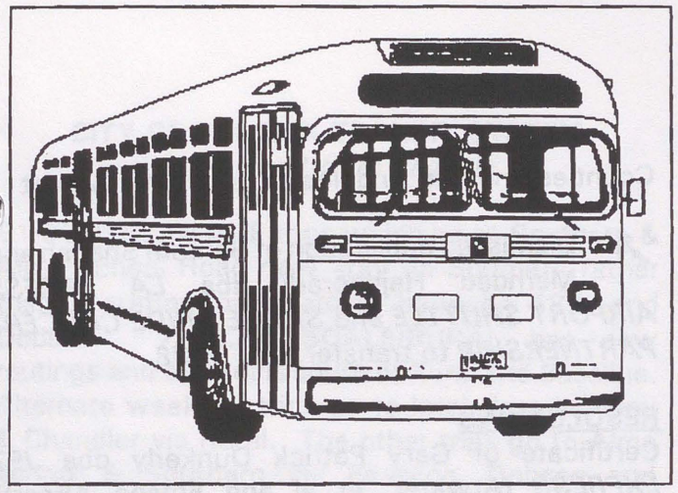


Western Transit

Our 30th Year!

VOL. 31, NO. 2 February 1993

CITY OF PHOENIX TRANSIT SYSTEM REGIONAL PUBLIC TRANSPORTATION AUTHORITY (PTS/RPTA)

PHOENIX, AZ: Between July and October 1992 PTS/RPTA inaugurated two new lines, rerouted several others including in the downtown area to reduce the number of turning movements and to ease crowding in the Downtown Terminal.

NEW Line 156-CHANDLER BLVD began July 1st operating rough hourly service on weekdays between 530AM and 630PM with one bus. From the Chandler/Gilbert Community College the line runs via Gilbert, Chandler, Dobson Rd to serve Chandler Regional Hospital, Chandler looping 54th, Detroit and 56th to Chandler. Only peak trips operate west of Rural Road.

NEW Line 56-PRIEST-UNIVERSITY started in October serving Tempe and Mesa. From the Tri City Mall the line travels Dobson, University, 52nd, 14th, Priest Dr and Baseline to Rural. The line runs weekdays only during three time periods (530AM-900AM, 1030AM-200PM and 300PM-615PM) with 40/60 headways using two buses.

The other changes took place September 8th. In the downtown area 2-GRAND AVE-MAIN (Peoria-Mesa) operates along Washington westbound and Jefferson eastbound instead of entering the Terminal which is located between Washington and Jefferson along 1st Street. 3-VAN BUREN-43RD AVENUE stays on Van Buren (3 blocks north) through downtown. Northbound trips on 7-7TH STREET and southbound trips on 8-7TH AVENUE stop on Washington at 1st. Trips in the other direction use the Terminal. Several Express lines were also adjusted downtown.

Line 2 also has a new routing between Sky Harbor Airport and downtown Tempe traveling via Hohokam Fwy, 44th, Van Buren, Priest, Center Pkwy and Mill to provide better access to the Gateway Commerce Center. 28-GRANT, which connects the Terminal with PTS' south yard, changed to use 1st Ave in and out of downtown and Pima St instead of Sonora and Cocopah between 15th and 19th Aves. 44-44TH STREET-TATUM BLVD covers University Dr between the Airport (Hohokam Fwy) and ASU rather than Broadway as before. Line 44 was also extended from College & University via Mill, Broadway, 48th to Pointe Pkwy south of Baseline serving the Pointe Hilton at South Mountain Resort.

(Continued on Page 3)

IN THIS ISSUE

PUC Decisions	2
Pacific Coast Sightseeing	4
South Coast Plaza Speed Shuttle	4
Norwalk Transit System	4
ROTM - Peerlees Stages	5
Long Beach Transit	6
Kern County Transit	6
Central Coast Area Transit	6
Yuba-Sutter Transit	6
El Dorado Transit	6
Los Angeles County Transportation Comm	7
Southern California Rapid Transit District	7
Los Angeles Metropolitan Transp Authority	8
Los Angeles Department of Transportation	8
Orange County Transportation Authority	9
Torrance Transit System	10
Long Beach Runabout	10
Amtrak	11

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

☑ Americo Alves dba *THE BLUE SHUTTLE* to operate as an "On Call" passenger stage between downtown San Diego and San Diego area communities

☑ *M & M LUXURY SHUTTLE, INC.* to add scheduled service between Nob Hill in the City of San Francisco and San Francisco Airport to existing On Call service

☑ *PEERLESS STAGES, INC.* to establish Zone of Rate Freedom from 65% above to 10% below present tariff fares and individual passenger fares for service between Oakland, San Jose, Santa Cruz and intermediate points

☑ *GREYHOUND LINES, INC.* to change a rate, rule or practice pursuant to the Bus Regulatory Reform Act of 1982, 49 U.S.C. Section 11501

☑ Airport Limousine Service of Sunnyvale, Inc. dba *AIRPORT CONNECTION,* as a passenger stage corporation, to establish a Zone of Rate Freedom for its tariffs

DECISIONS

🔨 Mansour Fereidouni dba *CLASSIC AIRPORTER SHUTTLE SERVICE* granted PSC 7594 to operate between points in San Francisco and San Francisco Airport, also granted extension of time to establish service until 120 days after SFO lifts its moratorium against new shuttle companies operating there

🔨 Phillip Chien dba *AIRPORT EXPRESS* granted authority to operate scheduled passenger stage between points in Santa Clara, San Mateo, Alameda Counties and San Francisco Airport

🔨 JMR Transportation, Inc. dba *EXECUTIVE LIMOUSINE SERVICE* granted certificate between points in Santa Barbara and Ventura Counties and Los Angeles International Airport

🔨 Dismissed application of Bahram Shabab and Merhdad Hajimoradi dba *LA XPRESS AIRPORT SHUTTLE* and *SHARED RIDE CONCEPT PARTNERSHIP* to transfer PSC 5038

RESOLUTIONS

Certificate of Gary Patrick Dunkerly dba *JET EXPRESS* (Atwater, et al and Fresno Airport) voluntarily suspended

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CITY OF PHOENIX TRANSIT SYSTEM

(Continued from Page 1)

61-SOUTHERN AVE trips which go to Southern & Alma School Road now stay on Southern rather than operating on Baseline between 48th and Dobson. 72-SCOTTSDALE/RURAL has new routings and terminals south of Rural and Baseline. Alternate weekday trips go to Intel Corp at Rural & Chandler via Rural. The other trips go to Alma School & Southern via Baseline, Dobson and Southern. On Saturday all trips end at Rural & Baseline. 122-CACTUS ROAD no longer operates its Honeywell extension (two morning and afternoon trips diverted to Bull (formerly Honeywell) plant at 28th Dr & Sweetwater.

"Phoenix" route numbers were added to all MESA SUNRUNNER, METRO TROLLEY-TEMPE and SCOTTSDALE CONNECTION lines. Those systems continue to be separately operated, but the new numbers fit in with the system adopted when PTS lines were changed from a downtown oriented to a grid pattern. Basically, if the major street served by the bus is numbered, the route takes that number (such as 7-7TH STREET or 35-35TH AVENUE). Otherwise, the route uses the hundreds part of the "house number" of the street - for example, 80-NORTHERN AVENUE operates mainly along Northern which is 8000 N.)

30-MESA SUNRUNNER-UNIVERSITY DRIVE is former MS RED Route while 46-MESA SUNRUNNER-BROADWAY ROAD is former MS GREEN Route.

66 and 81 are METRO TROLLEY-TEMPE routes although they now use RPTA buses. 66-MILL AVENUE is former MT-T 2-MILL-SOUTHERN and it now operates from downtown Tempe via Mill past Southern to Baseline, Priest, Elliott, 48th and Warner to Ahwatukee Community Center. The route used to go east on Southern to Dobson Rd and Mesa Community College, which is now served by the rerouted Line 61. 81-McCLINTOCK-UNIVERSITY is former MT-T Route 1 and was extended south of its former terminal at Guadalupe via McClintock, Elliott, River Pkwy, Warner and Dobson to Frye Rd and Chandler Regional Hospital. Previously, both lines operated weekdays only, but Saturday hours (700AM-700PM) were added to 66. Both lines used to loop in downtown Tempe, but now they are thru-routed. Hourly headways remained. (If Mill Ave. was in Phoenix it would be 66th St., 6600 E. It is 0 in Tempe and the city's main street. McClintock is 8000 E. in Scottsdale where house numbering is consistent with Phoenix. 80 is NORTHERN AVE giving 81 to McClintock which is 1800 E. in Tempe.

76-SCOTTSDALE CONNECTION/GRANITE REEF-MILLER is also known as SC YELLOW Route while 82-SCOTTSDALE CONNECTION-HAYDEN ROAD is also known as SC BLUE Route.

96-MESA SUNRUNNER-DOBSON RD. is the former MS BLUE Route, 104-MESA SUNRUNNER-ALMA SCHOOL ROAD is the former MS YELLOW Route and 120-MESA SUNRUNNER-MESA DRIVE is formerly MS BROWN Route which was started on January 6, 1992.

City of Phoenix Transit System

MAYFLOWER CONTRACT SERVICES, INC. was awarded a three year contract by the City of Phoenix to operate five PTS routes in North Phoenix and Glendale (59, 60, 80, 90 and 122) using buses provided by the City. These are 961-967, 35 foot Gillig Phantoms previosuly used by ARNETT TRANSPORTATION SERVICES and 3501-3515, 35 foot TMC RTS, which had been operated by PHOENIX TRANSIT CORP.

The RPTA awarded DAVE TRANSPORTATION SERVICES, INC. a contract to operate six lines (4, 56, 66, 72, 81 and 156) using larger buses. These include 2701-2710, RPTA 30' Orions formerly operated under contract on 4 and 72 by the VALLEY COACH division of AMERICAN TRANSIT CORPORATION, Flxible New Looks 4731 and 4735 borrowed from the City, DAVE owned 2401-2403, CTS Champions formerly used at BENICIA (CA) TRANSIT and DAVE owned 4301-4305, slope back GMC RTS 01s from HOUSTON METRO, retrofitted with Stewart and Stephenson lifts and two wheelchair positions. ♦

PACIFIC COAST SIGHTSEEING TOURS (PCST)

ANAHEIM: PCST has been the American Sightseeing International affiliate since about 1985 and is now also the Gray Line affiliate - GRAY LINE OF ANAHEIM. They have replaced GRAY LINE OF LOS ANGELES which, until mid 1990, originated a number of tours in the Buena Park/Anaheim area using their garage on Manchester south of Orangewood, along the Santa Ana Freeway as the tour staging area. Competition from several local tour operators caused GLOLA to discontinue these tours.

NEW Tour 8-LOS ANGELES/HOLLYWOOD travels to downtown Los Angeles, Hollywood, Melrose Avenue shopping, Rodeo Drive, Hard Rock Cafe, Beverly Center and Venice Beach.

The previous Tour 8 visited the Queen Mary (presently closed) and the Spruce Goose (now moved to a aeronautics museum near Portland, Oregon).

NEW Tour 10-MAGIC MOUNTAIN will operate daily beginning May 22 through September 12 and weekends only through the fall to the amusement park in Santa Clarita.

PCST is now advertising wheelchair accessible (if needed) vehicles in accordance with provisions of the Americans With Disabilities Act of 1990. 1501, a lift equipped Dodge 350 Ram van, is part of the PCST fleet. ◆

SOUTH COAST PLAZA SPEED SHUTTLE (SCPSS)

COSTA MESA: South Coast Plaza, Orange County's largest shopping mall in terms of both sales and square footage, has begun a shuttle service connecting the main mall area with the Crystal Court, a smaller complex housing The Broadway and Robinsons and many specialty shops across Bear Street. Recently service was extended on Sunflower, Bear, thru the South Coast Village and via Plaza Drive crossing Sunflower into the main mall area.

The service is operated by PINNACLE TRANSPORTATION, INC. with a fleet of two National RE-29s (201-202) painted cream over blue with green lettering. The buses have one door and 25 forward facing grey cloth seats and they operate on a one way loop every 5-10 minutes between 1100AM and 900PM daily except Sunday and 1100AM to 700PM on Sunday.

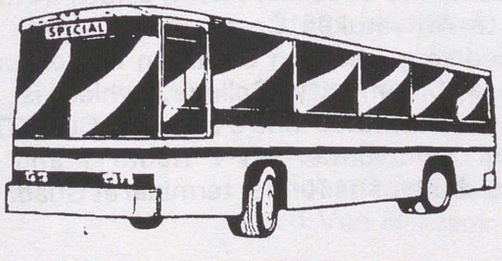
Also recently begun is a once daily service connecting the Four Seasons, Marriott and Hyatt Newporter hotels in Newport Beach with SCP. The trip departs Newport Beach at 1030AM and returns at 330PM. *(Ed. Note - In the mid 1980s there was a branch of the SOUTH COAST PLAZA SHUTTLE operated by PCST which served hotels in Newport Beach and near Orange County Airport, but that route was eventually discontinued).* ◆

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: The previously announced October 22nd fare increase *(WT 10/92)* was delayed and implemented on January 3rd. Adult cash fares are now 60 cents with seniors and disabled persons 25 cents and intra system transfers 15 cents.

Line 1-RIO HONDO-BELLFLOWER has been extended north from Rio Hondo College into the City of Industry connecting with SCRTD Line 484 and FOOTHILL TRANSIT Line 274. From the College the bus operates via Workman Mill, Crossroads Pkwy South, Crossroads Pkwy North, Workman Mill, Proctor to Puente returning via 3rd Ave, Don Julian and Workman Mill.

The City Council has approved selling 8 buses (likely Gillig/Neoplans 7010-7018 series). They will first be offered to non profit organizations and Hermosillo, Norwalk's Mexican sister city. ◆



ROSTER OF THE MONTH

PEERLESS STAGES
Oakland, California

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
73	GMC	S8M-5303A		1969	
131	GMC	SDM-4501	079	1961	Ex Gray Line of San Francisco 201
134	GMC	SDM-5302	100	1963	Originally Paschal Gray Line
135	GMC	S8M-5303A	028	1969	Ex Gray Line Hilo (HI) 12
136	GMC	S8M-5303A	143	1969	Ex Gray Line Hilo (HI) 23
137	GMC	S8M-5303A	001	1968	
289	GMC	P8M-4905A	170	1972	
306	GMC	P8M-4905A	1199	1975	
308	GMC	P8M-4905A	1499	1976	
309	GMC	PD-4106	111	1961	Ex Gray Line of San Francisco 313
310	GMC	PD-4106	897	1962	Ex Gray Line of San Francisco 322
330	GMC	PD-4107	355	1966	Ex Greyhound Lines East 5067
332	GMC	PD-4107	362	1966	Ex Greyhound Lines East 5074
335	GMC	H8H-649	034	1979	
336	GMC	H8H-649	104	1979	
337	GMC	H8H-649	114	1979	
338-340	GMC	H8H-649	A170-A172	1980	
344	GMC	SDM-5301	580	1962	Ex Salt Lake Transportation (UT) 281
346	MCI	MC-8	U32657/S13172	1978	Ex Vaca Valley Bus Lines 7704
347	MCI	MC-8	U32662/S13148	1978	Ex Quality Coaches 90
348	GMC	S8M-5304A	002	1968	Ex Eastshore Lines 464
349	GMC	TDM-5301	023	1961	Ex Amador Stage Lines 5522
350	MCI	MC-9	BP036086	1981	Ex Americoach 342
351	MCI	MC-9	BP036085	1981	Ex Americoach 341
353	GMC	TDM-5303	015	1965	Ex Greyhound Lines West 9611
356-357	GMC	T8H-5305	005-006	1968	Ex Seattle Metro (WA) 704-705
358	GMC	T8H-5305	009	1968	Ex Seattle Metro (WA) 708
359	MCI	MC-8	U30713/S10634	1974	Ex Greyhound Lines West 2265
360	MCI	MC-9	U35433/S15387	1980	Ex LTR (NV) 278
361	GMC	P8M-4905A	473	1973	Ex Eastshore Lines 333
363	GMC	PD-4905	243	1971	Ex Eastshore Lines 363
364	GMC	TDH-4517	1522	1962	Ex Seattle Metro (WA) 475

LONG BEACH TRANSIT (LBT)

LONG BEACH: February 14th was the date of the winter service change. Former Line 21/22/23/24-SANTA FE-CHERRY was divided in two - 21/22/23-CHERRY-DOWNEY and 191/192-SANTA FE AVENUE. Alignments and service frequencies remained as before.

LBT has purchased a nine acre parcel in North Long Beach at 6860 Cherry Avenue which will be developed as a second operations and maintenance base beginning this year. The present site cannot be expanded. With the advent of trolley coach operation, those buses will be maintained at the present Anaheim and Cherry facility reducing space for diesel buses which would be shifted to the second location. ◆

KERN COUNTY TRANSIT (KCT)

BAKERSFIELD; KCT began a new service, EAST KERN ROUTE, on August 31st connecting California City, Mojave, Rosamond, Lancaster and Palmdale with three round trips on Monday, Wednesday and Friday operating primarily along California City Blvd and Highway 14.

Service departs the California City City Hall at 700AM, 1000AM and 230PM and leaves Antelope Valley Mall in Palmdale at 850AM, 1240PM and 420PM. One way fares vary between $1 and $3.50 depending upon distance traveled and half fares are charged seniors, disabled persons and youths (under 15) and transfers to connecting Dial-A-Rides and ANTELOPE VALLEY TRANSIT AUTHORITY buses are available.

The vehicle being used on EKR is a 1992, 31-foot Diamond coach on Oshkosh chassis seating 25 with 2 wheelchair positions. ◆

CENTRAL COAST AREA TRANSIT (CCAT)

SAN LUIS OBISPO: The former SAN LUIS OBISPO COUNTY AREA TRANSIT (SLOCAT) services in the Morro Bay/Cambria area *(WT 4/91)* have been merged into CCAT. The former LOS OSOS-SAN LUIS OBISPO route is now CCAT Line 11 while the MORRO BAY-SAN SIMEON ACRES route is now Line 12.

CCAT and SLOCAT were different operating names of the SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY which is administered by the County Engineering Department. ◆

YUBA-SUTTER TRANSIT (YST)

YUBA CITY: The new year brought a "NEW" transit operator as YST replaced the former HUB AREA TRANSIT AUTHORITY *(WT 9/88, 12/92).*

Yuba-Sutter Transit

The Sacramento commuter services, DOWNTOWN EXPRESS, EAST SACRAMENTO EXPRESS and MIDDAY EXPRESS, the FOOTHILL and LIVE OAK routes and area DIAL-A-RIDE continue as before. What is "NEW" are three local fixed routes (1-YUBA COLLEGE-YUBA CITY, 2-YUBA CITY LOOP and 3-YUBA COLLEGE-MC GOWAN) serving points in Yuba City, Marysville, Linda and Olivehurst. These services are being marketed as the "Yuba-Sutter Connection". Each line operates hourly 630AM-630PM on weekdays requiring a total of 5 buses. Timed transfers are made at Yuba College in Marysville and Wal Mart in Yuba City.

Fixed route fares are $1, Dial A Ride fares are $1.50 and Commuter fares $2 with seniors, disabled persons and youth charged half fare. ◆

EL DORADO TRANSIT (EDT)

PLACERVILLE: EDT provides public transit service to the residents of the western slope of El Dorado County and is operated jointly by the City of Placerville and County of El Dorado.
It operates commute service to and from downtown Sacramento and four local lines, PLACERVILLE AREA SHUTTLE (a two way loop), POLLOCK PINES, DIAMOND SPRINGS and CAMERON PARK, all meeting at Placerville K Mart on Highway 50 at Missouri Flats Road.

EL DORADO TRANSIT
(Continued)

The EDT fleet includes 4991 and 4998, Flxible New Looks formerly of REGIONAL TRANSIT; 9101-9102, 1991 Bluebirds; 8901-8905, 9001 and 9003, Ford Econoline 350s; 8801-8802, 1988 Ford/Waynes; 7020, 7030, 7035, 7055 and 7075, Dodge Wide Ones; 7040, Ford/Wayne and 7065, Dodge/Turtle Top.

In early December five of the units (7020, 7035, 7075, 8801 and 8905) were lost in a fire of undetermined origin that spread through a County Department of Transportation warehouse in Placerville. Two trucks and $10,000 worth of herbicide were also lost. ♦

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: A 2.6 mile long subway extension of the METRO GREEN LINE to run beneath Imperial Highway from the under construction end of the GREEN LINE to a future METROLINK commuter rail station/transportation center at the east end of the city near Bloomfield Avenue has been proposed. This is one of 8 items on a "fundable" rail corridor project list competing for priority. Others include extension of the BLUE LINE to USC/Exposition Park, a GREEN LINE extension to Torrance and light rail between Los Angeles, Glendale and Burbank.

Two years ago the LACTC policy makers decided to pursue a controversial vision - that of driverless trains on the GREEN LINE *(WT 1/92, 2/92, 10/92)*. After spending over $60 million on the program LACTC staff is now seeking $5 million more to modify the system to carry conventional driver operated trains or the line will not be ready for a planned 1995 opening.
No date has been set for a vote on this request.

The rise and fall of the driverless proposal is an example of how politics on the Commission has influenced crucial engineering decisions that cost millions of dollars. Los Angeles Mayor Tom Bradley, who leaves office this year, was the principal advocate *(although now retired County Supervisor Pete Schabarum has been credited as the father of the idea)* and his departure leaves automation without a strong backer. Proponents said the increased cost of construction would be offset by reduced labor costs. Opponents said the system was too expensive, would be difficult to operate and maintain and that driverless technology had never been applied to a U. S. rail line. ♦

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: January 30th was opening day for Line 802-UNION STATION-MAC ARTHUR PARK/WESTLAKE RAIL LINE also known as the METRO RED LINE. Opening day ceremonies featured speakers and festivities in and around all five stations (Union Station, Civic Center at 1st & Hill, Pershing Square at 5th & Hill, 7th/Metro Center at 7th & Flower and MacArthur Park/Westlake at Wilshire & Alvarado). RTD had 1313, one of the new TMC RTS Methanol buses and historic coach 5193 (TDH 4801/500) on display at Olvera Street.

Free rides were offered the first two days with 25 cent fares charged during February and regular RTD fares applying beginning in March.

Service operates daily between 500AM and 700PM on a 10-minute headway using 3 4-car trains. One way running time is seven minutes. The 802 line is based at the new Division 20, the RED LINE facility at 300 South Santa Fe on the east side of downtown and about one mile from the Union Station terminal. The Breda manufactured cars, numbered in the 500 series, have ribbed stainless steel with red, gray and white trim. They have cream interiors, fiberglass seats with red cloth inserts and seating for 65, one wheelchair position and three doors on each side of the car, 12 character Luminator electronic head and side signs and electronic 3 digit train run numbers. Car 501 has an inside plaque naming it the "Richard Gallagher Rail Car" for Mr. Gallagher's outstanding service (he was Chief Engineer on the project) to the development of Los Angeles' first rail subway transit line. Cars 501-516 are used, 517-518 are on the property but

SCRTD
(Continued)

not known to have seen service and 524-525 were used opening day with only one side of the cars painted, the other side bare metal. The MIAMI cars were each loaded on a railroad flat car on Christmas Eve 1992 for return to Florida.

Line 114-CLARA ST-SANTA ANA ST-FLORENCE BLUE LINE STATION was rerouted in Cudahy on December 27th. The line operates as before from the Blue Line Station to Seville and Hope, then via Hope, State, Santa Ana St, Wilcox, Clara and Scout to the Florence and Emil terminal in Bell Gardens. Headways, days and hours of operation remained the same.

The RTD Board has selected El Segundo based Northrop Corporation to design and develop a lightweight, fuel efficient accessible bus *(WT 10/92)*. The Advanced Technology Transit Bus will be built from the same type of materials used in construction of the Stealth bomber and is expected to weight about 10,000 pounds less than present buses. This weight reduction could permit use of cleaner burning, alternative fuels.

RTD has issued a Request For Proposal for possible contract operation of the new WEST HILLS SHUTTLE in the Canoga Park area of the west San Fernando Valley along with operation of selected tripper Bus Runs on Lines 207-WESTERN AVENUE and 424/425-CANOGA PARK-VENTURA BLVD EXPRESS. Prospective bidders may submit responses for operation of either service or both of them.

The estimated annual cost of the WEST HILLS SHUTTLE is $156,000 with 60% of the cost to be covered by a Section 9 Federal Grant. LACTC has approved the project and RTD has submitted a grant application. RTD does not own small buses proposed for this line and operational costs of private contractors are expected to be less.

Contracting of selected trippers on existing lines is a method to reduce operating costs without reducing service levels and involves the private sector to a larger extent in provision of transit in the Los Angeles area. ◆

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The successor agency to both RTD and LACTC, the MTA Board met for the first time on February 4th. Los Angeles City Council member Richard Alatorre was named Chairman and County Supervisor Edmund Edelman was named Vice Chairman. Interim operating agreements with both present organizations, to allow status quo operations until March 31st, were also approved.

After spending nearly an hour behind closed doors discussing the issue, the 13 member board announced the selection of Franklin White, presently Transportation Commissioner for the State of New York, as the MTA's first Chief Executive Officer. Three local people, including RTD General Manager Alan Pegg, LACTC Executive Director Neil Peterson and Long Beach City Manager James Hankla, were among the finalists. ◆

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

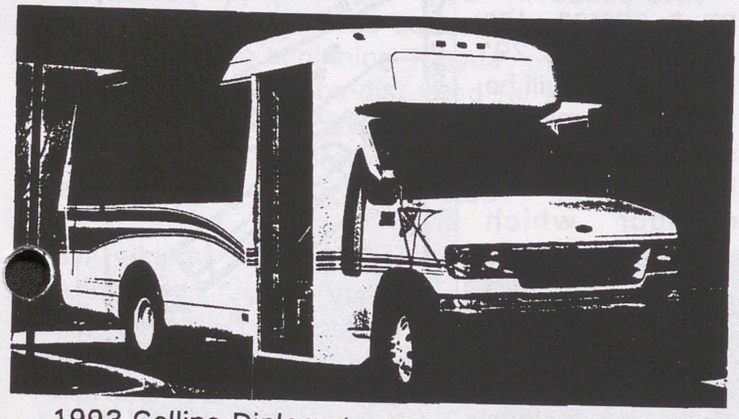
LOS ANGELES: The METROLINK SHUTTLE program *(WT 11/92)* was revised February 1 with the opening of the METRO RED LINE. The CIVIC CENTER/BUNKER HILL route was revised to use Docks 5-8 and operate via Union Station roadways, Alameda, Macy/Sunset, Grand, 3rd and Hope to 4th in the morning returning via the reverse routing in the afternoon. The FINANCIAL DISTRICT/SOUTH PARK route was discontinued replaced by the RED LINE and a revised DASH Route D-SPRING STREET-SAN PEDRO STATION. D operates from San Pedro and Washington to Spring and Temple as before, then via Temple, Alameda and Union Station roadways to the Upper Bus Plaza (Docks 1-4). Weekday service is now 5 minutely (9 buses). Service between Macy & Alameda and the Piper Technical Complex was discontinued due to low patronage although an alternative service to and from the Civic Center is under study. DASH Routes A-LITTLE TOKYO-GARMENT DISTRICT and B-CHINATOWN-CITY WEST were adjusted to better serve the 7th Metro

LADOT
(Continued)

Station (7th & Flower) and B now operates in both directions on Alameda in front of Union Station.

In the works for an opening later this spring is DASH/NORTHEAST, a local service in Eagle Rock and Highland Park (Eagle Rock Plaza, Ellenwood Dr, Meridian St, York & Figueroa) operating Monday thru Saturday every 20 minutes using two buses charging 25 cents.

LADOT has issued an RFP for operation of a peak hour service between Simi Valley and the Warner Center area of the San Fernando Valley and a lunchtime shuttle in the area bounded roughly by Owensmouth, Burbank, De Soto and Victory. The



1993 Collins Diplomat

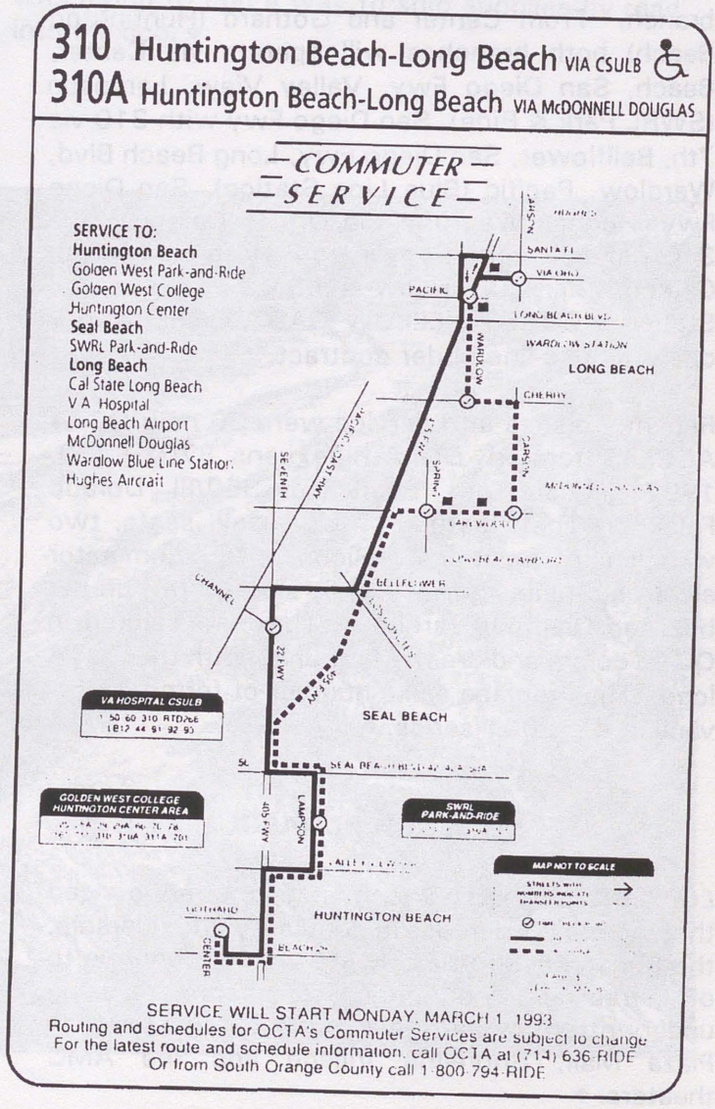
City will allow bidders to either use existing vehicles (1988 or newer) or purchase new units (preferably the Collins Diplomat bus) with City funds. Although current vehicles can be powered by any fuel, new buses must use either CNG or propane *(Ed. Note - in keeping with the program under which the National RE-29s and Stewart and Stevenson Apollo T-40 buses have been purchased).* Implementation is also planned for later this spring. ◆

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

GARDEN GROVE: The General System Shake Up took place on Valentine's Day and brought with it two NEW lines and conversion of one Market Development (contractor operated) line to an in house Express line.

257-DIAMOND BAR-BREA-SANTA ANA (two morning southbound and afternoon northbound peak hour trips serving Diamond Bar Park & Ride, Lambert Park & Ride, Brea Mall, The City and downtown Santa Ana and operating on the Orange Freeway HOV lanes) is now operated directly by OCTA from Division 6 (Anaheim) using two 4200 series Gillig Phantoms. The line started last July *(WT 7/92)* and which had been operated by YELLOW CAB OF NORTHERN ORANGE COUNTY.

Line 339-ANAHEIM RAIL STATION-THE CITY is another in a series of Rail Feeder lines and operates 3 southbound morning trips and 3 northbound afternoon trips (1 bus). Morning trips



OCTA
(Continued)

run via Rail station roadways, Katella, Orange Fwy, Orangewood, State College/City Drive, Metropolitan and The City roadways to Manchester and City Way. Afternoon trips begin in The City to City Drive, Chapman, State College, Katella and station roadways. YCNOC operates this line under contract.

Set to begin March 1 is 310-HUNTINGTON BEACH-LONG BEACH which has two branches and is sponsored by OCTA, LONG BEACH TRANSIT and the Long Beach Airport Area Transportation Management Association (and partially funded by the AQMD) to meet Regulation IV trip reduction goals. One AM northbound and one PM southbound trip will be offered on each branch. From Center and Gothard (Huntington Beach) both branches will operate via Center, Beach, San Diego Fwy, Valley View, Lampson (SWRL Park & Ride), San Diego Fwy with 310 via 7th, Bellflower, San Diego Fwy, Long Beach Blvd, Wardlow, Pacific (Blue Line Station), San Diego Fwy, Hughes Way and Via Oro to Carson. The 310A stays on the San Diego Fwy to Lakewood, Carson, Cherry, Wardlow and Pacific to Blue Line Station. COAST YELLOW CAB COOPERATIVE operates this line under contract.

Recently placed into service were 30 new OCTA ACCESS (formerly Dial-A-Ride) vans, 8701-8730, 1992 model Ford Econoline 350/El Dorado Falcons. They feature 17 blue vinyl seats, two wheelchair positions, Ricon lift, Luminator electronic headsign, a 4 digit side route number box and Diamond farebox. They are painted in OCTD colors and are the first units with the OCTA logo. They replace a like number of former CTSA vans in the 8601 series. ◆

LONG BEACH RUNABOUT

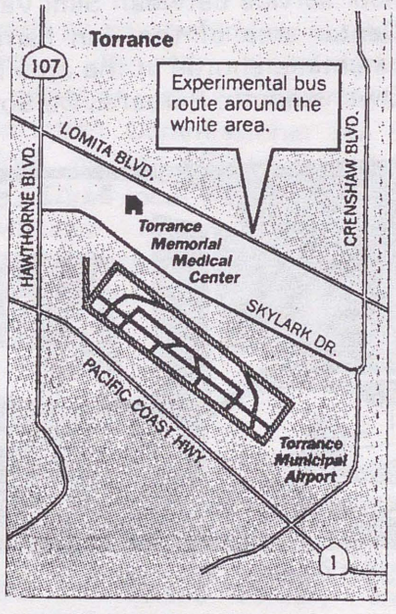
LONG BEACH: Long Beach Transit has announced that, due to an increase in popularity and ridership, the Runabout Shuttle downtown will continue to offer free fares indefinitely. The fares are being underwritten by business such as Long Beach Plaza Mall, Shoreline Village and the AMC theaters. ◆

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS has joined the alternate fuel parade and has purchased an electric powered Specialty Vehicle Manufacturing Company transit bus scheduled for delivery this spring. Capable of operating between five and six hours on a charge, the 25 passenger, 29' long vehicle will be tested on a midday shuttle in the Lomita Boulevard corridor which would operate weekdays only between 1130AM and 130PM on a one way loop type route to include Lomita Blvd, Crenshaw Blvd, Skypark Drive and Madison Street. ◆

Experimental Bus

Torrance officials have approved buying an electric battery-powered bus that could pave the way for conversion of its gas-powered, 55-bus transit fleet. The electric bus will be field-tested on a loop just north of Torrance Municipal Airport.





AMTRAK

LOS ANGELES: For the past two months Southern California has received above average amounts of rainfall which have undermined many of the hilly areas and triggered a number of landslides in Los Angeles and Orange Counties. Until February 22 public transportation had only been slightly impacted.

That night a major landslide occurred on the coast, at the San Clemente/Dana Point border and three miles south of the San Juan Capistrano train station, and buried nearly 500 feet of railroad track under as much as 18 feet of dirt and debris. It also knocked out the poles that carry cable for all the train signals south of the slide.

As a result, AMTRAK's LOS ANGELES-SAN DIEGO train service was canceled south of San Juan Capistrano beginning Tuesday morning with service expected to be disrupted for at least one week. ORANGE COUNTY COMMUTER RAIL service, which operates north of San Juan Capistrano, has not been affected.

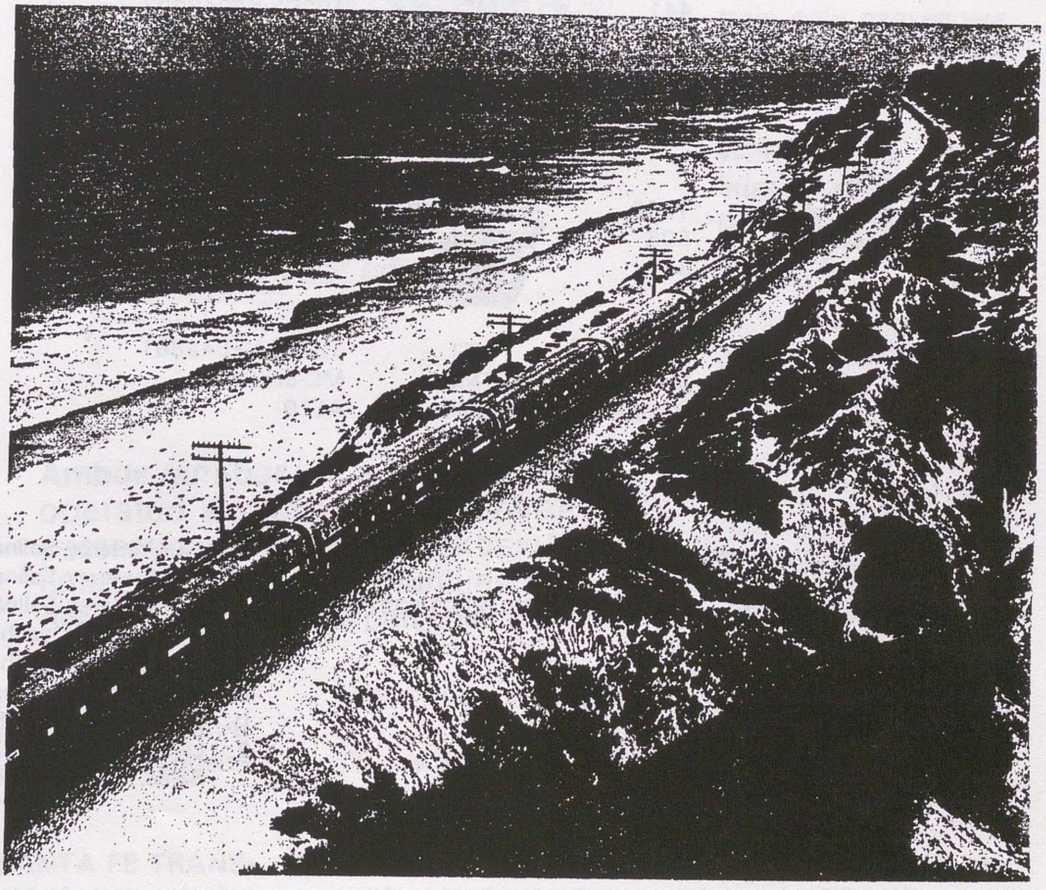
The general plan is that southbound trains operate between Los Angeles and San Juan Capistrano (also serving Fullerton, Anaheim, Santa Ana and Irvine) and passengers are then transferred to buses for San Clemente, Oceanside, Del Mar and San Diego.

On northbound trips buses start in San Diego at published train departure times and serve all stops to Los Angeles and passengers do not change to trains. Trains will operate from San Juan Capistrano to Los Angeles making regular stops.

ORANGE BLOSSOM LINES, INLAND EMPIRE STAGES, TILLYS TRAVEL TOURS, SUN CAC, GOODALL'S CHARTER BUS SERVICE and FRIENDSHIP CHARTER BUS COMPANY are operating the replacement buses using MCI/TMC MC-8s, MC-9s, 102A3s, 102AW3s and 102C3s.

Based on geological assessments, Dana Point and Santa Fe Railway officials agreed to delay any work at the site until atleast March 1st because of concerns about causing additional slippage. The railroad has requested the necessary permit from the Coastal Commission to clear the landslide. Railroad officials were planning to build a temporary retaining wall along Coast Highway to hold back the slopes before clearing the tracks.

Santa Fe officials have been working to help freight customers in San Diego arrange alternate transportation for poultry, cattle feed, lumber and other construction materials normally shipped by train. A liquified petroleum gas customer who provides fuel for heating and cooking to Tijuana was trying to find a way to ship supplies by road into Mexico. ◆



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
RTD Denver (CO)	7001-7040	Flxible	40102-6T/ND103516-555	1992	
	7041-7045	Flxible	40102-6TL/ND103556-560	1992	
Hot Dogger Tours	533	MCI	102C3/KP042766	1989	
Evergreen Trails (WA)	308-309	MCI	102C3/KP042789-790	1989	
Scenic Hyway Tours	9231-9240	Neoplan	AN116/3/NL013083-092	1992	
Houston MTA (TX)	1450-1459	Neoplan	AN460/NL013099-108	1992	
	3700	Neoplan	AN345/3/PL013002	1993	45-Foot
Utah Transit Authority (UT)	9265	Orion	05.501/N6031085	1992	
Evergreen Trails (WA)	1005-1013	Prevost	2P9H/M1001100-1108	1991	H5-60
California Charter	8000	Prevost	2P9H/N1001550	1992	H3-40
	8001	Prevost	2P9H/N1001554	1992	H3-40
Arizona Bus Lines (AZ)	143	TMC	102A3/JR006668	1988	
-USED-					
Talored Tours	807	Setra	S215HDH/G1030010	1986	1
Gray Line San Antonio (TX)	55001-55002	MCI	MC-9/CP037374-375	1982	2
Western Coach Service	821	Flxible	111-DC-D06-1/57114	1973	3
Marin Airporter	47	MCI	102A3/GP040908	1986	4
Yolobus	795,796	Eagle	AE10/EB020495,EB020512	1984	5
	797,798	GMC	T8H-5307A/430,982	1972	6
El Camino Charter Lines	1021	TMC	102A3/JR006767	1988	7
Amador Stage Lines	1041 (II)	MCI	MC-9/U34304/S14173	1979	8
Panorama Coaches (CO)	412	MCI	MC-9/EP039268	1984	9
	441	MCI	102C3/KP042907	1989	10
Morongo Basin Transit Auth		Grumman	45102-8-1/90958,90962	1979	11
		Grumman	45102-8-1/90914,91441	1979	12
		Grumman	45102-8-1/91442,91443	1979	13
-DISPOSITIONS-					
Amador Stage Lines	1038	Eagle	AE10/30277	1980	A
Roberts Holiday Lines	803	Eagle	AE10/30435	1981	B
LTR (NV)	332	TMC	MC-9/DR003819	1983	C
-CORRECTIONS-					
Preferred Charters	9005	MCI	102C3/KP042861	05/89	D
Greyhound	Various	TMC	MC-8/Various		E
Trailways	Various	Eagle	AE10		E

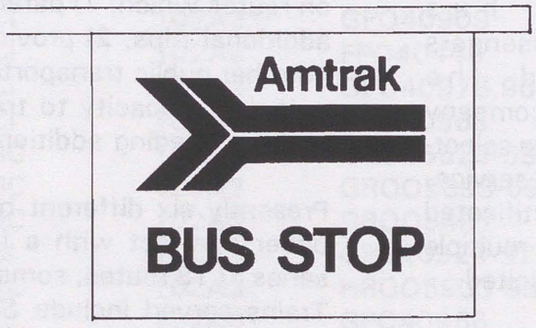
-NOTES-

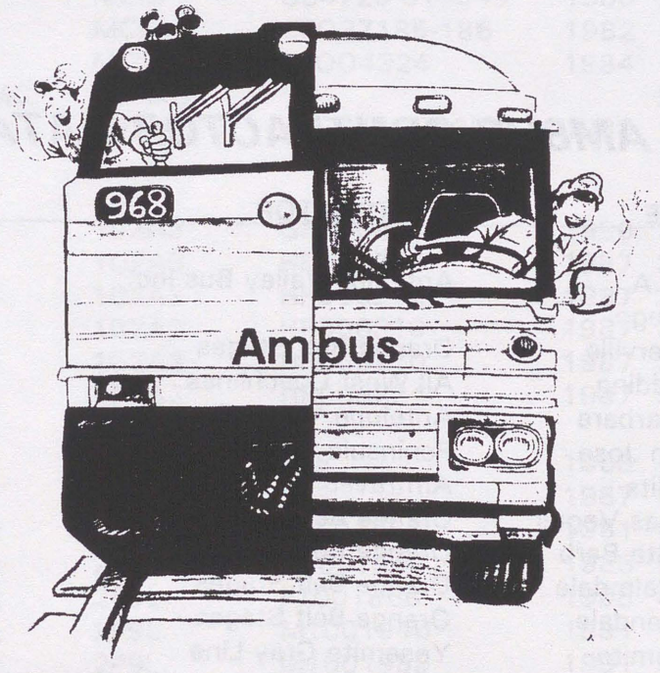
1. Ex Hampton Jitney (NY) 29.
2. Ex VIA (TX) 1585-1586.
3. Ex America West Stages 821. Originally OCTD 1315.
4. Ex LTR (NV) 413.
5. Ex Trailways 7678,7695.
6. Ex Golden Gate Transit 823,847.
7. Ex Greyhound Lines 2260.
8. Ex FunBus 7903.
9. Ex Arizona Southern 931.
10. Ex West Coach Lines 206 (I).
11. Ex Monterey-Salinas Transit 301,305. Leasing.
12. Ex Monterey-Salinas Transit 306,308. Leasing.
13. Ex Monterey-Salinas Transit 309,310. Leasing.

A. To Carolina Coach Company (NC) 85105.
B. To Carolina Coach Company (NC) 85107.
C. To Tiger Air Express (MO) 102.
D. Ex Shine Holiday 8901.
E. Listed in *12/92 WT* are actually for sale at Hausman Bus Sales, not A-Z Bus Sales.

CALIFORNIA AMTRAK CONNECTING BUS SYSTEM

An extensive network of connecting bus links to increase the service area of the State supported train services has been instituted by the State Department of Transportation (CALTRANS). In some cases they restored service to areas which had been serviced prior to AMTRAK and, in other cases, the buses have tapped entirely new markets. They can also serve to test potential ridership for proposed rail services.





Ambus /am-bəs/ *n:* a bus service operated exclusively for Amtrak passengers linking an Amtrak train to cities, towns, or communities not directly served by that particular train.

CALTRANS contracts with AMTRAK for the provision of the bus services and AMTRAK then contracts with the bus operators. This is necessary for the bus routes to function as direct parts of the AMTRAK system with integrated fares, ticketing and inclusion in AMTRAK's central information and reservation system.

The bus feeder network was established twelve years ago originally to help reduce the large deficit of the *SAN JOAQUIN* (Oakland-Bakersfield) and the now defunct *SPIRIT OF CALIFORNIA* (overnight Los Angeles-Sacramento via Coast) as buses were an inexpensive way to add new riders and revenue.

In the pre AMTRAK days the SANTA FE TRANSPORTATION COMPANY provided bus service between Los Angeles and Bakersfield (using five GMC PD-4106s) connecting with the *SAN JOAQUIN* and *SAN FRANCISCO CHIEF* as well as between Oakland and San Francisco (using ten GMC PD-4104s) connecting with trains arriving/departing Oakland.

Available data suggests the buses have provided passengers who might not have otherwise traveled by train and who generate trip lengths which are longer and ticket revenues which are higher than bus only or train only passengers, according to national figures.

Without the feeder buses the *SAN JOAQUINs* would not have met the 55 percent revenue-cost ratio requirement for continued State support. About 54 per cent of all *SAN JOAQUIN* riders use one or more of the buses and in FY 1989/1990 it is estimated that 66 per cent of the revenue on the *SAN JOAQUIN* or $7.8 million would have been lost had the buses not been operating.

Three types of bus feeder service are offered: Dedicated, Mixed and Open Door. Dedicated means that the bus is used exclusively by AMTRAK passengers and the bus is painted in the red/white/blue scheme with the AMTRAK logo and



name AMTRAK THRUWAY. Mixed service buses carry rail as well as bus passengers and the buses would be painted in the bus company colors. Operators of dedicated services are selected through competitive bidding. On mixed service, contracts are negotiated with the certificated carrier operating the route. If there are multiple certificates then competitive bids are solicited.

Open Door service is a modification of Dedicated. These are operated only for passengers ho AMTRAK tickets. However, local bus only p sengers may purchase AMTRAK tickets for trip on these buses which do not include travel on a train. Restrictions may apply, but generally pas sengers need to be traveling to or from a staffe AMTRAK station. Open door buses are operated on routes which: 1) parallel train service providing additional trips, 2) provide service where there is no other public transportation available or 3) have sufficient capacity to transport local passengers without needing additional buses.

Presently six different bus firms operate service under contract with a fleet of 50 buses over a series of 18 routes, some of which have branches. Trains served include *SAN JOAQUIN, CAPITOL and SAN DIEGAN.*

AMBUS CONTRACTOR DATA

ROUTE #	ROUTE NAME	CONTRACTOR	BUSES	SERVICE TYPE
1	Bakersfield-L.A. Basin-San Diego	Antelope Valley Bus Inc.	13	Dedicated
2	Hanford-Porterville	Orange Belt Stages	1	Mixed
3	Stockton-Redding	All West Coachlines	4	Dedicated
4	L.A.-Santa Barbara	Antelope Valley Bus, Inc.	2	Open Door
6	Stockton-San Jose	Peninsula Charter Lines	3	Mixed
7	Martinez-Willits	Amtravel	3	Dedicated
9	Bakersfield-Las Vegas	Orange Belt Stages	1	Mixed
10	Bakersfield-Sta Barb	Orange Belt Stages	2	Open Door
12	Bakersfield-Palmdale	Orange Belt Stages	2	Mixed
14	Lancaster-Glendale	Orange Belt Stages	1	Mixed
15	Merced-Yosemite	Yosemite Gray Line	2	Mixed
17	Sta Barb-San Luis Obispo	Orange Belt Stages	2	Dedicated
18	Hanford-San Luis Obispo	Orange Belt Stages	1	Mixed/Dedicated
19	Bakersfield-Indio	Orange Belt Stages	4	Dedicated
20	Stockton-Reno-Sparks	All West Coachlines	4	Dedicated
21	San Jose-Monterey	Peninsula Charter Lines	see #6	Open Door
22	San Jose-Santa Cruz	Peninsula Charter Lines	2	Open Door
99	San Francisco-Oakland	Amtravel	3	Dedicated

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AMBUS VEHICLE ROSTER

CO.	FLEET #	BUILDER	MODEL	SERIAL NOS	YEAR	USE
AVBI	829	MCI	102A3	FPO40593	1985	1,4
	830	MCI	102A3	GPO40909	1986	1,4
	856	MCI	102A3	FPO40446	1985	1,4
	857-858	MCI	102A3	GPO40976,969	1986	1,4
	866	MCI	102A3	GPO40968	1986	1,4
	1204-1205	TMC	102A3	GRO05529-530	1986	1,4
	1206-1207	TMC	102A3	GROO5693-694	1986	1,4
	1208	TMC	102A3	GROO5487	1986	1,4
	1209-1210	MCI	102A3	GPO40924-925	1986	1,4
	1211-1212	TMC	102A3	HROO5933-934	1987	1,4
	1213	MCI	102A3	GPO40966	1986	1,4
OBS	178	MCI	MC-9	U34720 S14549	1980	2
	190,192	MCI	MC-9	CPO37185-186	1982	12,14
	198	TMC	MC-9	EROO4324	1984	12,14
	(5)	MCI/TMC	Various			9,17,18
	234-242 even	TMC	102A3	-,-,-,-,JROO6699	1988	10,19
ALL WEST	205	TMC	102A3	GR005485	1986	3,20
	206	TMC	102A3	HR005794	1987	3,20
	209	TMC	102A3	HR006272	1987	3,20
	210	TMC	102A3	HR006319	1987	3,20
	212	TMC	102A3	HR006210	1987	3,20
	213	TMC	102A3	HR006234	1987	3,20
PCL	321	GMC	PD-4107	858	1968	6,21,22
	323	GMC	PD-4107	223	1967	6,21,22
	335	Prevost	2P9L	B1001963	1981	6,21,22
	336	Prevost	2P9L	D1001543	1983	6,21,22
	337	Prevost	2P9L	F1001868	1985	6,21,22
	339	Prevost	2P9L	M1001946	1991	6,21,22
	340	Prevost	2P9L	M1001959	1991	6,21,22
AMT	575-576	Neoplan	AN340A	GLO13253,246	1986	7,99
	577-578	Neoplan	AN340A	GLO13248,256	1986	7,99
	589	MCI	MC-9	BPO36461	1981	7,99
YGL	68	MCI	96A3	FPO40346	1985	15
	69	MCI/TMC	96/102A3			15

The ALL WEST buses, PENINSULA's Prevosts and AMTRAVEL's Neoplans are lift equipped.

All of the buses except the ORANGE BELT MC-9s, PENINSULA PD-4107s and YOSEMITEs are painted in the red, white and blue of AMTRAK.

Credits: Alan Fong, William Garlock, Steve Miller, Jim Moore, Ed Von Nordeck

A California Amtrak Primer

Where the Trains Go

California's state-sponsored Amtrak service network includes the *San Diegans*, the *San Joaquins*, and the *Capitols*. Each train connects with Amtrak Thruway buses for guaranteed through service to popular destinations off the rail lines.

The map at right shows the state-sponsored train routes in white and the bus routes in color tints. The trains and buses work together to cover nearly every major city in California.

The Capitols

Three daily trains link San Jose, Oakland, and Sacramento/ Roseville. Amtrak Thruway buses connect to Redding, Reno, the Napa Valley, Santa Cruz, and Monterey.

The San Joaquins

Three daily trains link Bakersfield and Oakland. The biggest bus feeder network in North America (over a dozen routes) connects most destinations in the state, including Los Angeles, Palm Springs, Santa Barbara, San Bernardino, Las Vegas, San Luis Obispo, Visalia, Yosemite, Reno, Redding, San Jose, as well as Monterey, Napa, Sonoma, and Mendocino Counties.

The San Diegans

Eight daily trains link San Diego and Los Angeles, with two running to Santa Barbara. Bus feeders extend to Lancaster, Santa Maria, San Luis Obispo, and Bakersfield (for through service to the *San Joaquins*).

Catching the Train

Amtrak station agents accept major credit cards or cash. Personal checks are accepted only from passengers age 65 or older. Checked baggage service is not available on the *San Joaquins* or *Capitols*, but overhead baggage racks are provided for passenger use.

California's Amtrak Train-Bus Network

