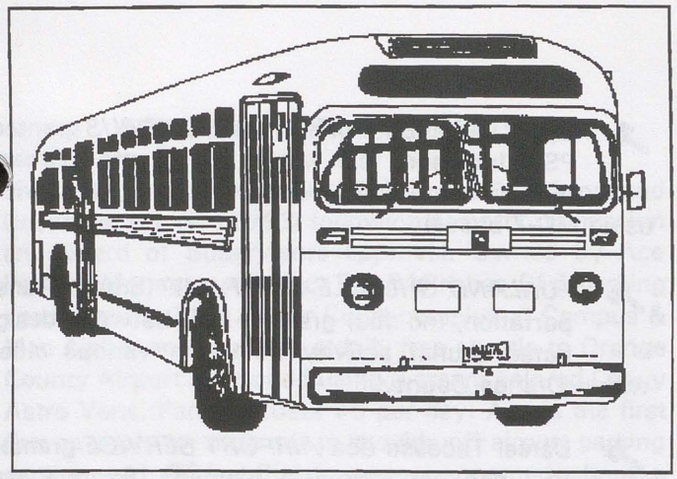


Western Transit

11112 Ivanhoe St, Garden Grove, CA 92640

VOL. 32, NO. 1 January 1994

SPECIAL CHRISTMAS BUSES AND SERVICES

The Christmas 1993 season saw a number of special services and several holiday theme vehicles.

For the fourth year the *DIAMOND BAR HOLIDAY SHUTTLE* was sponsored by the city and operated by MAYFLOWER CONTRACT SERVICES using two Econoline/Falcons (GET ABOUT 750-751). The Free service ran every 30 minutes between 1000AM and 600PM on weekdays on a two way loop throughout the city.

RIVERSIDE TRANSIT AGENCY RTS 04 2308 (Candy Cane Xpress) was painted festively with white body, wide red diagonal stripes and green trim. The bus traveled on various *RTA* fixed routes between December 13th and 24th and all rides were FREE.

The City of Lake Forest also provided the *LAKE FOREST HOLIDAY SHUTTLE* for the second year. Two loop routes were operated between October 26 and December 30 with MAYFLOWER as the service provider.

The Glendale Galleria offered the *YULE RIDE HOLIDAY SHUTTLE*, a park and ride service which encouraged shoppers to park (Free) at the Los Angeles Zoo and ride the *YULE RIDE* (Free) to the Galleria.

This year *REGIONAL TRANSIT* did not have a specially painted bus, but did provide free tram service on the K Street Mall. Weekday service ran between the Convention Center and 7th & K from 500PM to 900PM. Weekend trips operated between the Downtown Plaza and Old Sacramento from 1100AM to 500PM.

SACRAMENTO CHARTER BUSES, formerly *GRAY LINE SACRAMENTO,* ran the 1993 Arden Fair-Cal Expo Christmas shoppers shuttle.

Santa Clarita residents took advantage of two Free Ride days aboard *SANTA CLARITA TRANSIT* buses during a joint promotion between the City of Santa Clarita and the Valencia Town Center. 3370 passengers rode on November 26 and 27, heavy shopping days following Thanksgiving.

The Valencia Town Center contracted with *ANTELOPE VALLEY AIRPORT EXPRESS* to provide parking lot shuttle service during the holidays using two vans.

On Saturday December 11th *METROLINK* operated special trains on the MOORPARK and SAN BERNARDINO lines. From Moorpark trains departed at 835AM and 1135AM with one return train from Los Angeles at 525PM. There were also two departures from Rialto, 800AM and 1120AM with one return trip.

LONG BEACH TRANSIT provided the HOLLY TROLLEY, a fare free shoppers shuttle connecting many of the city's residential and shopping areas. Service operated between November 26 and January 2 on a 50 minute headway using three Chance VS-24 trolley vehicles leased from the *UTAH TRANSIT AUTHORITY.* They ran between 900AM and 1000PM Monday thru Saturday and between 900AM and 700PM on Sunday. ■

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

☑ *SAN FRANCISCO VIP COACH TOURS, INC.* has applied to add a scheduled route between Oakland Airport and San Francisco Airport stopping at Greyhound Stations in Oakland and San Francisco, also a route between Oakland and San Jose Airports

☑ Commission Order Instituting Investigation for notice of revocation of PSC 8200 of Royya's Transportation, Inc dba *EXPRESS AIRPORT SHUTTLE* (San Jose area) and the practices of Kamran Chitgar, Kambiz Chitgar and Hadi Chitgar as corporate officers

☑ Reynaldo Mena Jr dba *JULRAY AIRPORTER* has applied for PSC between points in Tuolumne, Calaveras, San Joaquin and Stanislus Counties & BART/Coliseum Station, Oakland Airport and San Francisco Airport

☑ *DOOR TO DOOR AIRPORTER* (Anthony and Dolores Montana dba) has applied for PSC between points in Eureka, Arcata and McKinleyville and the Eureka-Arcata Airport

☑ David M Haydari dba *SHUTTLE 2000* has applied for On Call PSC between points in San Francisco, San Mateo, Santa Clara and Alameda Counties and San Francisco, San Jose and Oakland Airports

☑ Joint application of *SANTA ROSA AIRPORTER, INC.* to sell and *E & P TRANSPORTATION, INC.* to buy PSC (Sonoma/Marin Counties-Oakland and San Francisco Airports) and vehicles for airport service business

☑ *EL CORRE CAMINOS* (Mark Snead and Jose Ayala dba) for PSC between Riverside and San Bernardino County points and Ontario, Los Angeles and San Diego Airports, San Ysidro-Otay Mesa Ports-Of-Entry, and amusement parks in Los Angeles, Orange and San Diego Counties

DECISIONS

🔨 Asghar Heidari dba *A 1 DISCOUNT SHUTTLE* granted PSC between points in Los Angeles, Orange, San Bernardino, Riverside Counties, area airports and Los Angeles' Union Station

🔨 Lippel Singer Enterprises dba *BILL'S BUS* granted PSC between Isla Vista and Santa Barbara (Friday, Saturday, Sunday late night service using MC-7 buses)

🔨 *FUNLAND SHUTTLE COMPANY* (Smart Transportation, Inc dba) granted PSC between designated tourist activity points in various cities within Orange County

🔨 Daniel Tadesse dba *AIRPORT SERVICE* granted PSC between points in Alameda, Santa Clara, San Mateo Counties and area airports

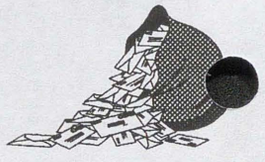
RESOLUTIONS

Voluntary suspension of PSC issued to Americo Alves dba *BLUE SHUTTLE* (San Diego area) granted

Voluntary suspension of PSC issued to John Campbell dba *SUPER RIDER SHUTTLE* (San Diego area) granted■

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AIRPORT LANDSIDE OPERATIONS

The MAC ARTHUR COURT E-Z AIRPARK opened December 6th *(WT 3/93)* following Airport Commission and Board of Supervisors approval. Owned by Ace Parking Management, Inc. E-Z PARK has 216 parking spaces at the Mac Arthur Court complex at Campus & Mac Arthur and provides a daily free shuttle to Orange County Airport as needed using 2 cream colored Chevy Astro Vans. Parking costs $5 per day. Ace is the first firm to apply for a permit to provide off airport parking service and OCA officials were concerned about a company taking business from airport parking, a major revenue source to pay off airport construction bonds.

The contract for operation of the airport owned Main Street Parking Lot has been awarded to AMPCO AUTO PARKS, INC., operator until April 1991 when the facility closed *(WT 10/90, 7/92, 5/93)*. The MAIN STREET LOT COURTESY SHUTTLE operates every half hour between 600AM and 1100PM daily using three buses, lift equipped 1993 model Econoline/Aerotechs (Shuttle #1-#3). They have 13 padded seats arranged in a perimeter design plus a luggage rack area and a Braun lift in the rear with its own door.

At Los Angeles International Airport (LAX) two new off airport parking facilities with free shuttle recently opened - Quik Park Airport Parking on 98th and The Car Barn on Century. The Holiday Inn Crowne Plaza is also now offering parking plus shuttle.

LAX has opened a new bridge over Sepulveda at 96th Street designed to move traffic between Lot C and the central terminal area. Remaining work to be completed includes reconstruction of 96th west of Sepulveda for access to/from the airport's police facilities and the holding area for buses, vans and taxicabs.

Since our last report new shuttle van firms have begun serving the Southern California area including *DANI SHUTTLE, ECONO RIDE, SKYLINE EXPRESS, SILVER BULLET and STAR SHUTTLE. SHUTTLE TRAK* is now known as *AIRPORT RIDE.*

VENTURA COUNTY AIRPORTER (Ventura County Shuttle, Inc. dba) is a new carrier *(WT 10/93)* operating 7 daily round trips between the Oxnard Airport and LAX between 430AM and 1030PM using a small fleet of silver, white and green Econoline/Falcons. The one way adult fare is $20 ($15 with advance reservations).

AMTRANS AIRPORT SHUTTLE (American Transportation Enterprises, Inc. dba) is now out of business as their PSC 1451 and TCP 1451P were revoked for cause in September, but the PSC was subject to transfer to *MINI BUS SYSTEMS, INC. (WT 11/92). AMTRANS* Dodge vans 931, 945, 947 and 948, at least, have been sold to *SUPER SHUTTLE.* They are now in *SS* colors, but with their *AAS* fleet numbers.

According to a Los Angeles Times study of records, 20 of the 40 shuttle van companies doing business at LAX are under investigation by the Public Utilities Commission for a range of violations including vehicle problems, unlicensed drivers, operating without insurance and the illegal use of independent contractors.

Unlike taxi and bus drivers, van drivers are not subjected to any tests or background checks. While the PUC is responsible for licensing the companies, current state law does not require inspection of vans that carry fewer than 10 passengers.

Statewide, a staff of 11 investigators oversee 3,500 for hire passenger vehicle companies including limousines, tour buses and shuttle vans. LAX, like all airports, has jurisdiction over companies doing business on airport property, but rarely exercises its authority although the Airport Commission is considering establishing a van inspection program.

By contrast, San Francisco International Airport (SFO) conducts its own safety inspections and SFO will soon suspend six firms because of safety deficiencies.

The PUC and California Highway Patrol held their first unannounced safety inspections at LAX and other California airports in 1991 and three more last year. While regulators hoped the inspections would lead to improved maintenance, the most recent inspection turned up many of the same problems.

The PUC is not staffed to inspect vehicles as that duty is performed by the CHP Motor Carrier Safety Unit. However, they will monitor the industry by tightening the process to obtain operating certificates and by investigating accidents involving airport vans to determine if unsafe operations contributed to the accident or if a carrier has a pattern of accidents. As well, the PUC will begin conducting face to face interviews with all On Call shuttle van applicants emphasizing safety requirements. The first safety seminar for shuttle carriers was held last month.■

VALLEY RETRIEVER (VR)

NEWPORT, OR: Owned and operated by the Greyhound agent in Newport, *VR* runs three schedules per day between Newport and Corvallis with one of those continuing on to Bend via Albany.■

OMNITRANS
(OT)

SAN BERNARDINO: The Fontana *METROLINK* Station opened November 22nd and *OT* rerouted Lines 14-MONTCLAIR-YUCAIPA, 20-NORTH FONTANA-SOUTH FONTANA and 21-FONTANA-REDLANDS from the former timed transfer point at Arrow and Sierra to the facility at Orange Way and Sierra.

On November 15 *OT* inaugurated a NEW line, 76E-ONTARIOAIRPORT-COMMERCECENTER-METROLINK-EAST ONTARIO, for a four month period ending March 14th. The "E" in 76E is for electric as this is another demonstration of a Specialty Vehicle Manufacturing Company electric bus (this unit was last tested at Orange County Airport *(WT 6/93)*).

No fares are being charged and the program is co-sponsored by *OT,* City of Ontario, Southern California Edison and the Mobile Source Air Pollution Reduction Review Committee.

Line 76E operates on weekdays between 533AM and 808AM (three round trips) and between 122PM and 603PM (five round trips) with some trips serving the East Ontario rail station and others serving Lockheed on Airport Drive west of Ontario Airport.

MAYFLOWER CONTRACT SERVICES, new operator of *OT's* ACCESS service (formerly known as Dial-A-Ride), also operates the 76E.



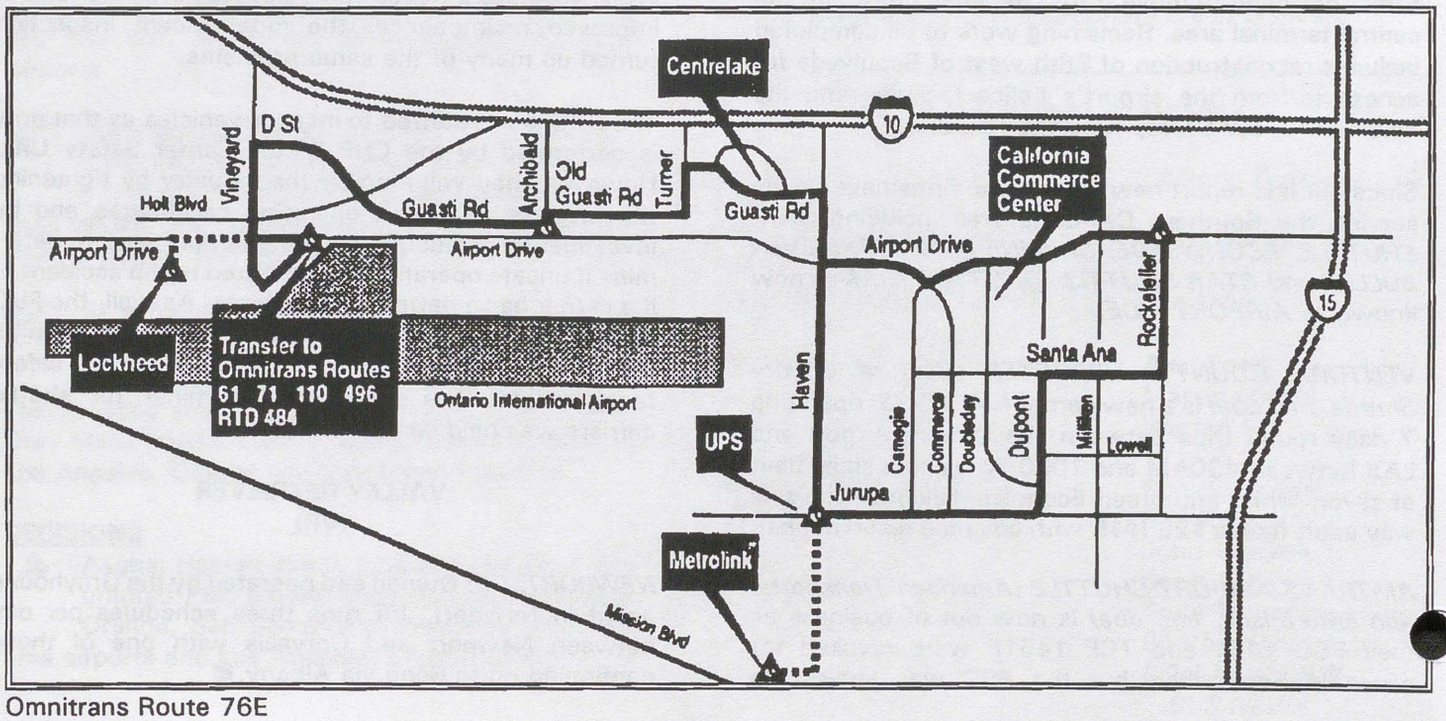
Rather than proceed with plans to rehabilitate 14 of the existing 400-440 series GMC RTS 04 buses, *OT* has announced its intent to purchase 10 new Compressed Natural Gas powered buses (make and model unknown) with anticipated delivery in early 1995.

January 3rd brought major changes, centered in Fontana, to *OT* routes. Line 14-MONTCLAIR-YUCAIPA was shortened to run between Yucaipa and Fontana with two NEW lines operating between Fontana and Montclair, 73-FONTANA-MONTCLAIR VIA ARROW ROUTE, operating over the same alignment and replacing 14, and 74-FONTANA-MONTCLAIR VIA FOOTHILL.

73 and 74 each operate hourly between 430AM and 930PM weekdays and 630AM to 730PM on Saturday offering half hourly service in the corridor.

74 operates from Fontana via Orange Way, Juniper, Foothill, Grove, San Bernardino Road, Arrow Hwy, Euclid, Foothill, Central, Richton and Monte Vista to Montclair Plaza.

Line 20-NORTH FONTANA-SOUTH FONTANA was divided at the *METROLINK* Station into NEW 20-NORTH FONTANA and 23-SOUTH FONTANA-BLOOM-



Omnitrans Route 76E

OMNITRANS
(Continued)

INGTON. 20 operates generally over the previous alignment with 1 bus every half hour alternating directions (20A/20B). 23 begins at *METROLINK* operating via Orange, Sierra, Slover (serving Palm Court), Laurel, Santa Ana, Locust, Slover, Sierra, Marygold, Juniper, San Bernardino, Citrus, Randall, Hemlock, Merrill, Juniper and Orange with 2 buses (1 each way (23A/23B). 662 and 669 were first day units.

21-REDLANDS-FONTANA-COUNTRY VILLAGE was shortened to run between Fontana and Country Village including routing thru Palm Court and a large loop in downtown Fontana. Two buses operate hourly.

The former weekday only Fontana-Redlands segment of 21 was replaced by increased frequency on 14-FONTANA-YUCAIPA (half hourly to Redlands and hourly beyond to Yucaipa).■

LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD)

LOS ANGELES: LAUSD and City of Los Angeles officials recently agreed to bus Blythe Street neighborhood (in the Panorama City section of the San Fernando Valley) children to school so they could avoid walking through gang areas and across railroad tracks.

The buses were provided after repeated requests from parents, some of whom were paying up to $28 per week to have private vans drive students to school.

Beginning December 6th LAUSD started service (a single bus making two morning and two afternoon trips carrying up to 100 students) for students attending Valerio Elementary School. The *LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)* began a shuttle line on November 22nd serving Fulton Middle School. The morning bus departs Willis & Arminta at 715AM and returns from the school (Kester & Saticoy) at 315PM. The regular 25 cent DASH fare is charged.

In line with district policy LAUSD does not normally provide Blythe Street children with buses as they live within 1.2 miles of their schools. The service will cost $300,000. Since it was determined there were special circumstances, service is being provided.

LADOT is now considering implementing regular service in the Blythe Street area which would be provided for all passengers, not just students.■

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: November 1st brought expansion of service by the addition of 13 more commuter train trips including introduction of late evening service on the SAN BERNARDINO (836PM from Los Angeles) and SANTA CLARITA (840PM trip) lines.

During January buses were substituted on the Montclair-Rialto segment of Train 320 (Leave LA 836PM-Arrive Rialto 944PM) on the SAN BERNARDINO line.

This took place to allow *SANTA FE* to provide evening freight service while construction on the *METROLINK* trackage continued.

OMNITRANS operated the service and the bus (a Montclair Division 639-683 class TMC T80206) departed Montclair at 925PM via Richton, Central, Interstate 10 (bypassing Upland), Sierra, Orange Way (Fontana Station), Sierra, Foothill and Riverside to Rialto Station.■

BANNING TRANSIT SYSTEM (BTS)

BANNING: Beginning October 1st *BTS* increased service on its two route system.

Weekday hourly service on the NORTHERN ROUTE and SOUTHERN ROUTE now operates between 600AM and 600PM (former hours were 800AM to 500PM).

Saturday operations continue 800AM-1200PM and 100PM-500PM.

The all Gillig fleet includes two 30-Foot Phantoms (205-206) and one Spirit.■

CENTRAL COAST AREA TRANSIT (CCAT)

SAN LUIS OBISPO: CCAT has assumed operation of former *SAN LUIS OBISPO COUNTY AREA TRANSIT (SLOCAT)* BAYWOOD PARK-LOS OSOS-SAN LUIS OBISPO and MORRO BAY-SAN SIMEON ACRES routes. LOS OSOS is *CCAT* Route 11 while MORRO BAY is Route 12. Service levels and routings are the same.

Last July 1st *CCAT's* 50 cent base fare was increased to 75 cents. 25 cent zone charges were unchanged.

CENTRAL COAST AREA TRANSIT
(Continued)

CCAT began a NEW route September 1 - 14-SANTA MARIA-ARROYO GRANDE-SAN LUIS OBISPO operating three round trips (1 bus) Monday thru Friday. The line generally follows Highway 101 and in Santa Maria operates via Main, Broadway, Cook (connecting with *SANTA MARIA AREA TRANSIT* buses) and Jones to Allen Hancock College.■

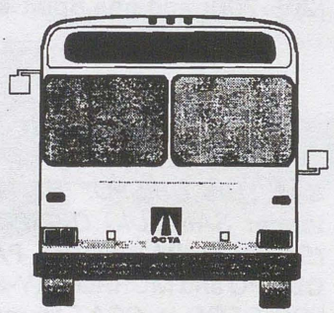
ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

GARDEN GROVE: Beginning December 6th *OCTA* Lines 53-MALL OF ORANGE-BALBOA, 54-CHAPMAN AVENUE, 59-GRAND/GLASSELL CROSSTOWN and 69-CSUF-SANTA ANA VIA GLASSELL were rerouted in downtown Orange to serve the newly opened Orange Transportation Center (rail and bus station).

The weekday only commute hour train on ORANGE COUNTY COMMUTER RAIL began stopping in Orange the same day. With the planned transition to *METROLINK* in March two more trains, both stopping in Orange, will be added.

Two NEW lines were also instituted - 353-ORANGE TRANSPORTATION CENTER-NORTH MAIN STREET and 377-DANA POINT-IRVINE TRANSPORTATION CENTER VIA ALISO CREEK.

353 has one morning southbound and one afternoon northbound trip. From OTC the bus travels Maple, Lemon, Chapman, Main, Owens, Lawson, Town & Country, Parker and La Veta to Main. It is operated by Region 4 contractor COAST YELLOW CAB.



Line 377 also runs during weekday peak hours (6 round trips using 2 buses). From ITC the line runs along Barranca-/Muirlands, Ridge Route, Rockfield, El Toro, Aliso Creek, La Paz, Crown Valley, Alicia, Niguel, Stonehill and Camino Capistrano/Doheny Park Rd to Domingo. Region 5 contractor DAVE TRANSPORTATION SERVICES operates the line.

At the same time 363-SANTA ANA AMTRAK STATION-GRAND AVENUE CORRIDOR was discontinued.■

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Last fall the MTA Board adopted a policy that all future bus procurements would be for alternate fuel vehicles only. They then approved solicitations for 261 buses to include 120 standard 40-Foot CNG buses, 50 standard 40-Foot liquefied natural gas (LNG) buses *(Ed. Note - LNG is not currently an MTA fuel)*, 41 standard 40-Foot Methanol buses and 50 High Occupancy Vehicles, either articulated buses or Super Buses. The HOV buses would include 25 LNG and 25 Methanol buses and are planned for use on the Harbor Freeway Transitway service program.

More CNG buses would allow better utilization of the CNG fueling facility at Division 15. Divisions 3 and 9 would receive methanol buses and Division 18 would become home for the LNG fleet.

After spending over $100 million on methanol buses and repairs since 1989 (333 TMC RTS 06 buses), MTA has announced plans to phase out the program as the fuel caused costly damage to bus engines even though it produced lower levels of pollutants. Officials blame the fuel itself, saying it is highly corrosive and results in excessive wear on engine parts and fuel lines.

When RTD ordered the buses, methanol was the only fuel certified by the State Air Resources Board as meeting new emissions standards. The state has since certified clean diesel and compressed natural gas. *GOLDEN GATE TRANSIT* and *SEATTLE METRO TRANSIT* previously discontinued their methanol programs.

On December 5th Line 33/34/333-VENICE BOULEVARD was extended from its Los Angeles and Arcadia Streets terminal via Main and Macy to the lower level Union Station bus plaza joining Lines 55 and 60.■

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA recently took delivery of their first Flxible Metros as forty foot units 9301-9317 entered service December 21st on Line 1-MAGNOLIA-UC RIVERSIDE. The buses have 46 two tone blue seats, front door Lift U lifts, two wheelchair positions, "Stop Requested" signs, Luminator electronic destination signs, hinged sliding sash windows, Detroit Diesel Series 50 engines and ZF transmissions.

RTA has received $135,000 toward purchase of five CNG trolley style vehicles which will begin service in downtown Riverside this year.■

AMADOR STAGE LINES
SIERRA TRAILWAYS
(ASL/ST)

SACRAMENTO: ASL/ST made several service changes last October 7th. Service was reduced from 5 to 2 daily round trips on the SACRAMENTO-LAKE TAHOE route. Daily round trips on SAN FRANCISCO-SACRAMENTO-RENO were changed from 6 to 5 with an additional weekend only round trip continuing.

The SACRAMENTO-FRESNO route *(WT 4/93, 8/93)* was suspended with the close of service January 4th following the closing of the downtown ticket office/terminal January 1st. Stations at Eddy's Brauhof and the *ASL/ST* yard remain open.

At least two MC-9s have been painted in *TRAILWAYS* livery and lettered *AMADOR TRAILWAYS* to decrease confusion among passengers waiting for an Amador bus and not wanting to board a Trailways bus.

(Ed. Note - Although there have been news stories about a new TRAILWAYS route between Medford and Sacramento operated by ASL/ST, that service has not yet begun and a start up date is presently unknown). ■

CASCADE TRAILWAYS
(Bremerton-Tacoma Stages, Inc.)
(CT)

TACOMA, WA: An additional round trip was added to *CT's* SEATTLE-PORTLAND-MEDFORD route effective November 15. Two round trips between Tacoma and Seattle were also added.

The SEATTLE-MEDFORD route has been rerouted in central Oregon to serve Springfield and the University of Oregon bypassing Eugene. ■

RIMROCK TRAILWAYS
(RT)

BILLINGS, MT: RT inaugurated a new route, SPOKANE-BUTTE-BOZEMAN-BILLINGS, December 1st. One daily round trip is operated also serving Coeur d'Alene, Kellogg ID, Wallace, Superior, Missoula, Drummond, Deer Lodge and Warm Springs MT. Previously, only *GREYHOUND LINES, INC.* served the area. ■

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

BOISE, ID: NT's SPOKANE-ELLENSBURG-SEATTLE route was extended north to/from Everett also serving Seattle's *AMTRAK* Station on December 1. ■

PUBLIC TRANSPORTATION BENEFIT AREAS

Washington state's newest Public Transportation Benefit Areas (PTBAs) in Grant, Kittitas, Stevens and Yakima Counties are working to complete the required Comprehensive Transit Development Plans before going to the voters for funding the proposed systems.

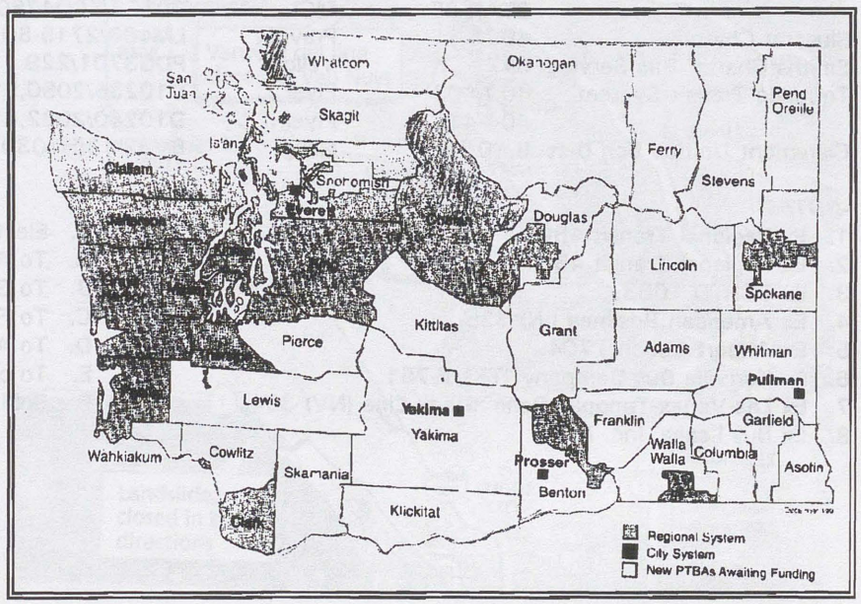
Grant County PTBA's first attempt for funding last September was unsuccessful as voters defeated a proposed .4 per cent sales tax increase.

Kittitas County PTBA was scheduled to complete its plan in November and its Board planned a vote tentatively for next month.

Stevens County PTBA, known as STEVENS COUNTY AREA TRANSIT (SCAT), was expecting to complete its plan, also with plans for a February ballot.

The newest PTBA, Yakima County, is developing its Comprehensive Plan. As the City now operates a transit system, *YAKIMA TRANSIT,* county wide expansion will require a longer timeline to strategize service alternatives. The date for a county vote is not known.

Presently, there are 18 operating PTBAs and four city transit systems in Washington. ■



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
LADOT	92058	S & S	T-40/NHO70580	1992	CNG
	92086	National	RE-29/NCO84014	02/92	CNG
Riverside Transit Agency	9301-9317	Flxible	40102-4D/PD104854-870	1993	
California Charter Buses	3002-3003	MCI	102C3/NPO44531-532	04/92	
	401	MCI	102C3/PPO45628	09/93	Flyaway
Shangri La Express	920-921	MCI	102C3/NPO44635-636	06/92	
Pacific Coast Sightseeing	5549-5551	MCI	102DL3/-,-.PPO45418	1993	
Valen Transportation	935	MCI	102DL3/PPO45599	09/93	
Southwest Charter Line(AZ)	125	TMC	102C3/LROO7549	1990	
San Francisco Muni Railway	7000	New Flyer	E60/NUO14528	1992	
-USED-					
Amador Stage Lines	4520	GMC	TDH-4519/1191	06/66	1
	4561	GMC	T6H-4521A/192	12/68	2
Hunt Transportation, Inc.	BUG 3	GMC	T8H-5307A/1129	04/73	3
American Tour & Leasing	903	MCI	102A3/LPO43705	1990	4
Chapman Stage Lines	7704	TMC	MC-8/T68-850-1690	04/77	5
Ebmeyer Charter	655	TMC	MC-8/-	-	-
	656	TMC	102A3/FROO5363	12/85	6
Grammy Express	208	TMC	96A3/FROO5028	07/85	7
Santa Barbara Airbus	51	TMC	102A3/FROO5024	07/85	8
OMNITRANS	unnumbered	SVMC	5000/NC143566	11/92	9
-DISPOSITIONS-					
Regional Transit	4922,4947,	Flxible	53102-8-1/60265,60290,	1975	A
	4988,4994	Flxible	53102-8-1/60331,60337	1975	A
AC Transit	834	GMC	T6H-4523N/372	07/73	B
Gray Line of Los Angeles	5307	GMC	S8M-5303A/235	1970	B
LACMTA (Los Angeles)	8602	GMC	T80204/BV811097	1981	C
Blue Goose Charter	7405	MCI	MC-9/U34296 S13820	05/79	D
Astro Tours	91	MCI	MC-9/-	-	D
Starline Sightseeing Tours	STAR 66	TMC	102A3/GROO5596	07/86	D
	STAR 75	MCI	102C3/JPO42100	05/88	D
	STAR 78	MCI	102C3/JPO42098	05/88	D
	STAR 85	MCI	102C3/KPO42800	06/89	D
Bluestar Charter	4501	Prevost	LM103/2715-80	1980	D
Smiths Charter Bus Service	517	Yellow	PDG3701/229	-	E
Torrance Transit System	400-403	Flyer	D10235/2090,91,89,92	1980	F
	404-412	Flyer	D10240/2082,81,84-87,80,83,88	1980	F
Claremont Unified Sch Dist	9,10,15	Gillig	6V92-13/H1030191-193	1987	F

-NOTES-

1. Ex Regional Transit 4520.
2. Ex Regional Transit 4561.
3. Ex SCRTD 1063.
4. Ex American Buslines (IN) 335.
5. Ex Airport Coach 7704.
6. Ex Kerrville Bus Company (TX) V-751.
7. Ex Las Vegas-Tonopah-Reno Stage Line (NV) 394.
8. Ex Bus Lease, Inc. 8522
9. Electric battery demonstrator unit.

A. To Amador Stage Lines for parts.
B. To Gray Line - Seattle (WA).
C. To Federal Bureau of Investigation.
D. To ABC Bus Sales in Garden Grove.
E. To private party.
F. Sold by Ken Porter Auctions in December 1993.

EFFECTS ON TRANSIT OF THE NORTHRIDGE EARTHQUAKE

At 431AM on Monday January 17th an earthquake of 6.6 magnitude rumbled across Southern California causing the death of 45 people as well as substantial property damage.

The quake, with an epicenter in Northridge in the north San Fernando Valley, was classified as a thrust fault, a type of fault which travels on an angle from below the earth to ground level and which can cause substantial structural damage. In addition to the Valley, Santa Clarita, Simi Valley, Santa Monica, Hollywood and Pasadena all experienced varying degrees of damage.

The quake disrupted vital transportation links as portions of California Highway 126, Golden State Freeway (I-5), California Highway 14, Simi Valley Freeway (California Highway 118), San Diego Freeway (I-405) in the Valley and areas north and the Santa Monica Freeway (I-10) in midtown Los Angeles were all damaged, as sections of the freeways collapsed.

The roadway destruction has had tremendous impacts on commuting patterns. Bus and train service has been increased and patronage continues to grow.

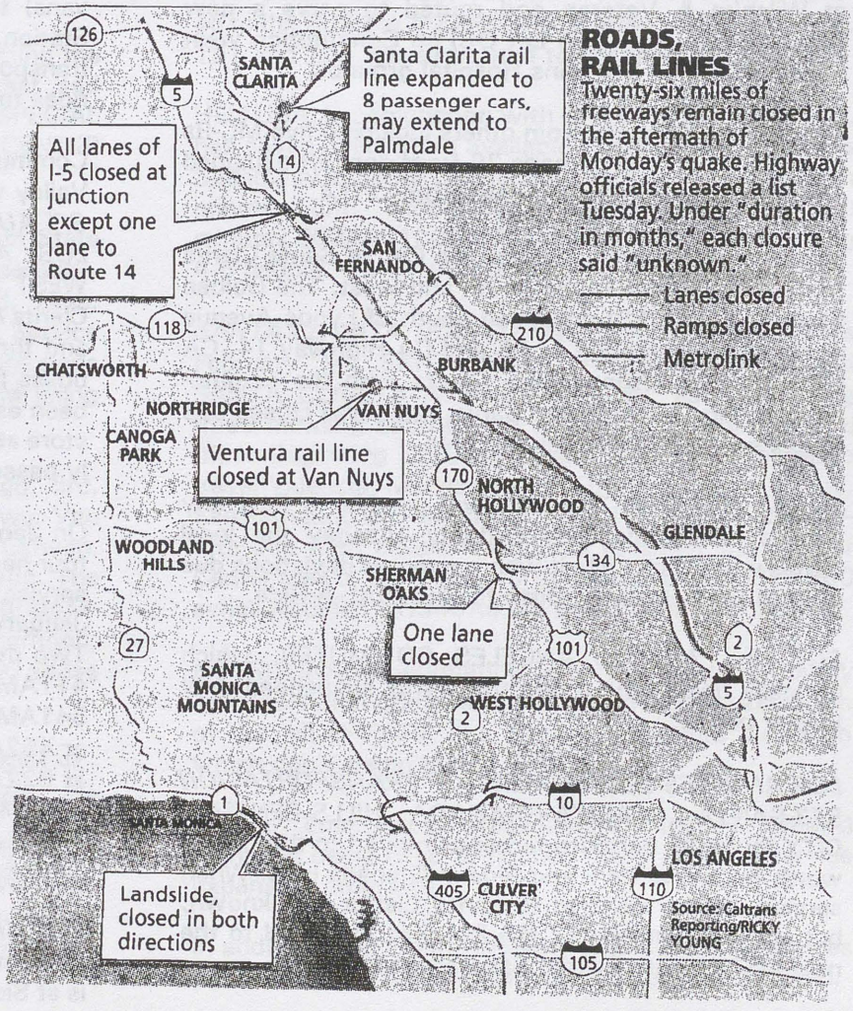
On the first morning many transit operations were impacted. *METROPOLITAN TRANSPORTATION AUTHORITY* Line 801-LONG BEACH-LOS ANGELES RAIL had only one train operating, and that between Long Beach and Florence Station, as Division 11 lost power and trains could not leave the yard. Later in the day normal service resumed. Line 802-UNION STATION-MAC ARTHUR PARK/WESTLAKE RAIL was not operating and buses were held in at Division 8 (Chatsworth) until about 630AM when it was determined that buses could safely operate. As the day progressed *MTA* operations returned to normal with only Lines 90, 94, 236 and 243 operating on detours.

METROLINK and *AMTRAK* trains were canceled on Monday pending inspection of about 300 miles of track, but operations returned to normal Tuesday except that *METROLINK's* MOORPARK line was only running between Van Nuys and Los Angeles due to the derailment of a freight train in Northridge on Monday. *AMTRAK's* COAST LINE was also affected. Normal service was restored by Friday.

ORANGE COUNTY TRANSPORTATION AUTHORITY Line 701-HUNTINGTON BEACH-LOS ANGELES had one trip covered by LAIDLAW TRANSIT, INC. and another by *OCTA* Division 4. On Line 721-FULLERTON-LOS ANGELES PARK/RIDE reduced service was offered using the two Super Buses and two standard buses (LTI had a shortage of operators) including morning return service for those passengers whose business places closed for the day. Afternoon service was operated in the regular manner. There were few problems in Orange County.

The Santa Monica Freeway partially collapsed in two places, at La Cienega and at Washington/Fairfax (literally above *MTA* Terminal 26, the West Los Angeles Transit Center). No buses were at the location and the office trailer was not damaged, but operations were suspended and *MTA* and *CULVER CITY MUNICIPAL BUS LINES* buses were rerouted. *SANTA MONICA MUNICIPAL BUS LINES* Line 10-SANTA MONICA-LOS ANGELES EXPRESS operating along that section of the freeway was also affected.

A new *MTA* line, 545-SYLMAR-SAN FERNANDO-NORTHRIDGE EXPRESS a/k/a HIGHWAY HUMMER was scheduled to start January 18th. The 545 is routed



along the Simi Valley Freeway (portions now closed), serves businesses in Chatsworth and Northridge and terminates at Plummer and Reseda, the site of the disastrous Northridge Meadows Apartments collapse (where 17 of the 45 known deaths occurred) and adjacent to Cal State Northridge campus which experienced severe damage to several of its structures. Line 545 started running January 24th.

To provide additional service for westside residents affected by the closure of the Santa Monica Freeway, *MTA* started a NEW line January 20 and added service on Sunset, Santa Monica and Wilshire Boulevards.

The new line, 634-MTA WESTSIDE SPECIAL, operated in a Limited Stop fashion between Pacific Palisades, Santa Monica, Westwood, Century City and downtown Los Angeles.

Service operated on weekdays every 20 minutes in both directions between 530AM/1030AM and 245PM/-825PM (13 buses from Division 2 using 3300 series Neoplan AN440A and 8200 series GMC RTS buses) charging a $1.50 or 1 express step fare.

Due to a lack of patronage from the beach area, the 634 was cut back January 31st to the Federal Building at Wilshire & Veteran and routed to serve a new Park/Ride lot (old UCLA Lot OC) on Constitution west of Sepulveda on Veterans Hospital grounds.

MTA is leasing buses from others including five MC-9s from Hausman and perhaps 26 front door lift equipped 1100 series Flxible New Looks from *OCTA.*

The quake effectively isolated the City of Santa Clarita from its neighbors to the south and west. The Golden State Freeway (I-5) collapsed south of Lyons Avenue as did the intersection of I-5 and CA Highway 14. CA Highway 126 linking Santa Clarita with the communities of Piru, Fillmore and Santa Paula was closed due to gas explosions and related fires.

SANTA CLARITA TRANSIT was unable to field any service on Monday. By mid-day Tuesday the local routes were back - albeit with numerous deviations due to local road closures. Ditto for the DIAL-A-Ride.

SCT Line 799-LOS ANGELES COMMUTER, which normally fields nine round trips, was suspended until further notice.

LOS ANGELES DEPARTMENT OF TRANSPORTATION 573-SANTA CLARITA-GRANADA HILLS-CENTURY CITY found its northern terminus moved to the Chatsworth & Gaynor Park and Ride in Granada Hills. When service will be restored to Santa Clarita is unknown, but starting January 27 the line was extended to the new *METROLINK* Sylmar/San Fernando station.

The METROLINK SHUTTLE *(WT 10/93)* was reinst[ituted] January 20th including expanded service for SAN[TA] CLARITA and MOORPARK trains beginning at 620A[M]. Normal service starts at 725AM and serves eac[h] morning commute train arrival. In the afternoon buse[s] operate between 300PM and 600PM on varyin[g] headways. The route is the same as before - Union Station upper bus plaza via station roadways, Alameda, Macy/Sunset, Grand, 3rd and Hope to 4th.

To accommodate commuters into the Los Angeles Basin, *METROLINK* increased capacity on its SANTA CLARITA line beginning January 18. The railroad ran its normal seven round trips, but in place of the usual 3-4 car trains *METROLINK* now operated 8-10 cars. Dual locomotive power was required to move these newly enhanced consists. Valid *SCT* Line 799 monthly passes and multi ride tickets were accepted on board SANTA CLARITA line trains.

By Wednesday *METROLINK* ridership on the SANTA CLARITA line had grown eightfold. Thousands of riders queued up to ride - for most this was their introduction to the commuter rail system. Station parking lot capacity was reached and automobile overflow was directed to the nearby Saugus Speedway lot. *SCT* operated a courtesy shuttle (using *SCT* Dial-A-Ride vans) to link the remote lot with the Santa Clarita Station. In addition, *SCT* encouraged the use of public transportation to and from the station by providing free rides to holders of valid *METROLINK* fare media.

Commuter buses within the neighboring Antelope Valley were also affected. *ANTELOPE VALLEY TRANSIT AUTHORITY* Lines 785-LANCASTER-PALMDALE-LOS ANGELES and 787-LANCASTER-PALMDALE-WEST SAN FERNANDO VALLEY ended at the Santa Clarita *METROLINK* Station. Three morning southbound and three evening northbound trips ran with multiple buses for each trip. An additional Park N Ride lot has been established in Palmdale at the Target department store at 10th Street West and Avenue P. *AVTA* monthly passes were honored during January.

On January 20 *METROLINK* officials announced that four new stations would soon be opened and that train service would be extended to Lancaster starting on January 24 to accommodate displaced commuters. Two morning southbound trains (departing Lancaster 411AM, Palmdale 426AM, then from Santa Clarita 541AM as usual and the second train leaving Lancaster at 452AM, Palmdale 507AM, then from Santa Clarita at 622AM as usual were started. In the afternoon the 403PM and 532PM trains from Union Station were extended north from Santa Clarita to Palmdale and Lancaster arriving at 628PM and 757PM respectively.

The Lancaster station is located at Sierra Highway an[d] Lancaster Blvd. downtown while the Palmdale Station is at Sierra Highway at the Lockheed Plant. A station at

ncent View Road, south of Pearblossom Highway, as to open January 31 and a Canyon County station t Via Princessa is set for February 7.

Three more round trips have been added between Santa Clarita and Los Angeles and *METROLINK* has borrowed the train consist from *ORANGE COUNTY COMMUTER RAIL* replacing it with an *AMTRAK* engine, cab car and four coaches. They also plan to lease similar UTDC coaches from *GO TRANSIT* in Toronto (25 coaches and 6 power cars) and eight cars from *CALTRAIN* (trailer cars 3801-3804, 3806-3807, 3840 and cab car 4019).

The long delayed Sylmar/San Fernando station also opened on January 26th.

AVTA resumed full operations on Lines 785-LANCASTER-PALMDALE-LOS ANGELES and 787-LANCASTER-PALMDALE-WEST SAN FERNANDO VALLEY on January 26 including service to the new Target store Park N Ride in Palmdale. The routes will follow California Highway Patrol designated detours thru Newhall Pass or temporary carpool lanes being built by CALTRANS. Average one way running times on both lines are 3 hours, 30 minutes. *AVTA* is operating the 785 while *ANTELOPE VALLEY BUS, INC.* is running Line 787 under contract to *AVTA*.

MTA began two more express services connecting the Burbank *METROLINK* Station with points east and west, 640-MTA BURBANK-PASADENA SPECIAL EXPRESS and 641-MTA BURBANK-WARNER CENTER SPECIAL EXPRESS.

Line 640 departs the station via Front, Golden State Freeway, 134 Freeway, Central (Glendale), Broadway, Glendale Ave, 134 Freeway, Colorado Blvd, Lake, looping-California, Wilson, San Pasqual to Lake. Service operates on a 20 minute headway in both directions between 600AM/1000AM and 300PM/700PM using 8200 series RTS buses from Division 3.

From Burbank Line 641 travels Front, Verdugo, 3rd, Olive, Buena Vista, Alameda, 134 Fwy/101 Fwy, Van Nuys, Ventura, Balboa, 101 Fwy, Topanga Canyon, Oxnard, Canoga and Victory to Topanga Canyon. The line operates westbound only in the morning 600AM-920AM from Burbank and eastbound in the afternoon, 226PM-546PM from Warner Center using 3300 series Neoplan AN440A buses from Division 15.

FOOTHILL TRANSIT is providing Line 642-BURBANK-EAST PASADENA EXPRESS operating between the *METROLINK* Station and Pasadena points east of Lake to the Rosemead and Foothill area. *MAYFLOWER CONTRACT SERVICES, INC.* is operating the line using F600 series Gilligs. 642 runs east in the morning and westbound in the afternoon on 20 minute headways.

Beginning January 31 *MTA* and *LADOT* started a shared service, 644-WEST LOS ANGELES PARK/RIDE-LOS ANGELES between the park/ride lot at Sepulveda & Constitution and downtown. Alternating peak direction trips are run by *MTA* using 9940-9944 series TMC MC-9s based at Division 7 and *LADOT* with 92001 series Neoplan AN340As from LAIDLAW's Van Nuys terminal.

Also starting January 31 was *LADOT's* HOLLYWOOD CONNECTION METROLINK SHUTTLE providing 4 trips between Union Station and Hollywood, westbound in the morning and eastbound in the afternoon. The line begins at the Upper bus plaza via station roadways, Alameda, Macy/Sunset, La Brea and Hollywood to Vine. Selected stops are made between Sunset/Vermont and Vine/Hollywood.

Line 643-SYLMAR-VAN NUYS EMERGENCY SERVICE began on February 3 operated by *SUPER SHUTTLE* for *LADOT.* Six trips using 3 vehicles are run, southbound from Sylmar in the morning and northbound at night. From Sylmar *METROLINK* Station the line runs via Truman, San Fernando Road, Van Nuys and Ventura to Sepulveda making selected stops. Rail tickets are the only fare mechanism honored.

MTA Lines 154, 163, 164 and 165 have been extended to the Burbank *METROLINK* Station while Lines 180, 181 and 201 were rerouted to Glendale *METROLINK.*

HELI USA, in conjunction with BRILES WING AND HELI, has seven helicopters available to fly between Saugus Speedway in Santa Clarita and Van Nuys Airport - a ten minute flight. Flights began January 27th every 20 minutes 600AM-1000AM and 400PM-800PM carrying 4-6 people. Fares are $59 one way/$98 round trip.

SANTA CLARITA TRANSIT inaugurated two NEW lines February 3rd, SANTA CLARITA-CHATSWORTH and SANTA CLARITA-WARNER CENTER, each providing three morning southbound and afternoon northbound trips. Beginning at Cinema and Valencia the buses travel Valencia, McBean Pkwy, Orchard Village, Lyons, San Fernando Rd, Sierra Highway, I-5, Balboa, Chatsworth and then different routings to either the Warner Center area or the Chatsworth industrial area. The 200 series Neoplan AN340As are being used.

METROLINK is negotiating with the Ventura County Transportation Commission for an emergency extension of the MOORPARK line further west into Camarillo which could begin in mid February.

Federal Emergency Management Agency (FEMA) money is being used to finance many of these service expansion programs.

In addition to the public transit operators, the services of a number of private firms have also been affected.

AMBUS train connection buses to/from points south of Bakersfield as well as the LANCASTER-PALMDALE-GLENDALE bus, *AIRPORT BUS OF BAKERSFIELD* BAKERSFIELD-LAX buses, all *GREYHOUND LINES, INC.* buses and *TRANSPORTES INTERCALIFORNIA* FRESNO-LOS ANGELES vans were likely rerouted along Interstate 5, Lyons, San Fernando Rd, Sierra Highway into I-5 southbound and northbound via I-5, truck lanes into CA Highway 14, San Fernando Rd, Lyons and I-5.

AMBUS schedules ran 1-3 hours late. Northbound SAN JOAQUINs were not held at Bakersfield and passengers took the next train. The last train of the day ran as a bus north of Bakersfield to avoid an overnight layover. With the opening of a by-pass around closed I-5 this would resolve itself.

ANTELOPE VALLEY AIRPORT EXPRESS scheduled vans and *ABOB* buses were also impacted due to partial closures on the San Diego Freeway (I-405).

AIRPORT COACH's LAX-PASADENA route buses and *GREYHOUND LINES, INC.* Coast Route buses serving Santa Monica and Malibu have also been affected with the closure of portions of the Santa Monica Freeway.

On January 24th Los Angeles Mayor Richard Riordan asked earthquake shaken residents to change their commuting patterns as he presented the first formal plan for dealing with the transportation crisis which had developed from the earthquake.

The plan offered advantages of faster, easier commutes for persons who share rides or ride buses and would restrict on-street parking to ease congestion. The solutions will allow the region's streets and freeways to handle 60 percent of the normal traffic.

Major elements of the plan include opening a short detour for buses and car pools only around the Santa Monica Freeway using Robertson Blvd, converting the two southbound truck lanes on the Antelope Valley Freeway to general use, one as an HOV lane and the other for mixed use, building a special "by-pass roadway" for westbound bus and car pool traffic from Washington Blvd to La Cienega Blvd, offering additional bus and taxi service from *METROLINK* stations and equip more buses with bike racks.

On January 29 CALTRANS reopened Interstate 5 by use of temporary access ramps to/from The Old Road between Weldon Canyon and Calgrove Blvd - two lanes each way for three miles.

The southbound truck lanes from California Highway 14 to Interstate 5 opened the previous day.

Government officials have said the earthquake had surpassed Hurricane Andrew as the costliest natural disaster in United States history.

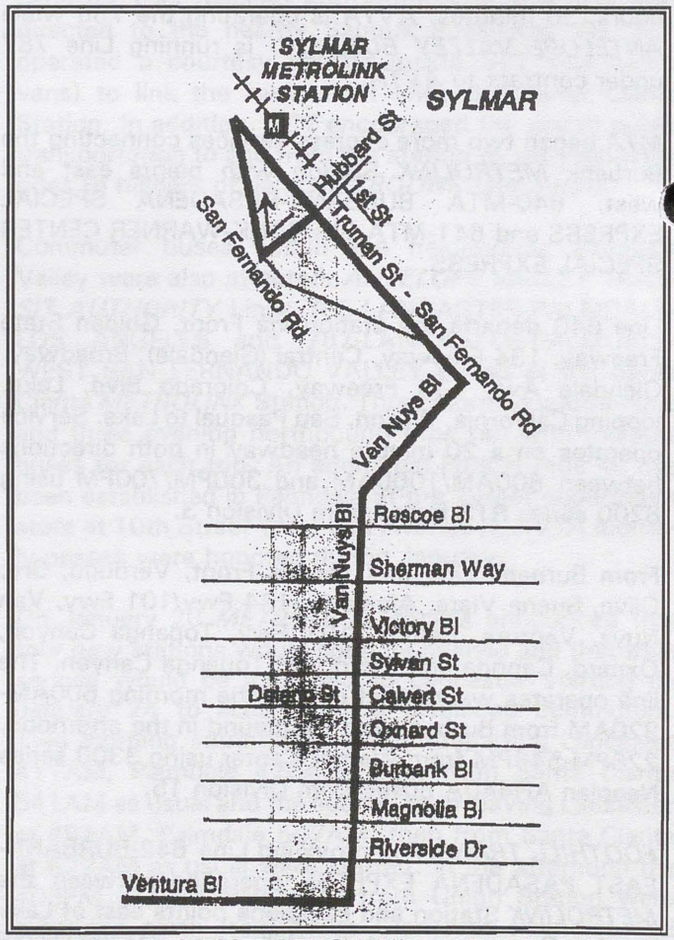
The day after the earthquake, contractors were in place removing the destroyed sections of the roads. Plans are already under way for the redesign and reconstruction of the missing freeway links, but most programs are expected to take at least nine months to be completed.

The transportation agencies in Southern California appear to have met the challenge of providing alternatives for commuters in short order.

Speakers on the issue have the same message - think of alternatives. The "Southern California lifestyle" of using the automobile for everything will need to change, but it remains to be seen how many people will change and for how long?

Edmund Buckley, Steve Hoskins, Marvin Martin, Jim Moore, Scott Page, Warren F. Quon and Ed Von Nordeck all contributed to this special report.

Supplement To January 1994 *WESTERN TRANSIT.*



MTA LINE 643 EMERGENCY SERVICE SYLMAR-VAN NUYS. Bus stops will be made on Van Nuys Blvd at the cross streets indicated on this map. All bus stops will be made on Ventura Blvd between Van Nuys and Sepulveda.