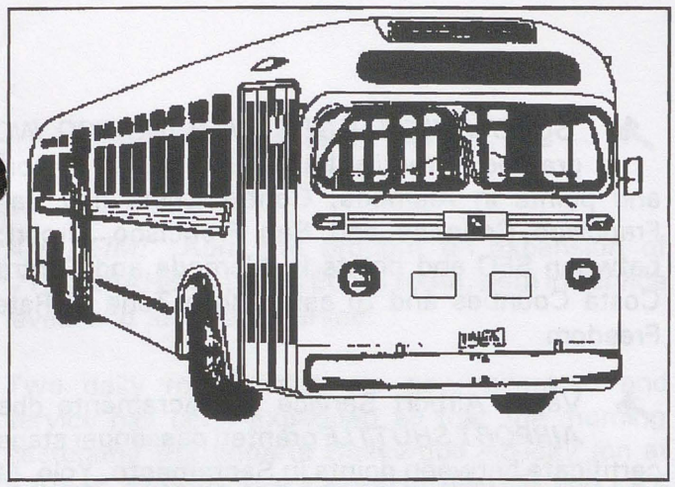


Western Transit

Our 30th Year!

VOL. 31, NO. 5 May 1993

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: With the inauguration of Route 40-LUCAS VALLEY-SAN RAFAEL-BART/DEL NORTE on March 7th, GGT is now providing Trans Bay service over a second bridge, this the Richmond-San Rafael Bridge.

Service operates daily with weekday peak hour trips extended to and from the Smith Ranch Road Park & Ride lot in Lucas Valley. Weekday peak headway is 30 minutely (4 buses) while midday and Saturday/Sunday headway is 90 minutely (1 bus). Selected trips divert off Cutting Boulevard to serve BART/Richmond station. Weekday service operates between 515AM and 715PM while weekend operations run between 700AM and 630PM. (Route Map on Page 11).

This is GGT's first link to the East Bay and is a three year trial project funded by the Metropolitan Transportation Commission's Joint Urban Mobility Program (JUMP Start Program) *(WT 9/92)*.

The fare between San Rafael (in GGT Zone 3) and Richmond or BART/Del Norte (in newly created GGT Zone 10) is $2.00. Local trips within Zone 10 cost $1.10, which is the AC TRANSIT local fare, and transfers are honored between GGT, ACT and BAY AREA RAPID TRANSIT DISTRICT.

For many years the TRAVELERS TRANSIT COMPANY, INC. operated between San Rafael and Richmond, with terminals at the respective Greyhound stations, using van type vehicles. Headways were hourly or two hourly depending upon the time of day. TTC has requested and received authority from the Public Utilities Commission to voluntarily suspend its Passenger Stage Certificate (PSC-936) for at least one year. The firm stated that it would be unable to survive against a publicly funded carrier and would not attempt to do so.

GGT has issued an Invitation For Bid for a number of new buses which include specifications for 45 seats, front door lifts (a first for GGT) and four cylinder engines. Bids are to be opened in late May with delivery nine months after contract award. Flxible and Transportation Manufacturing Corporation, at least, are expected to bid.

(Continued on Page 11)

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

☑ *GREYHOUND LINES, INC* has applied to issue common stock at market price for gross proceeds of $75 million, purchase 300 buses and for reimbursement of monies actually expended from income or other money in the treasury and for other corporate purposes

☑ Isam Alzig dba *E-Z SHUTTLE & CHARTER SERVICE* for extension of PSC-7595 to authorize operations between all points in Ventura and Los Angeles Counties and Los Angeles International Airport and Burbank-Glendale-Pasadena Airport

☑ *SFO AIRPORTER, INC* has requested a Zone Of Rate Freedom between San Francisco Airport and points in San Francisco including Union Square, Fishermans Wharf and downtown

☑ Commission investigation into operations of *PRIME TIME INTERNATIONAL SHUTTLE, INC* to determine if independent contractors were used, if rights were leased to unauthorized subcarriers and other related matters

DECISIONS

🔨 *ORANGE BELT STAGES, INC* granted authority between Mojave & Palmdale and between Lancaster & Los Angeles

🔨 *PEERLESS STAGES, INC* was granted a Zone of Rate Freedom between all points in its service area (Oakland-San Jose-Santa Cruz)

🔨 Certificate granted to *SEAN TRANS SERVICE* between points in City and County of San Francisco and San Jose Flea Market

🔨 *GREYHOUND LINES, INC* has been granted permission to abandon Route 2.13-OROVILLE-QUINCY-RENO and related matters

🔨 *SUPER SHUTTLE OF SAN FRANCISCO, INC* granted authority between Oakland Airport and points in Alameda, Contra Costa and San Francisco Counties and San Francisco Airport; between SFO and points in Alameda and Contra Costa Counties and to establish a Zone of Rate Freedom

🔨 Valley Airport Service of Sacramento dba *AIRPORT SHUTTLE* granted passenger stage certificate between points in Sacramento, Yolo, El Dorado, Yuba and Sutter Counties and Sacramento Metro Airport

🔨 Trans American Intermodal, Inc dba *TRANS AMERICAN EXPRESS* granted extension of passenger stage certificate to operate between points in Los Angeles and Orange Counties, all area airports and Los Angeles and Long Beach Harbors

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VALEN TRANSPORTATION, INC (VTI)

ANAHEIM: April 5th brought an expansion of VTI's ANAHEIM-LAS VEGAS route, both in service levels and locations served.

Two daily round trips are now operated and service has been expanded so that the morning eastbound trip departs Hollywood Holiday Inn at 620AM, Century Plaza Hotel at 640AM and LAX Holiday Inn 705AM with the Anaheim departure (Grand Hotel) at 830AM as before. The evening trip leaves the Grand Hotel 600PM and Disneyland Park at 615PM arriving Las Vegas at 1045PM.

Westbound return trips leave Las Vegas (Golden Nugget downtown) at 750AM and Aladdin Hotel on The Strip at 830AM arriving Anaheim at 100PM and Los Angeles at 200PM. The original afternoon departure now leaves Las Vegas at 250PM on Sunday and Tuesday and 520PM the other days arriving Anaheim/Los Angeles 815PM/915PM and 1045PM/1130PM.

Service between Los Angeles area points and Anaheim uses one of VTI's two Dodge vans and only operates when there are advance reservation passengers ticketed.

In Las Vegas the bus also serves the Maxim, Imperial Palace and Riviera Hotels for courtesy drop off and pick up by advance reservation only.

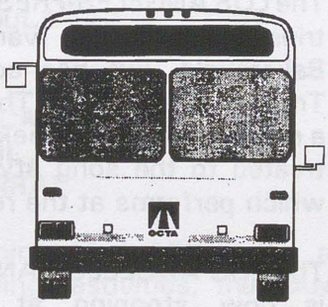
Fares were also increased - one way Anaheim-Las Vegas rose from $45 to $47, round trip Anaheim/Las Vegas increased from $69 to $72 and 7 day advance purchase Super Saver went from $64 to $67. Los Angeles area fares are: one way $54, round trip $86 and Super Saver $81.

The SAN DIEGO route, which had been divided into SAN DIEGO EXPRESS and SAN DIEGO DAY TOUR *(WT 1/93)*, was returned to only one route, SAN DIEGO EXPRESS, departing Anaheim at 900AM and leaving San Diego at 1130AM daily. The San Diego Holiday Package was started. It includes round trip transportation on VTI, two nights in a San Diego hotel and two days worth of GRAY LINE SAN DIEGO tours.

VTI has taken delivery of what is believed to be the first one in Southern California - an MCI 102DL3, VTI #933, which is MCI's new 45 foot intercity bus. The bus seats 47 and has additional underfloor baggage space. Otherwise, it has traditional VTI appointments including VCR/TV, lounge, restroom and galley.°

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

GARDEN GROVE: The first two of an order of ten more Super Bus vehicles *(WT 4/93)* arrived on March 17th and are presently undergoing acceptance testing. These two units (7101/7601 and 7102/7602) have suburban interiors (58 dark brown reclining cloth seats, two wheelchair positions, no overhead luggage racks) and will replace the first two units on Line 721-FULLERTON-LOS ANGELES. The current Super Buses will be refurbished and become system spares. The next eight will have transit interiors and are scheduled to be used on local lines. Line assignments are presently being developed.



Line 363-GRAND AVENUE CORRIDOR was shortened and rerouted as of May 1st. This rail feeder line with two morning southbound and two afternoon northbound trips operates from the Santa Ana Regional Transportation Center via Santiago, Santa Ana Blvd, Fuller, Fruit, Grand, McFadden, Lyon, St. Andrew, Grand, Warner and Pullman to Dyer Road.°

THE CITY SHOPPER (TCS)

ANAHEIM: TCS, which connects the hotel/motel area around Disneyland with The City Shopping Center, recently reduced service hours and days of operation *(Ed. Note - The City has to compete with Main Place and South Coast Plaza, two of the more successful malls in Orange County, and it has been losing merchants and customers to*

THE CITY SHOPPER
(Continued)

both). Service operates hourly charging a $2 one way fare with operations provided by the WESTERN TRANSIT SYSTEMS division of YELLOW CAB using 177, an Econoline/Goshen. Weekday hours are now 1200 noon to 600PM, Saturday hours are 1000AM to 600PM with no service now provided on Sunday and holidays.°

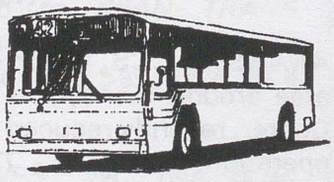
TRANSPORTES INTERCALIFORNIAS (TI)

LOS ANGELES: TI recently moved its Los Angeles terminal about two blocks to 655 South Maple, just south of the former Greyhound/RTD Terminal. The station includes a waiting room area and an off street parking lot for some auto parking and for TI's vans while the buses load on Maple Avenue. *(Ed. Note - An incorrect address for TI's Los Angeles station was listed in the SIERRA TRAILWAYS & CONNECTIONS timetable in WT 4/93. The correct address is shown in this story).*

The LOS ANGELES-FRESNO route (two daily round trips using Chevy vans) no longer stops in Bakersfield, but has added Delano at the Las Truchas Restaurant. This location also serves as a rest stop and, on weekends, bus passengers are treated to the song stylings of a mariachi band which performs at the restaurant.

The LOS ANGELES-SAN YSIDRO-TIJUANA route is now stopping at Santa Ana's Regional Transportation Center although TI has yet to establish a ticket office there *(WT 3/93).*°

TORRANCE TRANSIT SYSTEM (TTS)



TORRANCE: TTS recently took delivery of, at least, 19 new Gillig Phantoms. Numbered 444-462, the buses feature 45 red fiberglass with blue padded insert seats, off white and tan interiors, openable windows, Mobile Tech lifts in the rear door (a first for TTS which had standardized on front door lifts except for the Gillig Spirits), Luminator "Super Max" electronic headsigns and Detroit Diesel engines with particulate traps.

The buses have been assigned in the usual new bus fashion to Lines 8-HAWTHORNE BLVD-LAX TERMINAL, 2-TORRANCE-LOS ANGELES VIA SOUTH BAY, 1-TORRANCE-LOS ANGELES VIA GARDENA with older Gilligs now on 3-LONG BEACH-TORRANCE-REDONDO BEACH, 7-SEPULVEDA BLVD and 6-DEL AMO-BLUE LINE/ARTESIA STATION.°

YOLO COUNTY TRANSIT AUTHORITY (YOLOBUS)

WOODLAND: YOLOBUS recently took delivery of four Orion V compressed natural gas powered buses (701-704). These units have 43 blue and gold cushioned seats, wood grain interiors, front door Lift U wheelchair lifts and two wheelchair positions, Luminator electronic headsigns and sidesigns. They are assigned to Line 42-SACRAMENTO-DAVIS-WOODLAND on afternoon runs and fuel at the CNG fueling station of B. C. Stocking Distribution Company on Industrial Way in Woodland which is also a parking area for six YCTA buses (Woodland local and Winters buses).

Last November 16th YOLOBUS started a NEW line, WOLF PACK LUNCH HOUR ROUTE, a Woodland High School Free lunch hour shuttle. The line has five trips on a seven minute headway between 1217 and 1252PM connecting WHS with 5 fast food restaurants along Court Street (using the bus from Line 210-COUNTY FAIR MALL-DOWNTOWN-YOLO GENERAL-RALEYS). The service is a joint project of YCTA and Yolo/Solano Air Pollution Control District in an effort to reduce short, frequent trips in autos. It is funded by the City of Woodland, County of Yolo and YCTA.

Much of Yolo County is low density and rural in nature and YCTA has begun fixed route service for unincorporated portions of the county (Capay,

YOLOBUS
(Continued)

Dunnigan, Esparto, Knights Landing, Madison and Yolo to and from Woodland). Three routes are operated, each providing a mid morning inbound trip to Woodland and an early afternoon return trip. CAPAY-ESPARTO-MADISON operates Monday and Thursday, DUNNIGAN/YOLO runs on Wednesday while KNIGHTS LANDING operates on Tuesday and Friday. YCTA 886, an Econoline/Aerotech, is normally assigned.°

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: Last year the SAMTRANS Board of Directors awarded a contract to the Gillig Corporation for purchase of 67 40-foot Gillig Phantoms with an option for 66 more. In March the first unit rolled off the assembly line. Following acceptance by the SAMTRANS technical staff the bus is now the prototype for the remaining buses. The buses are diesel powered with particulate traps and have additional ADA features including new Luminator "Mega Max" electronic headsigns which allows for larger type or two lines of type on the same reading.

After the new buses have been placed into service the current fleet of Flyer buses (300 series 35-foot units and 600 series 40-foot units purchased in 1976) will be retired.°

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)

SAN CARLOS: In recent months the JPB has set public hearings to discuss a proposed CALTRAIN fare increase and to discuss the relocation of the San Francisco terminal from the present location at 4th and Townsend to the Trans Bay Terminal. They have also approved joint fare revenue sharing/transfer agreements with all of their connecting carriers including MUNI, SAMTRANS, COUNTY TRANSIT, GOLDEN GATE TRANSIT and DUMBARTON EXPRESS relative to the ticket vending machine demonstration project.°

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Following public hearings in April the City's Public Utilities Commission proposed in a 3-2 vote that MUNI fares should be increased *(WT 3/93)*. The matter has been returned to Mayor Frank Jordan and the Board of Supervisors for their approval, which is expected. Under the proposal adult fares would increase from $1 to $1.25 and the monthly Fast Pass would rise from $32 to $37. Cable car fares would change from a $3 ticket good in any direction to a $2 ticket good for one ride. Local fares for youth, the elderly and disabled would increase from 25 cents to 35 cents while Cable Car fares would increase to $2 for youth during all hours and $2 during peak hours and remain at $1 at other hours for elderly and disabled. Previously proposed service reductions, which would have saved $2 million annually, had been rejected.

MUNI anticipates that it will receive $12.8 million from the fare changes and raise most of the remainder of the $30 million it needs by placing employees earning $35,000 or more annually on furloughs several days each month. Those details still have to be worked out.°

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: Beginning May 17th, after a weekend of grand opening festivities, the SAN BERNARDINO line was actually extended to San Bernardino. Three of the five morning westbound and afternoon eastbound trips were extended from Montclair to begin or end in San Bernardino also serving Rialto, Upland and, as of May 24th, Baldwin Park. Trains will store overnight in San Bernardino and currently there is only enough storage capacity for three trains. Stations in Fontana and Rancho Cucamonga have openings planned for later this summer. SCRRA Ambassadors gave out free ride tickets at the new stations during the first week.

Selected trips on OMNITRANS Line 1-NORTH SAN BERNARDINO-COLTON and 26-RIALTO-SAN BERNARDINO will divert off 2nd Street via J and

SCRRA
(Continued)

3rd into 2nd at Mount Vernon to serve the San Bernardino METROLINK station.

Line 9-TRI CITY-SAN BERNARDINO-FONTANA will serve the Rialto station near Riverside and Arrow Route on its regular route. 62-NORTH UPLAND-CHINO TOWN SQUARE has selected peak trips divert off Euclid Avenue via Stowell, 2nd Avenue and A Street to serve Upland METROLINK station.

Additional parking is now being provided for the Covina Station in a lot at Citrus and Italia for 50 cents per day. The COVINA TROLLEY operates between the parking lot and the rail station for all commute period trains. In the morning the TROLLEY will pick up at the new lot 12 minutes before the METROLINK train departure time.

The RIVERSIDE VIA ONTARIO line will be opening June 14th and the ORANGE COUNTY COMMUTER RAIL operation will be assumed by METROLINK (ORANGE COUNTY line) next December 6th and extended to Oceanside as well.°

FOOTHILL TRANSIT
(FT)

WEST COVINA: FT changed seven of its lines April 18th including reroutings, extensions and new Saturday service.

Line 178-EL MONTE-BALDWIN PARK-CAL POLY now runs as far east as Temple and Azusa Avenues on Saturday.

Lines 185 and 492 switched routings north and east of Arrow Hwy and Irwindale Ave. 185-AZUSA-IRWINDALE AVE-HACIENDA BLVD. operates as before from Hacienda and La Monde to Irwindale and Arrow, then via Irwindale and Foothill to Azusa Avenue. 492-LA-SOUTH ARCADIA-MONTCLAIR VIA ARROW HWY was extended from San Dimas & Bonita via Bonita, Arrow, White, Arrow, Garey (thru Pomona METROLINK Station during peak hours), Bonita, Indian Hill, First, Claremont, Arrow, Monte Vista, Moreno, Central and Richton to Montclair Transcenter. Service was expanded to provide four thru trips to and from Los Angeles in both morning and afternoon peaks, 45 minute midday headways and evening service until 830PM. Hourly Saturday service operates between El Monte and Montclair from 630AM to 730PM.

Line 187-PASADENA-POMONA was rerouted in the Claremont area to serve Claremont Transit Center and the METROLINK Station via Foothill, Claremont Blvd, 1st, Indian Hill and Arrow.

274-WORKMAN MILL-PUENTE AVE-CITRUS AVE was extended from Don Julian Rd and Workman Mill via Workman Mill, Crossroads Parkway North, Crossroads Parkway South, Workman Mill, Pioneer and Beverly to Norwalk in Whittier.

276-GALE AVE-SUNSET AVE-COVINA BLVD was also extended, from 7th Ave and Gale to Puente Hills Mall via Gale, Fullerton, Colima, Stoner Creek, Castleton, Albatross, Colima and Azusa to PHM.

Both lines were extended in Glendora north of Foothill via Foothill, Lorraine, Sierra Madre and Valley Center looping opposite each other.

Line 486-LA-EL MONTE-PUENTE HILLS/CAL POLY had a branch added operating via the regular route to Amar and Azusa, then via Amar, Temple and South Campus Road to Cal Poly Pomona.

494-LA-MONROVIA-SAN DIMAS VIA FOOTHILL BLVD was extended from Lone Hill & Alosta via Lone Hill, Arrow and Cataract to Bonita to provide added express service for San Dimas.°

VENTURA COUNTY TRANSPORTATION COMMISSION
(VCTC)

VENTURA: Ventura County transportation leaders are now working on the details of a plan to provide three new intercity bus routes which would connect all of the cities in county.

There are presently several independent bus systems in the county, SOUTH COAST AREA TRANSIT, CAMARILLO TRANSIT, THOUSAND OAKS TRANSIT, SIMI VALLEY TRANSIT, FILLMORE TRANSIT CORP, but only one which connects any of the cities together, VENTURA

VCTC
(Continued)

THOUSAND OAKS INTERCONNECT. *(Ed. Note - GREYHOUND LINES, INC. and GREAT AMERICAN STAGELINE, INC. both have rights and do operate local trips, but they are not part of the study).*

The County Board of Supervisors and each city will need to vote to fund the program prior to its implementation. All service is expected to be operated by private firms under contract. Time lines call for the Highway 126 program to begin this fall with the others starting in early 1994.

The EAST COUNTY INTERCONNECT would run from Moorpark METROLINK to Moorpark College, then Simi Valley, Thousand Oaks, Westlake Village and Agoura Hills.

CENTRAL COUNTY INTERCONNECT would link Oxnard, Port Hueneme and Camarillo also serving Camarillo State Hospital and Point Mugu Naval Air Weapons Station.

The HIGHWAY 126 INTERCONNECT is envisioned as a three part system. It would include express buses between Ventura, Santa Paula and Fillmore, "Dial A Route" door to door service in Fillmore, Piru and Santa Paula and commuter buses between Fillmore and Moorpark METROLINK.

The HIGHWAY 101 INTERCONNECT is a new version of the present bus between Ventura and Westlake Village with additional trips and service to Camarillo Airport and St. Johns Regional Medical Center in Oxnard.°

REGIONAL TRANSIT
(RT)

SACRAMENTO: The spring Service Change took place April 4th. Line 113-R STREET TO MACYS Shopper Express was discontinued and 27-AMERICAN RIVER EXPRESS was shortened, the other changes were added or deleted trips on bus and rail. Line 27 was rerouted to serve the Watt/Manlove LRT station with two AM and two PM trips. Service between Watt Avenue and University/65th station was discontinued.

Because of interest in extending the Light Rail line, converting some diesel bus lines to trolley coaches and the need for RT to have greater local matching funds to secure federal grants there has been recent talk about a merger of RT with the Sacramento Municipal Utility District (SMUD). Local politicians and Directors of both public agencies have started to discuss the possibility. It has been determined that neither legislation nor a public vote would be required to merge.

RT has received several of their Orion V CNG fueled buses, although none are yet in service, and the RT Board has exercised an option to purchase 20 more for a total of 95.°

MUNICIPAL AREA EXPRESS
(MAX)

TORRANCE: With the close of service on April 30 MAX Line 1-BEACH CITIES was discontinued due to a combination of low ridership and the recent withdrawal from MAX of the Cities of Manhattan Beach and Redondo Beach and the expected withdrawal of Hermosa Beach. The nine South Bay cities in the MAX joint powers agency fund the service based on revenue miles in their city.

In late 1992 Requests For Proposal were sent out to prospective contractors for operation of MAX service for a three year period beginning May 1st. *(Ed. Note - based on observations it appears DAVE TRANSPORTATION SERVICES, INC. retained the contract).°*

ORANGE COUNTY AIRPORT
PARKING LOT SHUTTLE

SANTA ANA: An electric shuttle bus began making the rounds between OCA and the Main Street long term parking lot on April 5th.

The Specialty Vehicle Manufacturing Company model 5122 Shuttle (similar to the bus in Belmont Shore *(WT 1/93)* has a 108 cell, 216 volt battery under the floorboard. The bus has a top speed of 40 MPH and seats 22 on longitudinal seating. The bus is scheduled to be in service 600AM-1100AM and 530PM-930PM each day and is recharged right at the Main Street Lot during its off hours.

OCA PARKING SHUTTLE
(Continued)

The bus is painted white with blue trim with signs on each side reading "Zero Emission Shuttle" and "Orange County Airport Parking Shuttle". It is operated by LAURA'S TOURS as part of its OCA parking lot shuttle contract *(WT 7/92)*.

The unit is on loan from Southern California Edison for six months and will then be loaned to another public agency for shuttle service.°

EL PASO-LOS ANGELES LIMOUSINE EXPRESS (EPLA)

EL PASO, TX: EPLA has been operating between El Paso and Los Angeles since about 1971 starting with a fleet of nine passenger limousine vehicles and today operates several trips each day with a fleet that includes MC-9s, 102A3s and 102C3s.

Recently the firm inaugurated one daily round trip each between El Paso and Albuquerque and between El Paso and Denver. The EL PASO-ALBUQUERQUE bus departs Albuquerque at 1100AM and El Paso at 500PM with a four hour running time (1 bus). The EL PASO-DENVER schedule departs each city at 700PM with a twelve hour running time (2 buses).°

K-T CONTRACT SERVICES (KTS)

LAS VEGAS, NV: KTS recently reduced service on its RENO-LAS VEGAS route from two daily trips each way, one day time and one overnight, to one each way which leave Reno at 730AM and Las Vegas at 715AM.

In northern Nevada the routing via Yerington is served on Tuesday, Thursday, Saturday while the Fallon route is served the other days. Previously the daytime trips served Fallon and the night trips were routed via Yerington.

Three daily round trips continue between Phoenix and Las Vegas, two via Kingman (old LTR route) and one via Lake Havasu (old SUN VALLEY route).°

RAZ TRANSPORTATION COMPANY (RAZ)

PORTLAND, OR: The two different routes between Portland and Astoria, one via Seaside and the other via St. Helens, continue. The services between Eugene and Coos Bay and between Salem and Bend have been discontinued.°

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI-MET)

PORTLAND, OR: Construction began late in February to extend Portland's downtown Transit Mall northward to Union Station. The $12 million project will extend the mall an additional seven blocks north (7 blocks on 5th Ave, 7 on 6th Ave and 1 crosslink block on Irving at the north end) with completion scheduled for mid 1994.

This project will include removal of all on street parking, widening of sidewalks, the addition of much better passenger amenities and of trees and street furniture such as benches, planters, a work and old style street lamps.

A separate project to build an off street layover facility near Union Station and the north end of the mall extension to accommodate 11 buses and provide on site driver restroom facilities is taking place concurrently and is known as the "North Terminal" project.

TRI-MET Bus 353, a 1972 built, 35-foot Flxible reached one million miles last October 23rd. It was the first TRI-MET bus to reach this milestone and is a rarity nationwide. TRI-MET's oldest remaining class of buses are its 1972 35-foot Flxibles, of which there are 65 still owned (numbered in the range of 301-434) and about 20 are still active - mainly on city lines 5 and 17 on weekdays only since they lack wheelchair lifts.

As of January about 30 other buses had surpassed 900,000 miles. Sister bus 352 should reach 1 million miles by early summer, but it is likely no others will prior to retirement, some time between September and next spring. 352 an 353 racked up so many more miles than any of the other buses in the group because they are

TRI-MET

Tri-County Metropolitan Transportation District
Portland, Oregon

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
101-126	Bombardier/BBC		101-126	1983-1986	A
200-210	GMD	T6H-4523N	A3500025-038	1980	1
300-434	Flxible	111DC-D06-1	55387-55521	1972	2
500-549	Flxible	40102-6C	JD099390-439	1988	FDL
550-591	Flxible	40102-6C	KD100426-467	1989	FDL
592-637	Flxible	40102-6C	KD100694-739	1989	3,FDL
700-786	Crown-Ikarus	286.02	BB100027-113	1981	4
900-974	GMC	T8O204	CV820872-946	1982	RDL
1401-1463	Gillig	40102TBL10	L1083713-775	1990	FDL
1464-1465	Gillig	40102TBL10	N1083776-777	1992	5,FDL
1601-1630	Gillig	40102TBL10	L1083778-807	1990	FDL
1631-1643	Gillig	40102TBL10	M1083808-820	1991	FDL
1701-1778	Flxible	40102-6C	ND103378-455	1992	FDL
1779-1788	Flxible	40102-6C	ND103506-515	1992	FDL
1789-1808	Flxible	40102-6C	ND103456-475	1992	FDL
1901-1910	Flxible	30102-6C	ND103476-485	1992	FDL
387	Flxible	111-DC-D06-1	55474	1972	6
NRV	Flxible	111-DD-D5-1	55030	1971	7

NOTES:

A. Light Rail Vehicles.

1. Ordered as Lane Transit District (Eugene) 719-729 as part of an order of 38, but diverted to TRI-MET before entering service in Eugene. Originally fornt door lift equipped, but lifts deactivated in 1982 and then removed in 1985.
2. 66 active buses including 387. 40 more are contingency buses.
3. 600 has a special paint scheme depicting attractions of Washington Park.
4. Wheelchair lifts in rear (3rd) door. Disconnected permanently. 720 off roster.
5. LNG buses. Have special environmental paint scheme.
6. Winter "Chain Bus" for use by Maintenance's two man crew to carry large crates of chains to strategic places on days with snow on the roads.
7. Maintenance Department training bus. Renumbered from 600 to NRV so not to confuse it with 600 Flxible 40102-6C. NRV for Non-Revenue Vehicle.

FDL - Front Door Lift
RDL - Rear Door Lift

TRI-MET
(Continued)

among a handful of buses in the group with automatic passenger counters and they receive higher priority for repairs.

TRI-MET plans to order about 50 standard (40 foot) diesel buses by mid year for delivery by next spring. These will replace the last active 1972 Flxibles and the 11 Canadian built T6H-4523Ns (200-210, built in 1980), after which the oldest buses in the fleet will be the 86 Crown-Ikarus artics, built in 1981-82, and the 75 GMC RTSs, built in 1982. An additional, even larger order is also expected for later in 1993, but the amounts of local and federal funding available will determine its size (up to 119 40-foot buses is under discussion).

TRI-MET received its first alternative fuel buses, two LNG powered Gillig Phantoms (ordered in 1990) in September 1992 and, after a long familiarization/training period, they entered service on March 12. They are numbered 1464-1465 and are based at Center Street garage. One operates regularly on Line 63-WASHINGTON PARK (which serves the Portland Zoo) on Train 2 on weekdays. Both of them wear a special paint scheme (light blue background with designs of birds, flowers and trees and the words "Birds, Trees And Flowers Love Natural Gas Buses".

In addition to the two LNG Gilligs, TRI-MET took delivery of 118 other new buses in 1992, all Flxible Metro diesels. 108 40-foot Metros (1701-1808) arrived in May through August and began to enter service on June 24 while ten 30-foot Metros (1901-1910) arrived in July and entered service in late July. The 1900s are TRI-MET's first short Flxibles although they have 43 30-foot Gilligs, built in 1990-91. The Flxibles operate only on Lines 37-TUALATIN, 62-MURRAY BLVD. and 67-BEAVERTON-CEDAR HILLS - all of which are feeders to transit centers on the west side and which run weekdays only except for a single bus on the 62 on Saturday. They are based at Merlo Road garage on the west side.

In contrast, the 30-foot Gilligs (1601-1643) are not so hard to locate, except in the downtown area. They provide all or nearly all service on east and south side feeders 22, 24, 25, 27, 28, 29, 34, 80, 81, 82 and 84, southwest area feeder 39, crosstown lines 77, 79 and 83 and downtown area line 51-COUNCIL CREST *(Ed. Note - which line used Mack C37-DT buses for many years).*

TRI MET also received 63 40-foot diesel Phantoms in 1990 (1401-1463) and both groups of Gillig buses entered service in November 1990.°

RIMROCK TRAILWAYS
(RT)

BILLINGS, MT: For a number of years *RIMROCK STAGES, INC.* has operated four routes, each with one daily round trip - HAVRE-GREAT FALLS, COUTTS, AB-GREAT FALLS, GREAT FALLS-BILLINGS and MISSOULA-HELENA-BILLINGS.

Beginning in April *RRS* became affiliated with the National Trailways Bus System and is now operating under the name *RIMROCK TRAILWAYS.*°

SALMON BUS LINES
(SBL)

SALMON, ID: SBL, which firm had been operating between Salmon and Idaho Falls via Arco two days per week and via Mud Lake/Lone Pine also two days per week is no longer listed in Russell's Guide. *(Ed. Note - It is not known if the firm has discontinued operations or if there is some other reason).* This was one of the last intercity bus lines to still be using the famous Flxible Clipper.°

RED BALL STAGE LINE
(RBS)

KLAMATH FALLS, OR: Bucking a general trend RBS, which had been operating one daily except Sunday round trip between Klamath Falls and Lakeview, has increased service to two round trips Monday thru Saturday and one round trip on Sunday.°

PORTER STAGE LINES (PSL)

COOS BAY, OR: A new listing in Russell's Guide, PSL operates between Coos Bay and Bend with two round trips between Coos Bay and Eugene and one round trip between Eugene and Bend. *(Ed. Note - In this issue is a story about RAZ TRANSPORTATION COMPANY discontinuing service between Coos Bay and Eugene).*°

GREYHOUND LINES, INC (GLI)

DALLAS, TX: GLI and Amalgamated Transit Union officials have announced the tentative agreement of the three year old strike against GLI by ATU which represents bus drivers and maintenance personnel. The proposed six year contract provides about $22 million in back pay and annual wage increases which would boost driver pay from $13.83 per hour to $16.55 an hour on March 1, 1998. Mechanics wages, which vary by work location, would increase 3 to 4 per cent each year. Regular labor-management meetings are also called for. GLI has agreed to rehire about 550 strikers by July 1. Many of the striking workers were replaced by permanent employees after the walk out began on March 2, 1990. None of the replacement workers have been or will be fired.°

NORTHWESTERN TRAILWAYS (Northwestern Stage Lines, Inc. dba) (NWT)

SPOKANE, WA: NWT is a National Trailways Bus System affiliate in the Pacific Northwest which is now operating two routes, SPOKANE-BOISE and SPOKANE-ELLENSBURG-SEATTLE. Until recently the firm also operated a SPOKANE-LEWISTON-WALLA WALLA route, but the segment between Lewiston and Walla Walla has been discontinued. The SEATTLE route has one daily round trip while the BOISE route has one thru trip and another between Spokane and Lewiston, Idaho.°

WT 30TH ANNIVERSARY EXCURSION

August 20 & 21, 1993 - Visits south to San Diego and east to Palm Springs - plan to be there.

TRANSPORTATION AND LEGISLATION

SACRAMENTO: There are three bills making their way through California's legislative process which could impact transportation and transportation providers, if enacted.

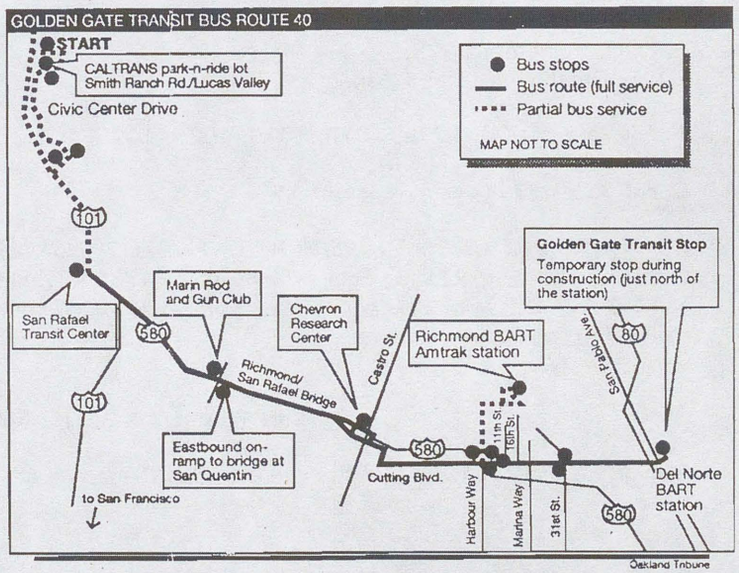
SB 141 (Alquist) would require the Public Utilities Commission to relocate its headquarters to Sacramento from San Francisco. SB 485 (Rosenthal) would increase the maximum penalties for violations of the Public Utilities Code and Commission Orders.

A bill by Senator Rosenthal would require that any freeway on which a rail system is constructed meet all federal and state safety standards, including lane width and median size. This would effectively block construction of an elevated transit line along the Ventura Freeway *(WT 5/92, 3/93)* which was built under exceptions granted to allow narrower widths, typical of freeways in many urban areas.°

GOLDEN GATE TRANSIT

(Continued from Page 1)

The three round trips per day Route 90-SONOMA-SAN RAFAEL-SAN FRANCISCO is in funding difficulty. The service costs about $200,000 annually and the City of Sonoma and Sonoma County both want Marin County to help fund the deficit. At a public hearing in late March Sonoma County citizens and bus passengers turned out to plead for continuation of bus service.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Regional Transit	9307	Orion	05.501/P6031382	02/93	CNG
Storer Coachways	W-25	MCI	102C3/JPO42027	04/88	
Intl Stage Lines (BC)	963	MCI	102C3/KPO42781	04/89	
Best Tours (Fresno)	418	MCI	102C3/LPO43471	05/90	
	422	MCI	102C3/MPO43972	05/91	
Sierra Pacific Tours	701	MCI	102C3/NPO44440	03/92	
Greyhound Lines	1830	MCI	MC-12/NPO44745	07/92	
Preferred Charters	9323	Prevost	2P9H/P1001318	02/93	H3-40
SCRRA-Metrolink	140	UTDC	RTC-2-85-L/91-85-1992	01/93	Coach
	624	UTDC	RTC-2-85-L/91-85-1977	12/92	Cab Car
-USED-					
Airport Coach	840	Carpenter	CBW-300/DSO19049	1984	1
Airport Cruiser	4615	Eagle	AE-10/DBO31047	04/83	2
American Eagle	777	Grumman	53102-8-1/90467	1979	3
Payton Tours	7584	MCI	MC-9/U35277/S15096	09/80	4
Fresno Charter Lines	503	MCI	96A3/FPO40328	06/85	5
Amador Stage Lines	1038 (II)	TMC	MC-9/T2/2-1892-2768	10/79	6
	1039 (II)	TMC	MC-9/T2/2-1902-2778	10/79	7
	1040 (II)	TMC	MC-9/T3/3-1961-2827	11/79	8
Pacific Coast Sghtsg	4748	TMC	MC-9/ER004303	03/84	9
California Charter	2288	TMC	102A3/JR006795	11/88	10
-DISPOSITIONS-					
Santa Clara County Transit	1000	GMC	TH8201/various	1978	A
	1100-1149	GMC	T7H203/A001-A050	1979	B
	1601-1818	Grumman	40102-6-1/various	1981	C

-NOTES-

1. Ex SCRTD 4124.
2. Ex Executive Coach (NJ) 834.
3. Ex Taylor Bus Service 2040.
4. Ex GLOLA 4980-9.
5. Ex Bourne Bus Company (CT) 503.
6. Ex Greyhound Lines 6453 - for AMTRAK.
7. Ex Greyhound Lines 6463 - for AMTRAK.
8. Ex Greyhound Lines 6512 - for AMTRAK.
9. Ex Coordinators 5328.
10. Ex Greyhound Lines 2288.

A. For Sale - 1000, 1006, 1010, 1019, 1021, 1028, 1029, 1042, 1048.
B. For Sale.
C. For Sale - 99 buses in range of 1601-1818.

STARLINE SIGHTSEEING TOURS/GRAY LINE OF LOS ANGELES is advertising that the firm is replacing its fleet and selling members of the current fleet including Eagle 15s 4789-1 - 4789-4, various 1984 and 1985 model Neoplans, MCI 102C3s, 102A3s, 96A3s and MC-9s. *(Ed. Note - except for four Van Hools which are leased and may be returned to the lessor, this could be a complete renewal of the SST/GLOLA fleet).*

WESTERN TRANSIT'S 30TH ANNIVERSARY TRIP

August 21 and 22, 1993 -- Visits south to San Diego and east to Palm Springs are being planned.