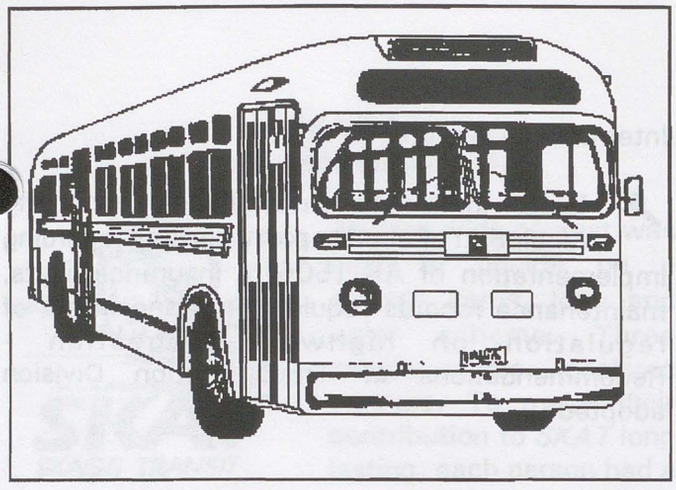


Western Transit

Our 3[illegible]ear!

VOL. 31, NO. 12 **December 1993**

SKAGIT TRANSIT SYSTEM
(Skagit County Public
Transportation Benefit Area)
(SKAT)

MOUNT VERNON, WA: Following opening day festivities at the Cascade Mall in Burlington on October 30th, *SKAT* commenced fixed route operations (five lines using five buses) on November 1st *(WT 9/93)*. 1067 passengers were carried on opening day. At the end of the first month, five fixed route buses serving a population of about 27,000 accumulated just under 39,000 boardings.

The bus lines operate in and between Mount Vernon and Burlington, adjacent cities separated by the Skagit River. They include: 101-BURLINGTON BLVD-RIVERSIDE DRIVE, 201-LA VENURE MIDDLE SCHOOL-SKAGIT VALLEY SQUARE, 202-M.V. HIGH-SKAGIT VALLEY COLLEGE and 301-WEST MOUNT VERNON-CASCADE MALL and 302-U.G. HOSPITAL-WEST MOUNT VERNON.

Weekday service on all routes operates between 630AM and 930PM while weekend operations run between 930AM and 730PM. All lines operate on 70 minute headways and they all either begin/end or pass by the Skagit Valley Square.

In 1979 attempts were made to gain voter support for a county wide transportation system. The measure was voted down by 26 votes. In 1980 the measure was put forth again, but was overwhelmingly defeated. In 1990 the measure went forward again and was, again, defeated. However, there were pockets of support, most notably in the cities of Mount Vernon and Burlington. It was then decided that the 1992 vote would include only the residents in those cities and the measure received a 58 per cent favorable vote.

SKAT then selected an Executive Director, Jim Lair, who previously spent 13 years with *SEATTLE METRO TRANSIT* and two years with the LOS ANGELES COUNTY TRANSPORTATION COMMISSION. Jim's first tasks included purchasing buses for the fixed route fleet and hiring and training employees. A seven bus fleet was acquired and in October, out of 240 applicants, 10 full time and 5 part time bus operators were selected and training began on October 4th.

The fleet includes 931-935, lift equipped 30 foot model 6CT3096 Gillig Phantoms and 936-937, GMC RTS 03s, formerly of *LONG BEACH TRANSIT.* The buses are painted white over pullman green with a blue stripe above the window line. The Gilligs feature 29 black fiberglass seats with gray padded inserts, front door Lift U wheelchair lifts, "Stop Requested" signs and electronic head and side signs.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

☑ Andres Madrigal dba *CENTRAL COAST BUS COMPANY* for PSC between points in Monterey, Santa Cruz and Santa Clara Counties & San Jose and Oakland Airports

☑ *PREFERRED TRANSPORTATION, INC.* for PSC between points in Ventura, Los Angeles, Orange, Riverside and San Bernardino Counties and area airports, Los Angeles and Long Beach Harbors

☑ *GOLDEN STATE AIRPORT SHUTTLE, INC.* has applied to transfer and Arcadia Transit, Inc. to acquire all outstanding stock, office equipment and vans of *GOLDEN STATE AIRPORT SHUTTLE*

☑ Commission Order Instituting Investigation into operations of *APOLLO-SOYUZ AIRPORT PASSENGER SERVICES, INC.*

DECISIONS

🔨 *AMERICAN AIRPORTER, INC.* granted PSC to operate between City/County of San Francisco and San Francisco Intl Airport

🔨 *SANTA ROSA AIRPORTER's* passenger stage corporation authority (Sonoma/Marin Counties-Oakland and San Francisco Airports) revoked for failure to file PUC Workers Compensation Reports

🔨 PSC authority of *TRAVIS EXPRESS, INC.* (Travis AFB-San Francisco Intl Airport) revoked for failure to maintain adequate insurance

🔨 *HALCONES AUTOBUS, INC.* granted PSC as "On Call" carrier between San Ysidro and Los Angeles

🔨 *GRAY LINE TOURS COMPANY* granted PSC to operate scheduled fixed route between Simi Valley and Los Angeles International Airport

🔨 Order Instituting Rulemaking concerning regulation of charter party carriers regarding implementation of AB 1506 re insurance limits, maintenance records requirements and effect of regulation on highway congestion - Recommendations of Transportation Division adopted

Happy Holidays

WESTERN TRANSIT
11112 Ivanhoe
Garden Grove, CA 92640-1133

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WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Warren F. Quon
REPORTERS & SOURCES:	Jim Beeler Steve Hoskins Jim Husing Bruce Maher John McKane Marvin Martin Joe Scully Todd Terpening *BUS RIDE*

SKAT Executive Director Jim Lair provided much of the information for our feature story this month.

SKAGIT

(Continued from Page 1)



An area wide contest was held to decide on a system name, logo and color scheme. Three people were declared winners. To make their contribution to *SKAT* long lasting, each person had a bus named for them and a commemorative plaque was installed inside that bus. 932 was named Elizabeth Franklin, 933 was named for Richard Dills and 934 is Tom Culbertson.

SKAT contracts with the SKAGIT COUNCIL ON AGING to provide paratransit service within the city limits of Mount Vernon and Burlington. SCOA's previous operating schedule was weekdays from 800AM to 400PM. With *SKAT* in operation service hours expanded to be the same as for fixed routes increasing the mobility and access for the elderly and disabled communities.

The *SKAT* Board of Directors determined that the objective of the transit system is to carry passengers, provide mobility and access for all citizens and, therefore, has implemented a pre-paid or fare free system. *SKAT* is supported by a 2/10 of 1% sales tax which is matched by the state Motor Vehicle Excise Tax. The two funding sources combined result in approximately $2,000,000 a year for operating funds.

A policy regarding annexation of other cities in the county is being developed along with plans for ride-match and van-pool services in 1994. ◆

SEATTLE METRO TRANSIT (METRO)

SEATTLE, WA: Beginning October 11 selected rush hour trips on 37-ADMIRAL DISTRICT-ALKI AVE SW-DOWNTOWN SEATTLE were revised to operate on the high level West Seattle Bridge across Harbor Island to avoid delays resulting from lengthy low level bridge openings. At other hours Line 37 trips continue via the low level bridge and serve the stop at 11th Avenue SW and SW Spokane Street.

As part of revenue generating/cost saving measures *METRO* will implement three changes next month. Ticket books will no longer be sold at discounted prices (they will become convenience books), passes and ticket books, except annual pass replacements, will no longer be refunded and the number of off line ticket and pass sales outlets will be reduced.

METRO's familiar color scheme of white with a chocolate brown over tan over yellow stripes has started to be replaced. The new scheme features much more white with three very thin stripes (brown over tan over yellow) just above the rub rail and gray below the rub rail.

A HOLIDAY SHUTTLE, featuring two motorized trolleys on two shuttle routes in downtown Bellevue, is operating between December 1 and 23. The FREE service runs on weekdays between 1100AM and 200PM and is being sponsored by the Bellevue Square and other area merchants and businesses. ◆

OAK HARBOR-ANACORTES-SEA TAC AIRPORTER BELLINGHAM-SEA TAC AIRPORTER (OASTA/BSTA)

BELLINGHAM, WA: OASTA/BSTA has applied for a fare increase, the first since November 1991. Filed to be effective on November 15th, most rates were increased and surcharges added to some Whatcom County fares. One way fares to and from Blaine, Semiahoo and Ferndale will be the Bellingham fare plus $10.

A comparison of selected fares show: Bellingham $27 to $30, Oak Harbor $28 to $35, Anacortes $26 to $29, Mount Vernon $21 to $23 while Marysville remained $16.

On August 1st *BSTA* inaugurated a special weekday only express trip on the BLAINE-BELLINGHAM-SEA TAC route departing Bellingham Airport 815AM, Bellingham-Lakeway Inn 830AM and arriving Sea Tac 1030AM. The return trip leaves Sea Tac 1200PM arriving the Bellingham stops at 200PM and 215PM respectively. A special $36 fare applies.

OASTA/BSTA
(Continued)

Through arrangements with CITY CAB, home pick ups and drop offs to/from any of *BSTA's* stops in Whatcom County are now made at discounted rates.

A new *OASTA* schedule was implemented October 1st reducing Oak Harbor-Sea Tac travel times by 30 minutes and reducing scheduled vans from 3 to 2. *OASTA* now requires passengers boarding at NAS-Whidbey, Skyline Marina, Farmhouse Inn and Mount Vernon-Greyhound to have advance reservations.

The *OASTA/BSTA* fleet includes Econoline/Champions, Econoline/Falcons, Econoline/Falcon T/As and Chevy Beauville vans painted light blue over dark blue over white with "AIRPORTER" in yellow lettering and "Bellingham Sea Tac" in white letters. The combined firms now market themselves as *AIRPORTER SHUTTLE.* ◆

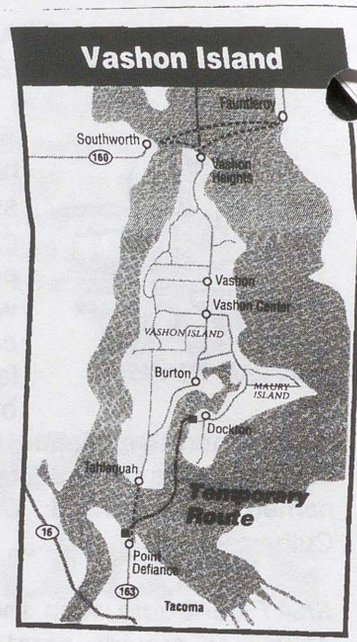
WASHINGTON STATE FERRIES (WSF)

SEATTLE, WA: WSF is proposing a six per cent general fare increase for the next two years be implemented next May. This would be the first general fare increase in seven years and would be applied to all types of fares: passengers, vehicles, motorcycles, trucks, recreational vehicles and bicycles.

A series of open house meetings was held during November and now *WSF's* Fare Policy Committee is reviewing public comment prior to making its final recommendation to the State Transportation Commission early next year.



An example of how the fare increase would affect riders: on the cross-Sound runs the round trip passenger fare would rise from $3.30 to $3.50, the fare for an auto would increase from $5.55 to $5.90 and the frequent user ticket book would increase from $19.80 to $21.00.



STC policy requires that ferry system users pay at least 60 per cent of the operating costs. The State of Washington contributes up to 40 per cent.

The Point Defiance-Tahlequah project to renovate both ferry docks has begun. It calls for new towers, bridges and steel wingwalls at both terminals. A new terminal with expanded indoor and outdoor waiting areas is planned for Point Defiance.

Because of the construction the regular auto ferry will be out of service from January 8-28 and *WSF* will provide free passenger only service from Dockton on Vashon Island to an auxiliary dock at Point Defiance. *PIERCE TRANSIT* is planning additional service for people using the passenger only boats. ◆

QUICK COACH LINES (QCL)

RICHMOND, B.C.: QCL instituted the winter schedule on the VANCOUVER-SEA TAC AIRPORT route of its QUICK SHUTTLE on September 27th reducing daily round trips from eight to five plus an additional Sunday only round trip. Service to and from Canada Place, the cruise ship dock, was also suspended for the winter. ◆

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: On September 20th *TTS* inaugurated a new peak hour and lunchtime hour service using a 25 seat electric vehicle, a model 5122 bus built by Specialty Vehicle Manufacturing Corporation and powered by a system composed of two motors powered by a battery that converts DC current to AC which drives the rear wheels.

TORRANCE TRANSIT
(Continued)

The 29 foot, low floor design, three axle vehicle, known as Zero Emissions Surface Transit or ZEST, has a range of 75 miles on a charge of 8 to 10 hours and is designed to allow mechanics to change batteries in about 5 minutes.

The bus is being used on a one way loop route traveling along Hawthorne, Lomita, Crenshaw and Skypark Drive in the medical center and office park area of Torrance.

Until this bus SVMC built mainly 22 foot electric units which are often used to shuttle passengers short distances. The TTS sale marks the company's move to market larger buses. ◆

LAIDLAW TRANSIT, INC.
(LTI)

LOS ANGELES: During September *LTI* purchased *MARK IV CHARTER LINES, INC.* of Gardena and its subsidiary *EMBREE BUSES, INC.* of Pasadena including facilities, rolling stock and contracts. *(Ed. Note - a press release from EBI said that the charter operations and intercity buses would be phased out with only school bus operations continuing. It is unknown what changes will impact MARK IV).*

Operational changes already made have included transfer of all *LADOT* operations (Lines 142-LONG BEACH-SAN PEDRO, 143-NAVY BASE-TERMINAL ISLAND, 147-SAN PEDRO LOCAL, 203-OBSERVATORY, 437-MARINA DEL REY-LA, 438-MANHATTAN BEACH-LA, 448-RANCHO PALOS VERDES-LA and SAN PEDRO TROLLEY) from the 60th & St. Andrews and Del Amo terminals to the former *MARK IV* Harbor City yard on Lomita near Normandie. Harbor City based school operations of *MARK IV* have been shifted to Del Amo. *(Ed. Note - the Harbor City yard was part of LTI, then ASSOCIATED CHARTER BUS COMPANY, about twenty years ago when LTI purchased M & M CHARTER LINES and CALIFORNIA SIGHTSEEING TOURS from the Mannino family. Until this sale the Manninos owned MARK IV including the property as well).*

MARK IV and *EMBREE* buses are being relettered *LAIDLAW*, but keeping their former numbers including the "M" and "E" suffix letters. ◆

AIRPORT COACH
(AC)

ANAHEIM: On November 15th *AC* reduced service on the DISNEYLAND-ONTARIO AIRPORT route from five to three daily round trips and also suspended operations at Harbor House, Anaheim Civic Center, Diamond Park & Ride and Fairplex Park & Ride in Pomona *(WT 6/93).*

The SOUTH LOOP portion of Route B was slightly altered to serve the Hampton Inn and discontinue service to the Hyatt Regency Alicante. ◆

GOLDEN GATE TRANSIT
(GGT)

SAN RAFAEL: The System Sign Up occurred November 28 and brought several changes. 30-SAN RAFAEL-LARKSPUR FERRY-S.F. FINANCIAL DISTRICT-CALTRAIN DEPOT was shortened to operate only as far as the Financial District. The line did little business to and from the train station. The Annual holiday 61-GGT CHRISTMAS SHOPPER will be operating between November 28 and December 26 connecting the S.F. Ferry Terminal and Union Square serving most midday and evening ferry boat arrivals and departures. Seasonal adjustments were made on weekend only 63-MARIN CITY-STINSON BEACH. Route 73, part of the trio of 71/73/75-MARIN-SONOMA COMMUTERS, was discontinued. Route 71 will now serve Firemans Fund Novato while 75 will serve Firemans Fund Lucas Green. ◆



SANTA CLARA COUNTY LOCAL TRANSPORTATION AUTHORITY (LTA)

SAN JOSE: A half cent sales tax, approved by county voters last year by a 54-46 vote, has been overturned by the California State Appeals Court which said, in a 2-1 vote, that the new tax needed a 2/3 affirmative vote. The measure was designed to extend a previous half cent tax which will expire next year. Projects which were to be funded by the new tax included a 12 mile light rail line between Milpitas and Mountain View, other light rail lines from San Jose to Los Gatos and Cupertino, expansion of the *CALTRAIN* service, increased service for the disabled and improvements on several freeways and interchanges. County officials have now predicted project cancellations, delays and higher fares. ♦

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: The Commission regulates two types of ground transportation passenger carriers, transportation charter party carriers (TCPs) and passenger stage corporations (PSCs). Many carriers possess both types of authority.

In general, TCP service is identified by having the following characteristics - rates are computed and assessed on a vehicle mileage or time of use basis or on a combination and the group of passengers has exclusive occupancy of the vehicle.

PSC service, in general, is identified by having one or more of the following three characteristics: the passengers are charged individual fares, the service is provided between fixed termini and the service is provided on a regular schedule.

Currently there are six types of TCP certificates and permits issued - Class A, B and C certificates and Class P, S and Z permits.

The Class A Certificate allows a carrier to transport passengers from any point within the state to any other points in this state. Class A Certificates were issued through a grandfather clause in the Public Utilities Code in 1968. No new Class A Certificates are issued although existing authorities are renewable.

The Class B Certificate allows a carrier to pick up passengers within its service area which shall not encompass more than a radius of 40 air miles from the home terminal which location is designated by the applicant for a certificate.

The Class C Certificate allows a carrier to provide transportation service incidental to commercial river rafting or skiing. The Code authorizing Class C Certificates will only remain in effect until January 1, 1994.

The Class P Permit is issued to carriers using only vehicles under 15 passenger seating capacity and under 25 feet in length.

The Class S Permit allows the carrier to conduct round trip sightseeing tour service and the carrier is allowed to charge individual fares.

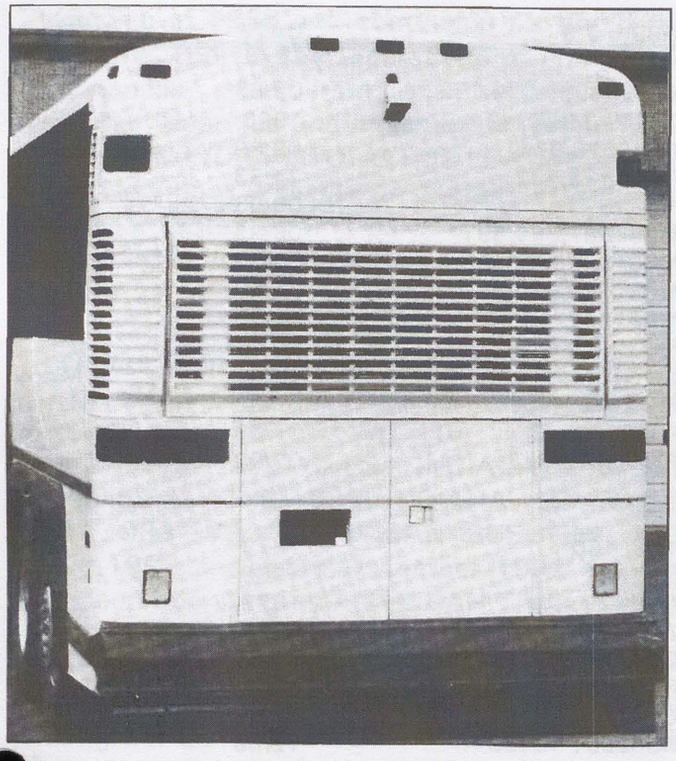
The Class Z Permit is issued to specialized carriers, who do not hold themselves out to serve the general public, but who provide service under contract with industrial firms, government agencies, private schools or who only transport agricultural workers to and from farms for compensation or who conduct transportation services incidental to another business. The Class Z Permit is limited to a 50 mile radius of operation from the home terminal. ♦

MOTOR COACH INDUSTRIES

With more than sixty years of coach building experience and as the manufacturer of about two thirds of the parlor buses on the North American highways, MCI will be offering three different models of intercity coaches during 1994.

Introduced in 1992, the MC-12 is a 40 foot long, 96 inch wide coach particularly suited for line haul operations. From the roof to the passenger floor the MC-12 is basically an MC-9 while from the floor line down the bus resembles a 96B3. This combination results in a unit which fits well with an existing fleet of MC-9s. *GREYHOUND LINES, INC.* has ordered 650 units for its modernization program, many of which have already been delivered and are in service.

MCI
(Continued)



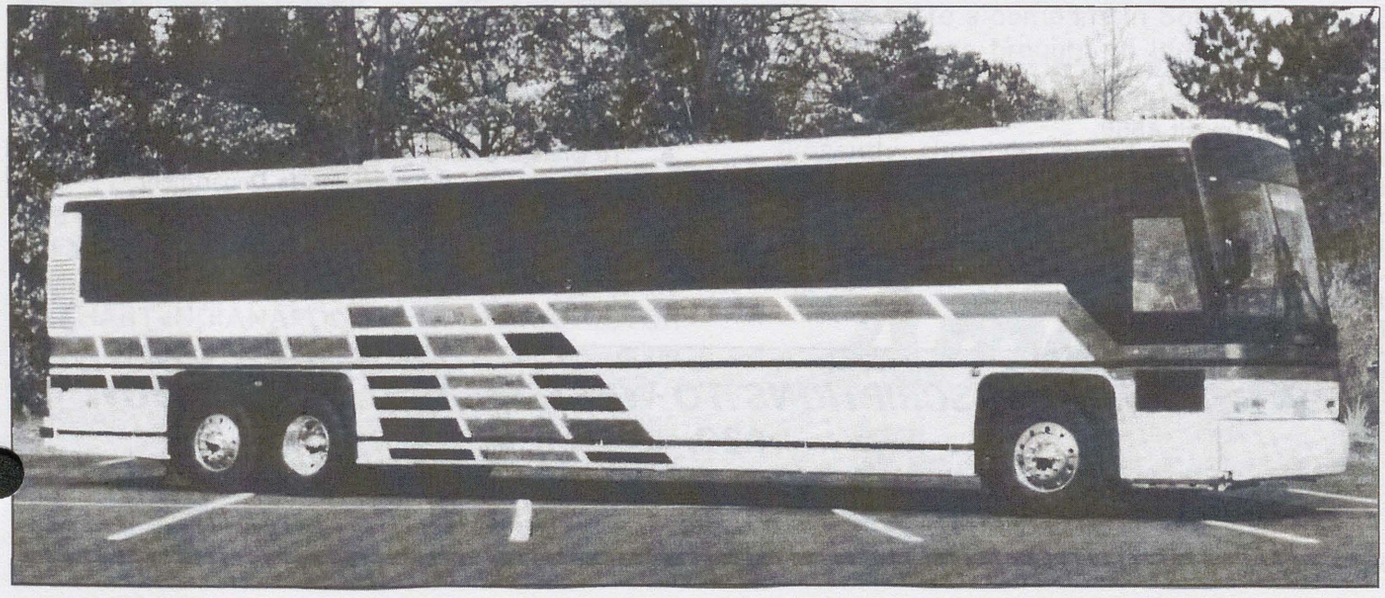
MCI's 102D3, new for 1994, features a redesigned back end with recessed, wraparound taillights.

The new model for 1994 will be the 102D3 replacing the 102C3. This 40 foot long, 102 inch wide unit can be built in three heights. The wheel base has been shortened by six inches to 279 inches allowing the DDC Series 60 engine to be installed without intruding into the passenger compartment. The D3 also features a redesigned back end with recessed, wraparound tailights. The rear, center brakelight has been replaced by two wide mounted units for improved safety. An optional parcel rack mounted air conditioning system is available allowing fast interior cool down.

The 102DL3 will continue to be offered with sales information stressing the increased seating capacity (55 verses the traditional 47 in a forty foot bus) and increased baggage capacity (400 cubic feet versus 319). The DL3 has a 192 gallon fuel tank for extended operating range.

All 102 inch wide models feature a fiberglass front end and smooth sides, all of which are fully paintable. For customers desiring a more traditional appearance, stainless steel panels can be specified below the passenger floor line and on the front. The buses are offered with Detroit Diesel, Cummins or CAT engines with horsepower ranging from 325 to 500. All three models have the kneeling feature available and wheelchair lifts are available on the 102D3 and 102DL3. ♦

1994 MCI 102DL3



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Skagit Transit (WA)	931-935	Gillig	6CT3096/P1085069-072,122	08/93	
So.Cal. Regional Rail Auth	872-873	GMED	F59PH/926345-3-926345-4	1993	Engines
Discovery (USA) Tours	3000,3011	MCI	102C3/KPO42523-524	02/89	
Regional Transit	9319-9320	Orion	05.501/P6031429,432	04/93	
	9343	Orion	05.501/P6031573	05/93	
	9344-9346	Orion	05.501/P6031587,590,591	06/93	
	9347-9349	Orion	05.501/P6031605,608,609	08/93	
	9350-9352	Orion	05.501/P6031623,626,627	08/93	
	9353	Orion	05.501/P6031641	08/93	
	9354-9355	Orion	05.501/P6031644-645	10/93	
Sunflower	4750	Prevost	2P9L/J1001613	1988	Le Mirage
Long Beach Transit	9301-9302	TMC	T80608/PR829209,289	07/93	Addtl Info
	9303-9310	TMC	T80608/PR829310-317	07/93	Addtl Info
	9311-9320	TMC	T80608/PR829319-328	07/93	Addtl Info
-USED-					
Skagit Transit (WA)	936-937	GMC	T7H603/156, 160	1979	1
Amador Stage Lines	4556	GMC	T6H4521A/187	1968	2
Gray Line-Sacramento	4989	GMC	T8H5307A/982	1972	3
CALTRANS	TT-2	Carpenter	CBW300/ESO19083	1984	4
Frontier Tours (NV)	85	MCI	96A3/FPO40344	07/85	5
Orange Belt Stages	238	TMC	102A3/JRO06686	1988	6
Gray Line-So. Nevada (NV)	4753	TMC	96A3/FRO05249	09/85	7
	4985-1-4985-8	MCI	102A3/FPO40601-40608	12/85	8
Discovery (USA) Tours	3077	TMC	102C3/KRO07230	07/89	9
-DISPOSITIONS-					
Orange County TA	1103	Flxible	53102-8-1/61164	04/76	A
Santa Clara County TA	1048	GMC	TH8201/407	1978	B
City of Camarillo	1157-1158	Gillig	3596T6V92/B1080036-037	1981	C
Starline Sightseeing	STAR 76	MCI	102C3/JPO42099	05/88	D
	STAR 80-81	MCI	102C3/JPO42161-162	06/88	D
	STAR 83-84	MCI	102C3/KPO42798-799	05/89	D
	STAR 90-92	MCI	102C3/KPO42805-807	05/89	D
	STAR 95	TMC	102C3/KRO07406	12/89	D
Sierra Nevada Stg Lns (NV)	903	Prevost	Prestiege/P102-2330-76	1976	E
	911	Prevost	Astral XL/F1001004	1985	E

-NOTES-

1. Ex Long Beach Transit 3513, 3517.
2. Ex Regional Transit 4556.
3. Ex Yolobus 798.
4. Ex Airport Coach TT-2. Originally SCRTD 4147.
5. Ex Las Vegas-Tonopah-Reno Stage Line (NV) 387.
6. Ex Greyhound Lines 2190 via Arrow Stage Lines (NE) 2190.
7. Ex Allstate Tours & Travel (NV) 110.
8. Ex Gray Line of Los Angeles, same numbers.
9. Ex Amtravel International 581.
- A. To Orange County Conservation Corps.
- B. To Santa Clara County Sheriffs Department.
- C. At Ken Porter Auction Sales (Torrance) for sale.
- D. At ABC Bus Sales (Garden Grove) for sale.
- E. To unknown party in Alaska.

1994 RENEWAL SUBSCRIPTIONS TO WESTERN TRANSIT ARE NOW $20.

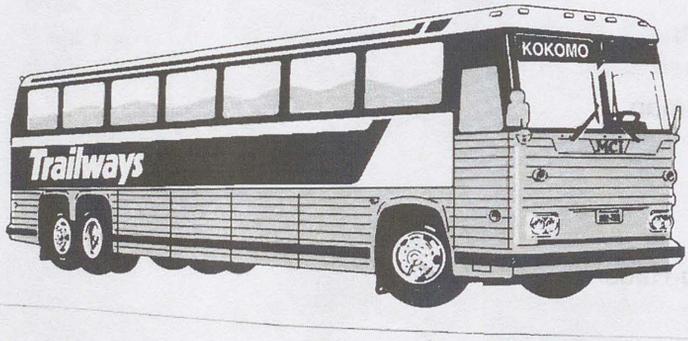
BE SURE TO MAKE CHECKS & MONEY ORDERS PAYABLE TO EDMUND BUCKLEY.

AMERICAN BUSLINES, INC.
TOM EVANS PART 2

Beginning in 1986 and continuing for about five years the Tom Evans' operations in and around Indianapolis grew from one suburban route between Westfield and Indianapolis, formerly the SHERIDAN-INDIANAPOLIS BUS LINE, INC., using GMC New Look buses to an intercity operation of six major routes serving parts of Illinois, Indiana, Ohio, West Virginia, Kentucky and Michigan and a fleet of 23 MCI/TMC buses.

There are been five corporate or operating names during that time -- INDIANAPOLIS & SUBURBAN RAILROAD (suburban) in 1986/1987; SOUTHWEST COACHES, INDIANA DIVISION (intercity) in 1986/1988; INDIANA HIGHWAYS, INC. 1988-1990; AMERICAN BUSLINES, INC. 1990-1992 and since December 1992 the firm has been operating as AMERICAN TRAILWAYS.

The major routes today are CHICAGO-FORT WAYNE,ELKHART-SOUTHBEND-INDIANAPOLIS, INDIANAPOLIS-DETROIT, INDIANAPOLIS-EVANSVILLE-PADUCAH-MEMPHIS. Previously service to and from Memphis was operated in a pool with GREYHOUND LINES, INC. until GL canceled the arrangement last April.



The initial route between Westfield, Carmel and Indianapolis (I&SR) was succeeded by INDIANA HIGHWAYS and the purchase of the major route (ELKHART-INDIANAPOLIS) of INDIANA MOTOR BUS COMPANY. By mid 1990 IH was operating two routes - GRAND RAPIDS-KALAMAZOO-ELKHART-SOUTH BEND-INDIANAPOLIS including the two commute trips and INDIANAPOLIS-EVANSVILLE-PADUCAH which was formerly GREYHOUND LINES, INC. By October of 1990 the former ABC COACH LINES route between Fort Wayne, Muncie and Indianapolis was part of IH. By May 1991 the firm was known as AMERICAN BUSLINES, INC. and had added three routes - FORT WAYNE-DETROIT (12/90) and CHICAGO-FORT WAYNE-COLUMBUS-CLARKSBURG (1/91) from GL and the new EVANSVILLE-OWENSBORO,KY (5/92). This past April the CHICAGO-CLARKSBURG route was cut back to Parkersburg and, at the end of the summer, to Fort Wayne. INDIANAPOLIS-COLUMBUS and EVANSVILLE-OWENSBORO were also discontinued.

The company is headquartered in the former GREYHOUND LINES garage in Indianapolis and uses the former TRAILWAYS station, Indianapolis' Union Station, as its major terminal. There are six company operated terminals throughout the ABL service area and a large number of commissioned agencies, generally in the smaller communities.

In Indiana, as in San Diego, the Evans' fleet has been continually replenished with additional buses. Included in the roster have been 33 parlors (fifteen since sold), 6 suburbans (all since sold) and 17 transits (all presently in storage). The all time roster appears in this report.

SOUTHWEST COACHES INC. 204-209 (renumbered 24-29) were taken from San Diego to Indianapolis and used briefly by INDIANAPOLIS & SUBURBAN prior to being sold, through Hausman Bus Sales, to a company in South Carolina. SWC 307-309 were brought to Indiana to inaugurate INDIANA HIGHWAYS, INC. in 1988.

Presently, the daily schedules require 10 of the fleet of 20 buses.

American Trailways

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
24	GMC	SDM-4502	127	1966	0
25-27	GMC	S6H-4503A	016-018	1969	1
28-29	GMC	S8M-5304A	078-079	1973	1
307	MCI	MC-7	U12129 S9756	1973	2
308	TMC	MC-9	ER004218	1984	3
309	MCI	MC-7	U12086 S9946	1973	0
314	MCI	MC-8		1977	4
315	MCI	MC-9	U34291 S14209	1979	5
316-319	MCI	MC-8	U33045 S13488-U33048 S13491	1978	6
320	MCI	102C3	JPO42227	1988	7
321-323	TMC	MC-9	CR003230-232	1982	8
324	MCI	MC-9	CPO37052	1982	9
325-329	TMC	MC-9	DR003904-908	1983	10
330	TMC	102A3	HR006072	1987	11
331	TMC	102A3	HR006124	1987	12
332	TMC	102A3	HR006151	1987	13
333	TMC	102A3	HR006167	1987	14
334	MCI	102A3	LPO43704	1990	15
335	MCI	102A3	LPO43705	1990	16
336	MCI	102A3	LPO43706	1990	17
337	TMC	MC-8	T78-902-2121	1978	18
338	TMC	MC-8	T1112-1405-2303	1978	18
339	TMC	MC-8	T1112-1462-2362	1978	18
340	TMC	MC-8	T1112-1475-2375	1978	18
341	TMC	MC-8	T1112-1509-2409	1978	18
342	TMC	MC-8	T1112-1513-2413	1978	18
343	TMC	MC-8	T1112-1521-2421	1978	18
344	TMC	MC-8	T1112-1464-2364	1978	18
345	TMC	MC-8	T1112-1466-2366	1978	18

NOTES

0-Ex SWC 204, 309, to Gray Line Sacramento (CA)
1-Ex SWC same nos, to South Carolina firm thru Hausman
2-Ex SWC same nos, to college in Michigan
3-Ex SWC 308, to United Limo (IN)
4-Ex Carolina Trailways (NC), sold thru Hausman
5-Ex LTR 262 via Arizona Southern (AZ)
6-Ex TNM&O L-849-L-852, 317-319 now for sale thru Hausman
7-Purchased new, sold to firm in Utah thru ABC
8-Ex California Parlor Car Tours 41-43
9-Ex Lewis Bros. Stages (UT) 370
10-Ex Fiesta Tours 274-276, 278-279 (275 via Southwest Charter Lines (AZ) 106)
11-Ex GLI 1873, to Hunt's Bus Service (MN)
12-Ex GLI 2011, to AEC (Idaho Falls) contractor
13-Ex GLI 2026, to L.A. based Las Vegas operation
14-Ex GLI 2040, to AEC (Idaho Falls) contractor
15-Purchased new, sold to Roadrunner (AZ)
16-Purchased new, sold to American Tour & Leasing (CA) 903
17-Purchased new, sold to Sheppard Bus Service (NJ)
18-Ex GLI 1212, 6292, 8001, 8014, 8048, 8052, 8060, 8003, 8005

Current Roster: 315-316, 321-329, 337-345

Presently there are seventeen transit buses in storage, either for sale or awaiting further use. Buses 509, 510, 513 and 1158 have been sold off.

1156	Flxible	111-CD-D06-1	56721	1972	A
1158	Flxible	111-CD-D06-1	56723	1972	A
1166	Flxible	111-CD-D06-1	56731	1972	A
105	GMC	T7J604	BV811745	1981	B
126	GMC	T7J604	BV811766	1981	B
205	GMC	T6H-4523A	1883	1976	B
211	GMC	T6H-4523A	1889	1976	B
212	GMC	T6H-4523A	1890	1976	B
214	GMC	T6H-4523A	1892	1976	B
215	GMC	T6H-4523A	1893	1976	B
216	GMC	T6H-4523A	1894	1976	B
218	GMC	T6H-4523A	1896	1976	B
220	GMC	T6H-4523A	1898	1976	B
227	GMC	T6H-4521A	714	1971	C
228	GMC	T6H-4521A	705	1971	C
229	GMC	T6H-4521A	704	1971	C
230	GMC	T6H-4521A	693	1971	C
509	GMC	T6H-4521A	740	1971	D
510	GMC	T6H-4521A	741	1971	D
513	GMC	T6H-4521A	744	1971	D

NOTES

A-Ex MARTA (GA), stored, for sale - IH paper fleet numbers 33-35
B-Ex Fort Wayne (IN) same numbers
C-Ex Fort Wayne (IN) same numbers, Ex Ex South Bend (IN) 2165, 2156, 2155, 2144
D-Ex Columbus (OH) same numbers, IH paper fleet numbers 30-32, all sold by Hausman

Five members of the Evans Historic Fleet are also based in Indiana and include:

243	GMC	PD-4151	277	1948	V
254	GMC	PD-4104	4967	1960	W
297	GMC	TDM-4515	396	1959	X
921	GMC	TDH-5303	2803	1965	Y
1728	GMC	PD-4501	325	1955	Z

NOTES

V-Originally Pacific Greyhound Lines K-243
W-Ex Kopecky Corp. Charter Buses (CA) 2401, originally San Diego Transit System (CA) 1007
X-Ex Southern California Rapid Transit District (CA) 2029
Y-Ex COTA (Columbus, Ohio) 921
Z-Originally Overland Greyhound Lines O-1728

AMERICAN BUSLINES, INC.
SERVICE TABLE - DECEMBER 1993

SERVICE ROUTE	DAILY SCHEDULES	BUSES
Chicago-Fort Wayne	1 Daily Round Trip	1
Elkhart-Indianapolis	2 Daily Round Trips	2
Indianapolis-Detroit	1 Daily Round Trip	2
	1 Ft Wayne-Indianapolis RT	1
Indianapolis-Paducah-Memphis	2 Daily Round Trips	4
	2 Indianapolis-Bloomington RTs	

