21	WEST LAS VEGAS-EAST WASHINGTON	30	8	8	60	4	60	4
	TOTALS -----		109	109		67		67

REFERENCE NOTES

Lines 1, 10-15, 19 and 20 are considered North/South lines.
Lines 2-9 and 21 are considered East/West lines.
Lines 16-18 are considered Strip Service lines.

NAPA VALLEY TRANSIT (NVT)

NAPA: On September 4th the CALISTOGA-NAPA-VALLEJO route was extended from its former Vallejo terminal at Sereno Transit Center via Sereno Drive, Broadway, Tennessee (passing Vallejo Ferry Terminal) and Curtola Parkway to the Curtola Park And Ride which is also served by VALLEJO TRANSIT LINES, BENICIA TRANSIT and is the GREYHOUND LINES agency.☺

DESERT STAGE LINES (DSL)

TWENTYNINE PALMS: DSL implemented a new schedule on its TWENTYNINE PALMS-PALM SPRINGS-LOS ANGELES AREA route on September 4th reducing service. Previously there were two daily local round trips between Palm Springs and Twentynine Palms and a Friday evening westbound/Sunday evening eastbound trips from Twentynine Palms to Palm Springs and onto Riverside, Ontario Airport, Anaheim (Disneyland), Los Angeles (Greyhound Depot) and Los Angeles International Airport.

Service now includes a Friday, Saturday, Sunday, Monday morning trips to Palm Springs and an afternoon return trip and the weekend only reservation round trip.

(Ed. Note - the daily round trip between desert area points and LAX (WT 11/91) was canceled earlier in 1992).☺

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: Daily ridership on METROLINK trains during the first week of operation (October 26-30), which was fare free, averaged 6700. Following the imposition of fares on November 1 system daily patronage began to average 1400 rising to 3300 by the end of November. SCRRA officials have responded to claims that the fare structure discourages ridership by pledging to continually review the structure.

Beginning December 1 the Simi Valley station was moved one zone (from 4 to 3) so that one way fares were reduced by $1 with appropriate reductions for round trip tickets and monthly passes. For example, the former Simi Valley-Los Angeles fare of $6.50 became $5.50 and the monthly pass dropped from $176 to $144. The change came after many Simi residents who work in the San Fernando Valley complained that fares geared toward downtown Los Angeles trips made their trips too costly. *(Ed. Note - SCRRA had projected that 1/5 of the riders would be destined to stops where there are major employers such as Burbank, Glendale and El Monte. Actual figures suggest the number is closer to 1/4).*

December 7th brought extension of the SAN BERNARDINO line from Pomona to Claremont (three of five trains) and new schedules on all lines reflected reduced running times. An extension to Montclair is planned for early this year with trains operating as far as San Bernardino by April.

The Los Angeles City Council has approved spending $2.1 million to develop a parking lot and bus turn around area next to the Van Nuys METROLINK station and $637,000 to develop an interim, remote parking lot while the permanent facility is being built *(WT 11/92).* More than $1 million of those monies is for relocating two businesses currently on the property.☺

FOOTHILL TRANSIT (FT)

WEST COVINA: FT changed a number of bus lines on December 7th coincident with the extension of METROLINK trains from Pomona to Claremont. 185-HACIENDA BLVD-IRWINDALE-ARROW HIGHWAY was rerouted east of Towne and Bonita via Bonita, Indian Hill, 1st (serving Claremont METROLINK), Claremont Blvd, Arrow Hwy, Monte Vista, Moreno, Central and Richton to the relocated Montclair Transcenter which is also to serve as the METROLINK Station.

Lines 192-ARROYO-NORTH WHITE-SAN BERNARDINO AVE and 194-WEST 9TH-TOWNE-ARROW HWY were both extended to the Claremont METROLINK Center from Indian Hill and Arrow via Indian Hill, 1st, Claremont Blvd and

FOOTHILL TRAN (Continued

FOOTHILL TRANSIT
(Continued)



Arrow to Indian Hill. In addition, the 194 was rerouted to provide transit to the Phillips Ranch development in southwest Pomona. From Ridgeway and Valley the line operates via Valley, Corona Expressway, Mission, Westmont, 9th, Corona Expressway, North Ranch Road, Village Loop Road, Phillips Ranch Road, Rio Rancho Road to Park and regular route.

Line 482-LOS ANGELES-HACIENDA HEIGHTS-POMONA VIA COLIMA RD was rerouted in two places, first along Santa Anita, Durfee and Peck to Pomona Freeway serving the Crossroads Industrial Park area and then diverting off Colima along Gateway Drive and Copley Drive to serve the Diamond Bar Office Park area. 690-CLAREMONT-PASADENA VIA 210 FREEWAY was extended in Claremont to operate along Foothill, Claremont Blvd and First to College serving the METROLINK Center.

FT no longer honors RTD monthly passes and tickets, but a joint FT/RTD monthly pass, priced 1/3 more than an FT pass, is now available.☺

OMNITRANS
(OT)

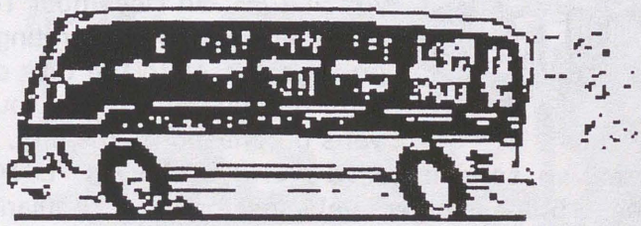
SAN BERNARDINO: Beginning November 2 the Montclair Transcenter was relocated from its previous site on Arrow Highway to Richton Street mid block between Central and Monte Vista, about 1/2 mile away. This is along side the Santa Fe tracks on which METROLINK trains will operate. All buses serving the Transcenter (OT 14, 60, 62 and 65, INLAND EMPIRE CONNECTION 110 and 496, SCRTD 497 and FOOTHILL TRANSIT 185) were shifted.

OT is considering rerouting lines 14, 60, 62 and 65 to serve METROLINK stations when the SAN BERNARDINO line is extended to the city of its name this April.

Following considerable discussion the City of Highland voted to send OT a letter protesting some of their spending policies. Originally, some city political leaders were considering withdrawing from OT, a joint powers agency, and setting up a transit service of their own employing smaller buses or Dial-A-Ride vans or taxis. *(Ed. Note - Highland is a small city on the edge of the OT service area east of San Bernardino and north of Redlands and is served by two OT lines, 11-HIGHLAND-PATTON and 32-HIGHLAND-REDLANDS).* Their concerns centered on increasing administrative costs without improvements in bus service and that most of the buses in their city were usually empty. Until a few years ago each San Bernardino county city received an annual allocation of sales taxes earmarked for transit and the money was turned over to OT. State law was changed to create a single valley wide pool of taxes so there would be no money for a withdrawing city to claim and Highland would have had to fund new service on its own.☺

LONG BEACH TRANSIT
(LBT)

LONG BEACH: LBT has been added to the list of transit systems experimenting with alternative fuel vehicles, theirs a battery powered bus. Beginning December 18 a Specialty Vehicle Manufacturing Company battery powered Model 5000 bus began plying the streets of Belmont Shore as part of a six month experiment. *(Ed. Note - in the early 1970s LBT tested three Electrobus battery powered vehicles on the forerunner of today's Line 31/32-DOWNTOWN LOOP).*



LONG BEACH TRANSIT
(Continued)

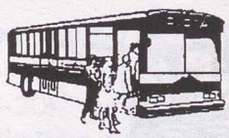
The battery vehicle (221) is painted white with a wide blue belt with the words "ELECTRIC SHUTTLE" in red on a yellow background. It has 22 light blue fiberglass seats arranged longitudinally, one wheelchair position, all black interior, one door with a ramp (instead of steps), removable side windows, defroster but no heater and a top speed of 35 MPH.

The bus is being used on the BELMONT SHORE SHUTTLE which operates daily 300PM-900PM on a 20 minute headway between the Belmont Pier and 2nd & The Toledo through the Belmont Shore commercial area. The route is via 39th, Ocean, Termino, Livingston, 2nd to The Toledo, returning Santa Ana, 2nd, Livingston and 39th.☺

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: In addition to the September 1992 service changes *(WT 09/92)*, six former lines (5-SNAKE ROAD, 16-SUNDALE, 39X-CASTRO VALLEY EXPRESS, 60-PIEDMONT PINES, 94-HAYWARD HIGHLANDS and 319-BAY FARM ISLAND-ALAMEDA FERRY) were discontinued and one new line (72L-OAKLAND-BART/EL CERRITO DEL NORTE LIMITED) was established. All AC lines are now being advertised as totally accessible.☺

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)



ANTIOCH: On December 14 CCCTA began operating, under contract to the City of San Ramon and using four vans purchased by the city, a new van service called NEIGHBORHOOD LINK. The 15 passenger vehicles provide regularly scheduled trips on two loop type routes through the city daily except Sunday connecting with CCCTA Lines 121 and 122 at Crow Canyon Road and San Ramon Valley Blvd. Regular CCCTA fares and fare mechanisms apply.☺

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: SAMTRANS made changes on 22 of its routes beginning January 3, most of them time and trip adjustments. In addition, 40E-CARLMONT VILLAGE-BELMONT-HILLSDALE was shortened to operate as far north as Hillsdale Shopping Center no longer serving Redwood Shores. Service has been added between Hillsdale, Old County Road and Dale View & Hiller. 96S was discontinued due to lack of patronage.☺

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: A prototype of MUNI's new articulated trolley coaches (New Flyer Model D60, 7000), arrived earlier last year and is underwent extensive engineering tests and has been in service on a number of lines including CALIFORNIA, 14-MISSION, 30-STOCKTON and 49-VAN NESS-MISSION. Following evaluation of the prototype, Flyer Industries will incorporate any necessary changes and go into full production on the 60 buses scheduled for delivery beginning in the middle of this year. These buses will have two separate driving motors to operate the middle and rear axles.

Three "new" cable cars were introduced in a parade on December 5th, 13 and 21 which are single end cars for POWELL-MASON and POWELL-HYDE and 49, a double ended car for CALIFORNIA STREET. These are the first cars to be built since 1914 and were hand crafted in MUNI shops over the past eighteen months. The cars are made of American oak, Alaska yellow cedar and tropical wood with steel used to strengthen the frame. The brass bells, hinges and steel wheels were cast from patterns handmade by MUNI craftsmen.☺

WT Renewals - $15 for 1993
Please make checks payable to EDMUND BUCKLEY

METRO RED LINE

LOS ANGELES: The METRO RED LINE will be opening on Saturday January 30, 1993 with opening ceremonies and free rides over the weekend.

The RED LINE will operate between Union Station and Westlake/MacArthur Park Station near Wilshire & Alvarado. The stations are Union Station, Civic Center, Pershing Square, 7th Street Metro Center and Westlake/MacArthur Park.

Service will operate seven days a week every 10 minutes from 500AM to 700PM. One-way running time is 7 minutes. The fare will be the same as the BLUE LINE at $1.10.☺

BAY AREA RAPID TRANSIT (BART)

San Francisco: Don't look now, but BART's a couple of cars short of a full fleet.

That's because a pair of BART's original A- and B-Cars were coupled to behemoth tractor rigs in November and hauled to Bloomington, DE, where the Delaware Car Company will thoroughly rehabilitate the two cars - from top to bottom, inside and out - and convert the A-Car to a B-Car. The cars will be returned to BART next April.

A-Cars - the ones with BART's signature slanted nose - contain a Train Operator's control cab and can be used only on the ends of trains; B-Cars have no control cab, are flat-nosed and can only be used in the center of trains.

This is the first step in BART's crucial Car Rehabilitation Program. Eventually, all 440 original BART cars - 137 A-Cars and 303 B-Cars - will be "rehabed". Replacing the original fleet of cars would cost about $800 million; rehabilitating them will cost about half as much.

In this first, $1.8 million diagnostic phase of the program, the two cars will be completely disassembled, examined and rebuilt. From this work, the engineers will be able to give BART a comprehensive, detailed description of the rehabilitation work that is required to extend the useful life of the fleet and a firm estimate of the cost.

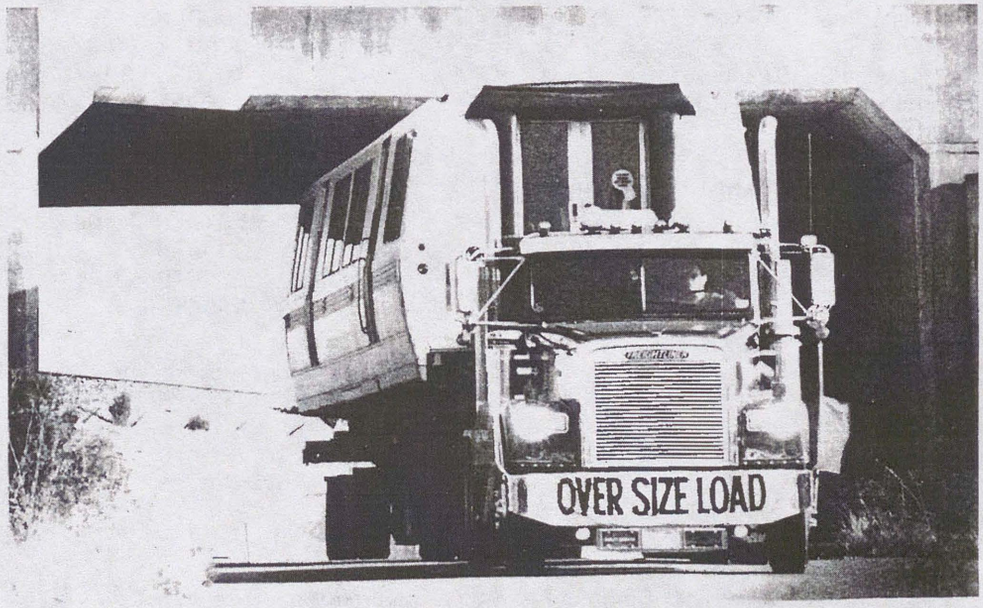
Funding comes from an $8 million Federal Transit Administration grant that was awarded to BART in November and a $4.4 million State grant that BART got in March.

"These cars have served the public reliably and effectively for the past two decades," BART General Manager Frank J. Wilson said. "Now we're going to make them as good as new."

Each of BART's original cars has travelled more than a million miles; each door has opened more than 3 million times. The people who designed the cars only gave them a 20-year life span, and they began operation in 1972-1973.

Aging components within the cars translate into poor performance, increasingly costly maintenance, more frequent vehicle failures and, ultimately, declining passenger service and an attendant decrease in patronage and revenue.

"I've seen it happen across the country with countless transit properties. Even the Metro in Washington, DC, which is younger than BART, has had to begin a rehab program", Wilson said.



BART
(Continued)

BART purchased 150 new C-Cars from a French firm two years ago. C-Cars have a control cab but are flat-nosed and thus can be used as lead cars or in the center of a train. These cars are in operation and will not be "rehabed".

Last year BART awarded Morrison Knudsen Corp. a $141.6 million contract to build 80 new C-Cars at a plant in Pittsburg, Contra Costa County. These new C-Cars will be needed to meet patronage demands on BART's extensions to Eastern Contra Costa County, the Livermore Valley, Southern Alameda County, and San Francisco International Airport, and are not replacements for the original cars.

Rebuilding the original fleet of cars is the cornerstone of BART's 10-year System Rehabilitation Program.

"Sometime next spring, BART's *billionth* passenger will pass through our gates," Wilson said. "That represents a *billion* trips through our faregates, a *billion* rides on our escalators, a *billion* people walking through our stations."

The complete System Rehabilitation Program calls for reclaiming the entire "core" system: all 34 BART stations, running rail, lighting, fencing, power components, automatic fare collection equipment, shop tools and machinery, train control equipment, "even the public address system," Wilson added.☺

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Benicia Transit	532	Champion	CTS/LW025016	01/90	
Riverside Transit Agency	171	Ford	Econoline 350/Startrans/MHB32616	1991	
	172	Ford	Econoline 350/Startrans/MHB37170	1991	
	273	Ford	Econoline 350/Startrans/NHA82612	1992	
LADOT	92088	National	RE-29/NC084019	1992	
	92090	National	RE-29/NC084022	1992	
	92096	National	RE-29/NC084017	02/92	
Capital Coach Lines	893	Prevost	2P9L/K1001931	1989	
Evergreen Trails (WA)	1008	Prevost	2P9H/M1001103	1991	H5-60
LADOT	01	SVMC	3000T/NC143477	04/92	
Long Beach Transit	221	SVMC	5000/NC143530	04/92	
LADOT	02-03	SVMC	3000T/NC143563-564	11/92	
Goodall/San Diego	1991	TMC	102C3/LR007763	06/90	
Riverside Transit Agency	9206-9220	TMC	T8O206/NR828618-632	06/92	
-USED-					
Hunt Transportation	BUG 1	GMC	T8H-5307A/1089	1973	1
	CAT 2	Grumman	53102-8-1/90436	1979	2
Benecia Transit	8601	Gillig	3096TB/---	1985	3
	8602	Gillig	3096TB/F1081442	1985	4
	8603-8605	Gillig	3096TB/---	1985	3
-DISPOSITION-					
SamTrans	9505	AM General	10240B/1080	1977	5

NOTES:
1. Ex SCRTD 1023.
2. Ex Parkside Inn 2009. Originally OCTD 2009.
3. Ex Johnson County Transit (KS). Rehabed as part of sale.
4. Ex Johnson County Transit (KS) 33. Rehabed as part of sale.
5. Sold to South Hills Community Church in San Jose.