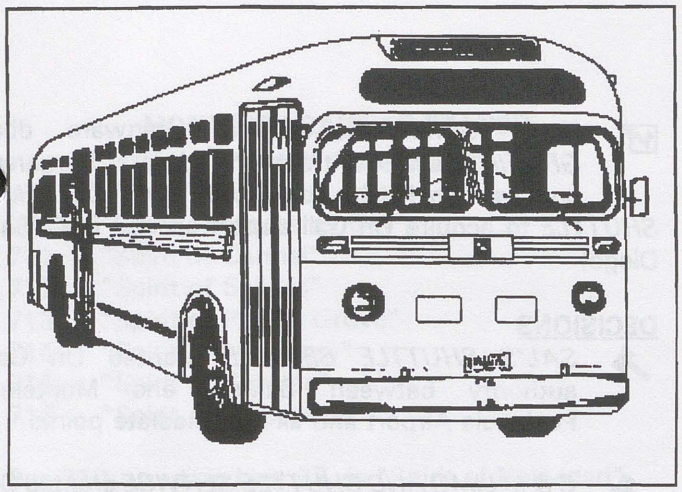
Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 31, NO. 7 July 1994



MONTEREY-SALINAS TRANSIT (MST)

The Bus
Monterey-Salinas Transit

MONTEREY: Funded by a two year Congestion Mitigation Air Quality (CMAQ) grant, *MST* inaugurated a NEW line in East Salinas, 33-NATIVIDAD-WILLIAMS ROAD, last April 11th.

Line 33 operates every half hour between 630AM and 830PM on weekdays and 1000AM and 500PM on Saturdays with one bus. Gillig Spirit 710 is assigned and the line is operated under contract by DISCOVERY TOURS of Castroville.

Beginning at the Natividad Medical Center, the 33 travels via Natividad, Laurel Drive East (diverting to serve the Mission Trails ROP), Sanborn, looping via Del Monte, Williams and Garner returning via Sanborn, Laurel and Natividad.

MST has been awarded a $1.2 million grant from the Monterey Bay Unified Air Pollution Control District to begin converting its fleet to compressed natural gas. These funds will allow the agency to proceed with a CNG fueling facility, safety upgrades for the shops and natural gas engines for seven new buses soon to be ordered. Plans call for converting the rest of the fleet to CNG over the next several years. *MST* support vehicles already operate on CNG and the agency is part of a consortium developing the Ryan Ranch CNG fueling station in Monterey.

MST is negotiating with Flxible to purchase eight 35 x 102, non air conditioned, Lift-U wheelchair lift equipped, bicycle rack on front, Detroit Diesel Series 50G engine, ZF transmission buses.

The WATERFRONT AREA VISITOR EXPRESS (The WAVE) returned for a second year on May 28 with an expanded route and schedule. The WAVE will run through Labor Day.

Buses operate every 30 minutes full length (every 10 minutes Monterey Transit Plaza - Aquarium) 900AM to 700PM daily using seven Gillig Spirits. Fares, valid all day for unlimited riding, are $1 (adults) and 50 cents (children, seniors, disabled).

This year The WAVE was extended from the Monterey Aquarium to Pacific Grove along Ocean View returning via Central. The line was also extended from the Monterey Transit Plaza in a one way loop along Fremont, Munras, Soledad and Pacific. This is designed to accommodate visitors staying in the area's hotels and motels.

To coincide with the re-introduction of The WAVE, *MST* has named each bus assigned to the line. *MST* General Manager Frank J. Lichtanski stated, "Adding a name further personalizes the service and gives each vehicle a distinctive character".

(Continued on Page 3)

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

☑ *ELEGANT ENTERTAINMENT LIMOUSINE, INC.* for passenger stage certificate between points in the County of Alameda, Oakland Airport, on one hand, and SFO and Parc Hotel, on the other

☑ *BLUE & GOLD FLEET, INC.* to amend passenger stage certificate to provide scheduled service between Vallejo, Angel Island, Pier 39 San Francisco and Port of San Francisco

☑ Dick Mak dba *MAK AIRPORT SHUTTLE* to amend passenger stage certificate to operate between San Mateo County points and San Francisco Airport

☑ Dick Mak to transfer and *PACIFIC AIRPORTER, INC.* to acquire passenger stage certificate and all other assets

☑ *SANTA CLARA AIRPORTER* to extend passenger stage certificate between points in counties of Alameda, Contra Costa, Napa, Solano, Sonoma, Marin, San Francisco, San Mateo, Santa Clara and San Jose & San Francisco Airports

☑ *YUBA-SUTTER TRANSPORTATION AIRPORT SERVICES* to abandon operations under passenger stage certificate 8291 between points in Butte, Yuba & Sutter Counties and Sacramento Airport (See Decisions)

☑ *GOLD DUST AIRPORT SHUTTLE* to establish Zone of Rate Freedom in its service area (West Sacramento, Sacramento County points and Sacramento Airport)

☑ Andres Villalvazo dba *TRES ESTRELLAS DEL NORTE* for home to work passenger stage certificate between points in San Jose, Campbell, Sunnyvale, Palo Alto and United Airlines Maintenance Base at SFO

☑ Ground Systems, Inc. dba *AIRPORT COACH* versus *AIRPORT CRUISER, INC.* for conducting operations without valid authority by providing regularly scheduled service between certain Orange County points and Los Angeles Airport

☑ Floyd Griffin aka Lloyd Gregware dba *GRIFFIN'S LIMO* to transfer and Jafar Kargarer and Farrokh Faishi dba *PRIME TIME ON TIME SHUTTLE* to acquire On Call airport service PSC (San Diego)

DECISIONS

🔨 *SAL'S SHUTTLE SERVICE* granted On Call authority between Salinas and Monterey Peninsula Airport and all intermediate points

🔨 *C & M LIMO AND SHUTTLE SERVICE* granted On Call authority between Salinas and Monterey Peninsula Airport and intermediate points

🔨 Commission Order Instituting Investigation for Notice of Revocation of TCP of Faisal Saidane and Bechir Romdhane dba *SEDAN SERVICES*

🔨 *YUBA-SUTTER TRANSPORTATION AIRPORT SERVICES* authority revoked for failure to maintain adequate insurance

RESOLUTIONS

COAST SHUTTLE (Exclusive Management Services, Inc. dba) PSC 7921 (San Diego County points-San Diego Airport) revoked for failure to maintain adequate insurance

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MONTEREY-SALINAS TRANSIT

(Continued from Page 1)

709 "Spirit of Monterey Bay"
711 "Spirit of Carmel"
712 "Spirit of Salinas"
713 "Spirit of Pacific Grove"
714 "Spirit of Monterey"
715 "Spirit of Seaside"
716 "Spirit of Discovery"

Bus 710, used on Line 33, is "Spirit of Natividad".

As other buses are repainted in the new *MST* paint scheme, which includes two diagonal stripes front and rear, they will be named for California wild flowers with 510 the first as "California Poppy".

1979 Flxibles 301, 308, 309 and 310, previously in the reserve fleet, have been retrofitted with new Lift U wheelchair lifts, repainted in the new scheme and will soon be retrofitted with openable windows. They also received names. 301 is "Reliant", 308 "Resurgent", 309 "Serendipity" and 310 "Valiant". The other members of the 301-311 fleet, declared surplus, have recently been sold to Complete Coach Works.

The summer schedule on Line 22-MONTEREY-BIG SUR took effect on May 28th and includes four daily round trips using bike rack equipped buses. A two zone, or $2.50 fare, is charged each way.

Since last fall *MST* buses have been equipped with Ticket Processing Units (TPU), manufactured by the Precision Systems Division of Cubic Automatic Revenue Collection Group. Riders insert their fare media into the TPU which reads the *MST* monthly passes, day passes and fare receipts (transfers) for validity and returns them to the passenger.

BEACH EXPRESS SHUTTLE
(Funland Transportation Company dba)
(BES)

COSTA MESA: BES commenced operations in late April offering a scheduled service route between the Disneyland hotel/motel area and Costa Mesa/Newport Beach serving Planet Hollywood, South Coast Plaza, Balboa Island, Fashion Island, Hard Rock Cafe, Newport Yacht Marina and Roxbury South Night Club.

One way fares range between $2 and $7. A $20 one day "Hop Pass", allowing unlimited on and off privileges, is also available.

Service operates every half hour between approximately 800AM and midnight with a fleet of four units - 101, an Econoline/Champion and 102-104, Econoline/Falcons.

WESTERN TRANSIT SYSTEMS (WTS)

ANAHEIM: During June *WTS,* affiliated with YELLOW CAB OF NORTHERN ORANGE COUNTY, started the MALL OF ORANGE SHOPPER SHUTTLE which operates daily between the Disneyland hotel/motel area and the Mall Of Orange shopping center on Tustin.

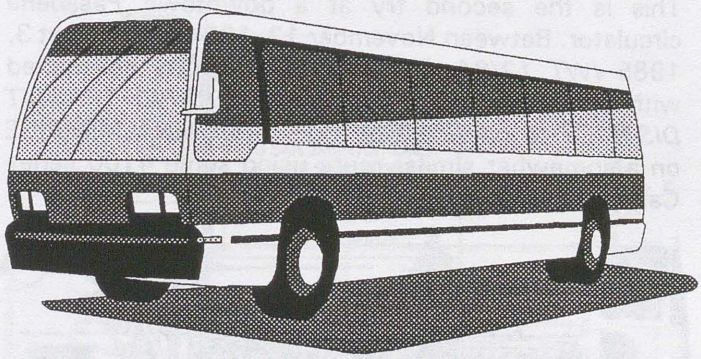
Service operates hourly 900AM-900PM on weekdays, 900AM-600PM on Saturday and 1000AM-500PM on Sunday charging a $2 one way fare (children under 5 are free).

WTS 177, a Ford Econoline/Goshen Coach 21 passenger vehicle, formerly lettered for THE CITY SHOPPER, is assigned.

Two other *WTS* shoppers shuttles, THE CITY SHOPPER *(WT 5/93)* and MAIN PLACE LUNCHTIME SHUTTLE *(WT 3/93),* have recently been discontinued.

In an effort to reduce costs for the sponsor, The City Shopping Center, and encourage ridership among the tourists, TCS had been reduced to Monday thru Saturday hours and was FREE, but ridership remained low.

The MAIN PLACE LUNCHTIME SHUTTLE, started in February 1993, was an attempt to generate weekday lunch hour business among the workers in downtown Santa Ana's Civic Center area. In 1984 the *ORANGE COUNTY TRANSIT DISTRICT* operated two routings on its downtown shuttle, the SANTA ANA QUICK TRIP (QT) SHUTTLE, and it, too, was only mildly successful in generating business although today's Main Place Mall is a much larger shopping center than its predecessor, Santa Ana Fashion Square.



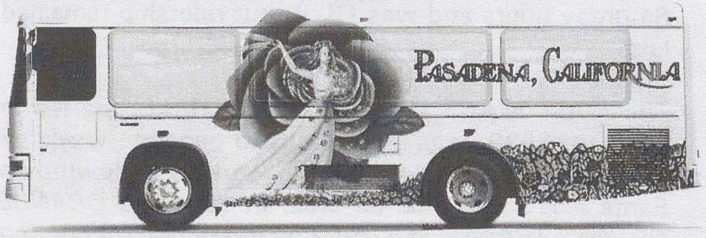
PASADENA AREA RAPID TRANSIT SYSTEM (ARTS)

PASADENA: June 13th saw the inauguration of *ARTS,* a circulator system connecting the Old Pasadena and South Lake shopping districts via Colorado Blvd and Green Street using a fleet of six buses, each one decorated with a different mural.

The one directional loop line begins at Green and Orange Grove traveling along Green, Lake, Del Mar, Mentor, San Pasqual, Lake, Green, Catalina, Colorado and Orange Grove to Green.

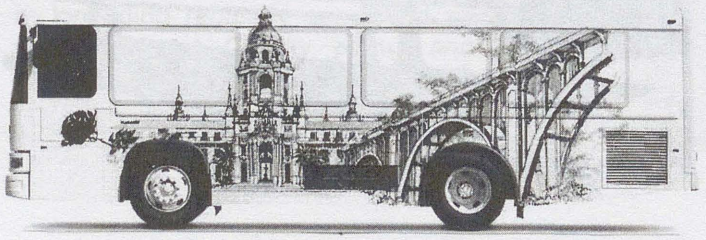
Service operates daily except Sunday, 1100AM-800PM Monday-Thursday, 1100AM-900PM Friday and 1200PM-800PM on Saturday. Ten minute headways are offered 1100AM-200PM on weekdays (5 buses) with 15 minute headways (4 buses) at other hours. All rides are FREE.

MAYFLOWER CONTRACT SERVICES, INC. operates *ARTS* under contract to the city with a fleet of six 29 foot Bluebird Q buses, MCS 38560-38565. As part of the contract MCS purchased the buses which will be leased back to the city. The buses have 26 gray padded, high back seats including two wheelchair stations, gray interiors, mid door Ricon lift, Diamond farebox, "Stop Requested" sign and curtain head and sidesigns.



Each bus sports a different mural - 38560 is The Historical Landmarks Bus, 38561 The Multicultural Bus, 38562 The Performing Arts Bus, 38563 the Visual Arts Bus, 38564 is The New Years Day Bus and 38565 is The Environmental Bus.

This is the second try at a downtown Pasadena circulator. Between November 12, 1984 and August 3, 1985 *(WT 12/84, 9/85)* the Crown City contracted with the *SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT* to operate Line 601-PASADENA MINIRIDE on a somewhat similar route using some 4100 series Carpenter CBW-300s.



LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: A fleet of five 29 foot Bluebird Q buses, *LADOT* 93001-93005 (MCS 38522-38526), entered service on DASH/SOUTHEAST in May replacing the Goshen Sentry ML-2000s (2003, 2006-2007, 2010-2011) which had been provided by contractor MAYFLOWER CONTRACT SERVICES, INC. The propane powered buses feature 28 mauve cloth seats in a longitudinal design, two wheelchair stations, gray interiors, mid door Ricon lift, "Stop Requested" sign, Main farebox and curtain type head and sidesigns.

DASH/VENICE was reinstated for Summer 94 on Memorial Day. This year service will be operated on Saturdays, Sundays and holidays every 10 minutes between 1100AM and 600PM.

Riders park at the Marina Business Center on Glencoe Avenue ($2.50 parking fee) and ride the bus to/from Venice Beach. A one way fare without a parking receipt is 25 cents.

June 19th brought changes to both the CITY HALL SHUTTLE and SAN PEDRO TROLLEY.

The CITY HALL/PERSONNEL BLDG route, formerly peak hour only, now also operates between 1130AM and 130PM. From 1st & Main the bus travels Main, Temple. Vignes and 1st to Main.

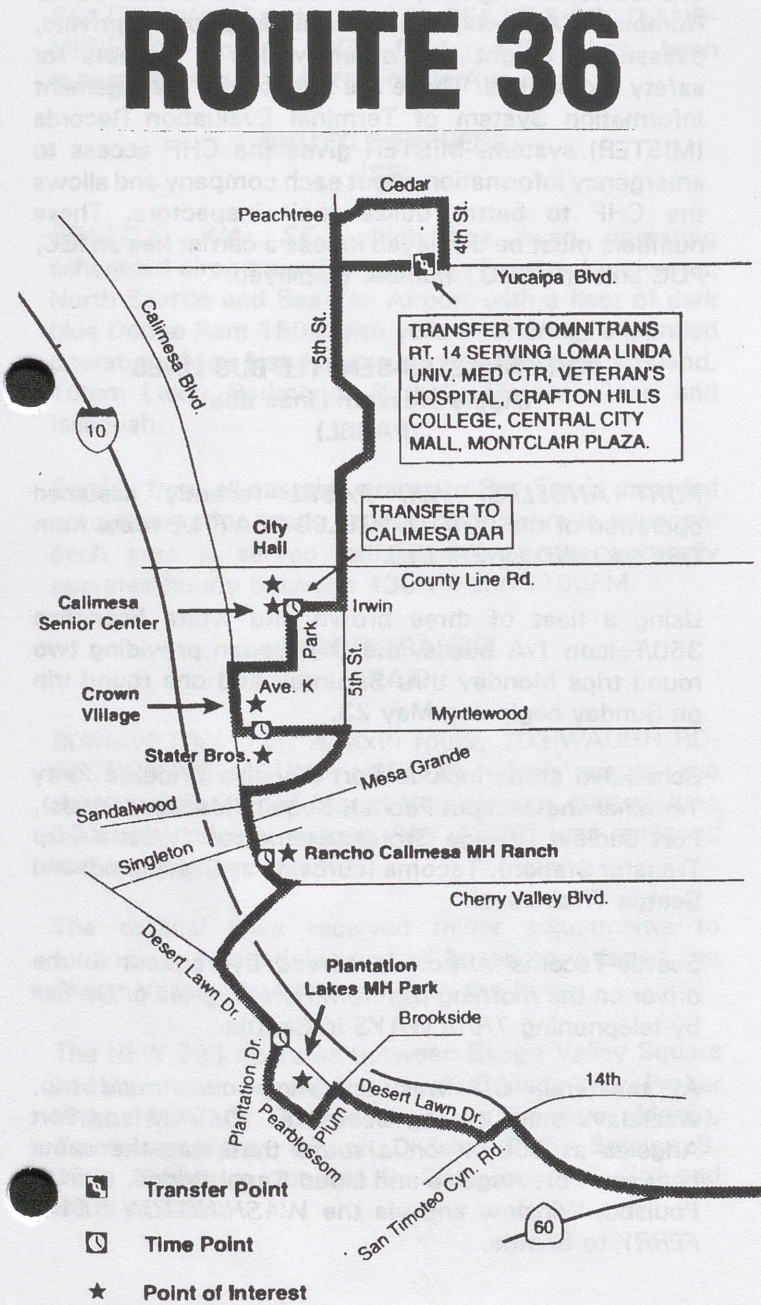
The route of the SAN PEDRO TROLLEY was altered to add a clockwise loop from 6th & Pacific via Pacific, 1st, Gaffey, 7th and Pacific to 6th. Service continues to operate every 45 minutes between 1000AM and 600PM.

For the ten days (July 8-17) of the Soccerfest at the Los Angeles Convention Center celebrating soccer in honor of The World Cup 94 games, the finals of which will be held at Pasadena's Rose Bowl, a special DASH route was offered. Operated by ATE MANAGEMENT & SERVICE COMPANY from the Leonis & Soto yard using 92059 series National RE-29s, the FREE service line ran 10 minutely 1000AM-1000PM on a one way loop - Convention Center via Figueroa, 1st, Grand, 5th, Flower, Pico and Figueroa to 11th.

The City Council has authorized *LADOT* to solicit proposals to inaugurate new DASH lines in Highland Park, Lincoln Heights/Chinatown and Sherman Oaks. Approval was also given to buy new buses for these lines as well expanded service downtown and in Watts. Federal funds have been sought to purchase the buses.

LADOT
(Continued)

A study to completely restructure bus service in the San Fernando Valley, led by *LADOT*, is now being presented for public comment. In concept, the plan proposes shifting a portion of bus service from a grid system of north/south and east/west routes to a hub and spoke system centered on seven strategically located transit centers. These would be at the Burbank, Sylmar and Chatsworth METROLINK stations, Universal City, Warner Center, Van Nuys & Ventura and Zelzah & Chatsworth. Study goals were to eliminate lightly traveled route segments, decrease travel time and the need to transfer and increase frequencies on highly traveled lines.



RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Over the last month *RTA* has instituted three NEW lines and revised its fare structure.

On July 1st cash fares were increased, monthly pass prices remained the same, a new Zone Free monthly pass and lower cost 10 ride ticket books were started.

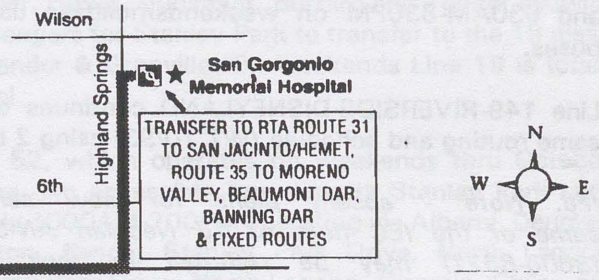
The basic cash fare is now 75 cents (general), 60 cents (youth), 35 cents (elderly/disabled) while zone charges remained at 25/10/10 cents.

The changes apply to both *RTA* and *INLAND EMPIRE CONNECTION* buses.

Route 30-PERRIS LOCAL started June 6th. The line operates on weekdays 900AM-500PM on a 45 minute headway using 2 buses. MAYFLOWER CONTRACT SERVICES, INC. operates the line under contract to *RTA*.

From Carter & Weston the 30 travels Weston, Lamore, San Jacinto, Navajo, 4th, A St, 11th, D St, San Jacinto/Wilkerson, 4th/Redlands (diverting via San Jacinto to K Mart), Nuevo Road, Perris Bl, looping Orange, Barrett, Placentia and Perris.

Two 3-day-per-week lines, 35-BANNING-MORENO VALLEY MALL and 36-YUCAIPA-CALIMESA-BANNING commenced July 6th. First day buses were Econoline/Civitrans 296D on 35 and Econoline/Startrans 273 on 36. These lines are also operated by MCS and they run Monday, Wednesday and Friday between 800AM and 600PM on rough 75 minute headways.



RTA
(Continued)

Line 36 is the next step in providing local bus service between the east end of the Inland Empire (Riverside/San Bernardino/Redlands) and the Coachella Valley (Desert Hot Springs/Palm Springs) *(WT 11/92)*. It meets *OMNITRANS* 14-FONTANA-YUCAIPA and *CALIMESA DIAL-A-RIDE* at the west end and, at the east end, *BANNING TRANSIT SYSTEM, BEAUMONT DIAL-A-RIDE* and *RTA* 31-HEMET-SAN JACINTO-BANNING at Banning's San Gorgonio Hospital.

INLAND EMPIRE CONNECTION (IEC)

RIVERSIDE: The scope of *IEC* operations *(WT 10/93)* was substantially reduced July 11th following the withdrawal of subsidy funds from *LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY* for Los Angeles County operations.

Buses now operate only as far west as Montclair where passengers must connect with *FOOTHILL TRANSIT, LACMTA* or *METROLINK.*

FOOTHILL TRANSIT Line 480-MONTCLAIR-POMONA-LOS ANGELES was extended from Claremont to Montclair TransCenter connecting with *IEC* and providing a replacement for the previous 110/496 trips to/from Los Angeles.

IEC service includes 100-SAN BERNARDINO-RIVERSIDE, 110-SAN BERNARDINO-MONTCLAIR and 496-RIVERSIDE-ONTARIO AIRPORT-MONTCLAIR, generally operating along their previous alignments. 100 was rerouted to serve south Colton by traveling regular route to Inland Center Dr/Colton Ave, Mt. Vernon, Washington St, 215 Freeway and regular route to Riverside.

All three lines run hourly. Line 100 operates 600AM-1000PM on weekdays and 800AM-900PM on Saturday using 1 bus. Line 110 runs between 430AM and 900PM weekdays and 545AM-700PM on Saturday with 2 buses. 496 runs 540AM-940PM on weekdays and 530AM-830PM on weekends/holidays using 2 buses.

Line 149-RIVERSIDE-DISNEYLAND continues on the same routing and schedule *(WT 10/93)* using 2 buses.

(Ed. Note - absent plans for new services, some of the IEC fleet of 16 Neoplan AN-340As (8606-8621) may be returned to their lessor as there is now need for only 7 scheduled buses plus spares).

REGULATORY COMMISSION NUMBERS

For many years private and public bus operators have displayed Interstate Commerce Commission Motor Carrier numbers (ICC or MC-xxxxxx) and, in many states, the Public Utilities Commission or Public Service Commission certificate numbers on the sides of their buses, primarily to show that the buses are operating with proper authority.

In the last few years the Federal Highway Administration has issued USDOT Identification Numbers (USDOT xxxxxx) to all interstate carriers which numbers must also be displayed.

The California Highway Patrol has also issued Carrier Numbers (CA xxxxx) to all operations, public or private, passenger, freight and other, which it inspects for safety regulations. These are part of the Management Information System of Terminal Evaluation Records (MISTER) system. MISTER gives the CHP access to emergency information about each company and allows the CHP to better utilize their inspectors. These numbers must be displayed unless a carrier has an ICC, PUC and/or USDOT number displayed.

PORT ANGELES-SEATTLE BUS LINES (Apple Blossom Lines dba) (PASBL)

PORT ANGELES, WA: PASBL recently assumed operation of the PORT ANGELES-SEATTLE route from *GREYHOUND LINES, INC.*

Using a fleet of three brown and white Econoline 350/Falcon T/A buses, the firm began providing two round trips Monday thru Saturday and one round trip on Sunday beginning May 23.

Scheduled stops include Port Angeles (Victoria Ferry Terminal and Jackpot Foods), Sequim (Jackpot Foods), Port Ludlow (Village Store), Bremerton (West Kitsap Transfer Station), Tacoma (curbside at Greyhound) and Seattle (Trailways).

Seattle-Tacoma Airport is served by request to the driver on the morning trip from Port Angeles or On Call by telephoning *TRAILWAYS* in Seattle.

At the end, *GLI* was operating one round trip, weekdays only, leaving Seattle at 1045AM and Port Angeles at 350PM on a route that was the same between Port Angeles and Hood Canal Bridge, then via Poulsbo, Winslow and via the *WASHINGTON STATE FERRY* to Seattle.

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

SPOKANE, WA: NWT's SEATTLE-ELLENSBURG-SPOKANE route has been extended northward from Seattle to Bellingham also serving Seattle AMTRAK, Everett and Mount Vernon. One daily round trip is provided. A new TRAILWAYS Depot recently opened in Bellingham at the Alaska Cruise Terminal dock, which is also served by the SEATTLE-VANCOUVER, B.C. route of *TRAILWAYS NORTHWEST.*

CASCADE TRAILWAYS
(Evergreen Trails, Inc. dba)

SEATTLE, WA: Service on *CT's* SEATTLE-PORTLAND-MEDFORD route *(WT 1/94, 4/94)* has been suspended and should resume in August.

SHUTTLE EXPRESS
(SE)

SEATTLE, WA: SE, which has been operating scheduled airport service between Everett, Lynnwood, North Seattle and Sea-Tac Airport with a fleet of dark blue Dodge Ram 150s with yellow lettering, expanded operations May 1 and began serving Bellevue, Kirkland, Totem Lake, Redmond, Bothell, Mercer Island and Issaquah.

Service from all eastside points to Sea-Tac is provided on a reservation basis at least two hours in advance. Each area is served individually. Service generally operates hourly between 430AM and 1100PM.

SKAGIT TRANSIT
(SKAT)

BURLINGTON, WA: A sixth route, 203-WAUGH RD-SECTION ST-MOUNT VERNON which serves the eastern perimeter of Mount Vernon, was started June 18 as the original system *(WT 12/93)* was realigned and speeded up.

The original lines received minor adjustments to routings and schedules and all buses now depart the Skagit Valley Square terminal on the hour.

The NEW 203 operates between Skagit Valley Square and downtown Mount Vernon via College Way, Parker Way, N. 16th, College Way, La Venture, Martin, Trumpeter, Martin, Waugh, Division, Digby, Section, S. 16th, Blackburn, looping S. 2nd, Broad, S. 3rd and Hazel to 2nd.

SKAT purchased a 23 passenger, lift equipped MST Falcon bus, formerly owned by the County of Skagit, for the new route.

All *SKAT* buses are now sporting two position bicycle racks on their fronts.

On the horizon are *SKAT* plans to expand service to Anacortes, 18 miles west of Mount Vernon along State Highway 20, and to La Conner, 12 miles to the southwest.

WASHINGTON STATE FERRIES
(WSF)

SEATTLE, WA: The summer schedule took effect June 12 and included either later evening service or increased frequencies.

Later service, to 1040PM on KEYSTONE-PORT TOWNSEND and 200AM on MUKILTEO-CLINTON, was added.

Weekend headways on FAUNTLEROY-VASHON and SOUTHWORTH-VASHON are now half hourly. ANACORTES-SAN JUAN ISLANDS-SIDNEY, B.C. received increased frequencies and a second daily trip to/from Sidney for the tourist season.

B.C. TRANSIT
(BCT)

VANCOUVER, B.C.: BCT made several changes on April 11 including Lines 19-STANLEY PARK and 52-AROUND THE PARK.

The 19 diesel bus which has operated to Stanley Park's Chilco Loop since last December received a permanent routing - buses operate along Georgia and into Stanley Park. After Pipeline Road they turn left under the Causeway onto North Lagoon, then Georgia, Chilco and into the Loop.

On weekdays the 19-DOWNTOWN/METROTOWN STATION trolley coach continues to loop downtown via Pender, Howe, Dunsmuir, Burrard and Pender allowing passengers for Stanley Park to transfer to the 19 diesel at Pender & Granville. On weekends Line 19 is totally diesel.

Line 52, which operates on weekends thru October, began. An accessible bus departs Stanley Park Loop hourly 1000AM-700PM operating via Alberni, Denman, Morton, Beach, Stanley Park Drive, North Lagoon, Stanley Park Drive, North Lagoon, Georgia, Chilco and into the Loop.

MCI VIN NUMBERS EXPLAINED

Coach Nameplate

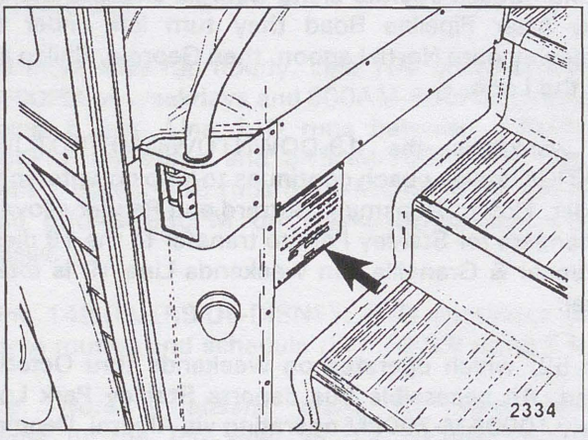
The MCI/TMC Series coach nameplate is mounted in the blower compartment at the rear of the coach above the engine. The vehicle identification number (VIN), model, and date of manufacture are shown.



TYPICAL PLATE (TMC SHOWN)

Certification Plate

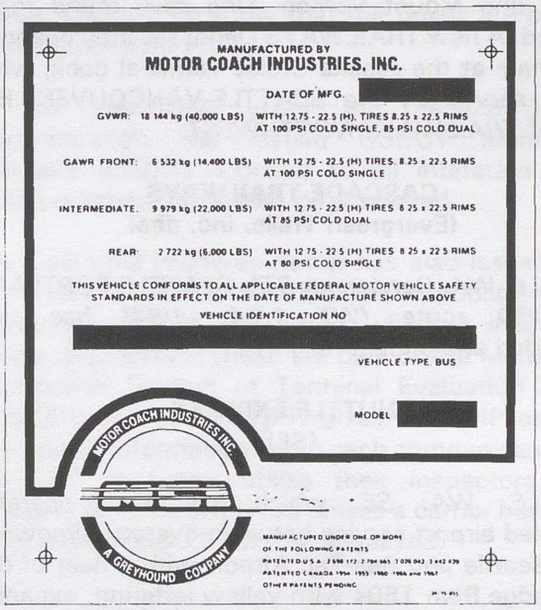
The coach certification plate is mounted on the face of the stepwell rear panel. This plate certifies compliance with all applicable Federal Motor Vehicle Safety Standards (FMVSS) in effect on the date of manufacture. This plate also lists the date the coach was built, the GVWR (Gross Vehicle Weight Ratio), GAWR's (Gross Axle Weight Ratio s), rim size, tire pressure, coach model and coach serial number.



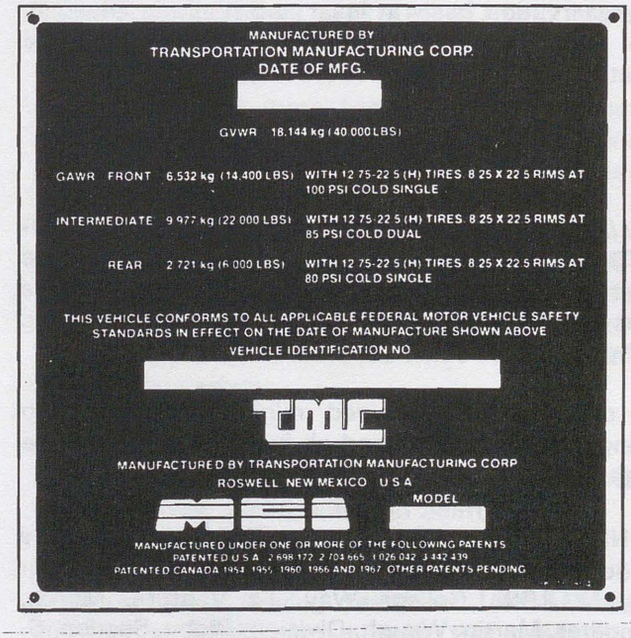
LOCATION OF CERTIFICATION PLATE IN STEPWELL

Vehicle Identification Number Explanation

The nameplate in the blower compartment and the plate at the rear of the stepwell each contain the vehicle identification number (VIN) which is a 17-digit number. Information specific to each coach is indicated by the digits or letters in the VIN.

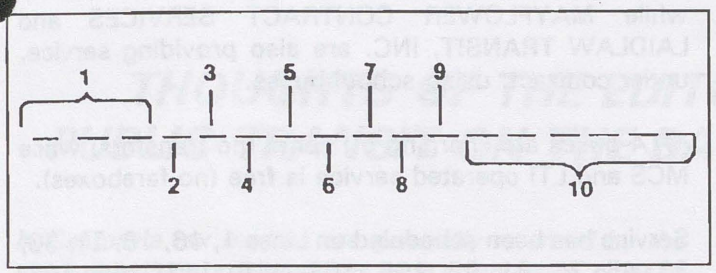


MCI PLATE LOCATED IN STEPWELL



TMC PLATE LOCATED IN STEPWELL

MCI VIN NUMBERS
(Continued)



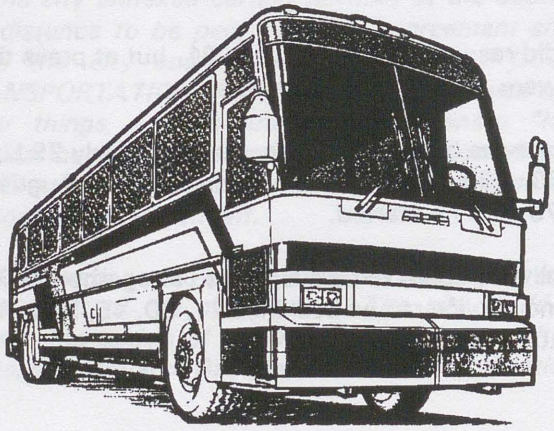
The numbers above correspond to the item numbers in the follwoing list.

1. The first three digits and letters identify the manufacturing company:
   1TU = TMC
   1M8 = MCI

2. The fourth digit identifies the coach model:
   9 = MC-9 (MCI)
   A = MC-9 (TMC)
   C = 96A2
   D = 96A3
   E = 102A2
   F = 102A3
   G = 102C3
   H = 102AW3
   I = 96AP3
   M = 102B3
   P = 102D3

3. The fifth digit identifies the series:
   A = MC-9 (TMC)
   C = New Appearance (TMC)
   D = New Appearance (MCI)

4. The sixth digit identifies the type of coach:
   H = Intercity (TMC)
   M = Intercity (MCI)



5. The seventh digit identifies the type of engine:
   6 = Detroit Diesel 6V-92, 277 HP (MCI)
   6 = Detriot Diesel 6V-92, 300 HP (TMC)
   7 = Detroit Diesel 8V-71, 270 HP (TMC)
   7 = Detroit Diesel 8V-71, 300 HP (MCI)
   8 = Detroit Diesel 8V-92, 404 HP (TMC)
   9 = Detroit Diesel 6V-92, 270 HP (TMC)
   9 = Detroit Diesel 6V-92, 404 HP (MCI)
   1 = Cummins LTA10, 404 HP (TMC or MCI)

6. The eighth digit identifies the type of brakes:
   H = Air Brakes

7. The ninth digit is a check number.

8. The tenth digit identifies the year:

B = 1981	T = 1996
C = 1982	V = 1997
D = 1983	W = 1998
E = 1984	X = 1999
F = 1985	Y = 2000
G = 1986	1 = 2001
H = 1987	2 = 2002
J = 1988	3 = 2003
K = 1989	4 = 2004
L = 1990	5 = 2005
M = 1991	6 = 2006
N = 1992	7 = 2007
P = 1993	8 = 2008
R = 1994	9 = 2009
S = 1995	A = 2010

   I, O, Q, U and Z are not used.

9. The eleventh digit identifies the manufacturing location:
   P = Pembina, North Dakota
   R = Roswell, New Mexico

10. The twelfth through seventeenth digits define the actual unit number of the coach.

As we gather more information on the other manufactures, we will present it in *WT*.

Next month: The SAE recommended practice for vehicle identification number systems.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

LOS ANGELES: Following marathon negotiating sessions between *LACMTA* and the three unions (the United Transportation Union representing bus and train operators, the Amalgamated Transit Union representing

LACMTA
(Continued)

mechanics and service workers and the Transportation Communications Union representing clerks) whose contracts expired June 30th, representatives of ATU broke off further talks and called a work stoppage at 1201AM, Monday, July 25th.

Although UTU and TCU had reached tentative agreements with the Authority, they agreed to honor the mechanic's picket lines and the first transit strike in Los Angeles since 1982 *(WT 09/82, 10/82)* was on.

Negotiations have been going on since last April. UTU initially requested a 3 per cent annual pay raise, retain Cost Of Living Adjustments, have no changes to work rules and they were against any sub contracting of work. ATU was most upset with the concessions *MTA* was seeking, to limit health benefits, change work rules, remove a "no layoff" clause and sub contract work. TCU's major issue was the proposed removal of the COLA provision.

The labor dispute is the result of *MTA's* efforts to take away benefits that employees earned over many years when the unions and predecessor transit agencies were powerful. In the past several years public employee unions have come under increased pressure as once plentiful government coffers dried up because of the effects of Proposition 13, the continuing recession and changing political priorities. Union friendly Democrat former Los Angeles Mayor Tom Bradley, who helped broker past agreements, has been replaced by Richard Riordan, a Republican who was elected on a platform of promoting privatization of government services *(Ed. Note - the Mayor of Los Angeles is a non partisan office, but in recent years party labels have crept into many issues).*

A big question has been whether Riordian is going to strengthen management's hand with his political style or weaken it by brokering a creative pact with the unions.

Non contract *MTA* employees have already experienced wage freezes and employee lay offs while transit patrons now face increased fares and reduced service levels in September.

For the first time in the history of publicly operated transit in Los Angeles, transit officials prepared a strike contingency plan to serve the system's busiest bus lines plus the RED and BLUE rail lines. Service was initially offered on 30 lines between 600AM and 600PM on weekdays using supervisory staff and other non contract employees, trained and certified as bus operators. They are operating about 100 *MTA* buses while MAYFLOWER CONTRACT SERVICES and LAIDLAW TRANSIT, INC. are also providing service, under contract, using school buses.

MTA buses are charging 50 cents (no transfers) while MCS and LTI operated service is free (no fareboxes).

Service has been scheduled on Lines 1, 16, 18, 21, 30, 33, 45, 76, 81, 92, 105, 108, 115, 117, 125, 152, 163, 180, 204, 207, 210, 212, 240, 251, 260, 262, 420, 424, 442, 470, 560, RED and BLUE lines.

The *LOS ANGELES DEPARTMENT OF TRANSPORTATION* developed its own contingency plan including transferring operation of 573-SANTA CLARITA-GRANADA HILLS-CENTURY CITY from *MTA* to another carrier and shifting buses to *LADOT* lines which experienced overloads.

METROLINK extended the Los Angeles-Burbank commute hour trains as far west as Chatsworth to provide two way service and additional employer shuttles were programmed between the Chatsworth Station and Warner Center.

Two strike deadlines, July 7 and July 18, were both extended by union officials as talks continued. In early July the UTU requested Governor Pete Wilson seek a court order imposing a mandatory 60 day "cooling off" period (the *MTA* Board voted 10-1 to not seek such a period). Wilson declined, but said he could reconsider later.

MTA and ATU officials agreed to resume talks overseen by the State Mediation And Conciliation Service. On the first day (July 29) ATU leaders broke off talks as they were incensed over a letter *MTA* Chief Eexecutive Officer Franklin White sent to the homes of all mechanics which they said amounted to bargaining outside the talks and was an effort to undermine the union.

Talks did resume on Sunday July 31, but at press time there were no new developments.

Strike service has started to increase. On July 29 Lines 90, 130, 232 and 234 were added and on August 1 Lines 70 and 78 started.

Originally expected to be suspended altogether, limited weekend service ran on bus lines 21, 30, 45, 204, RED and BLUE rail lines.

EDITORIAL COMMENT

THOUGHTS OF THE EDITOR CONCERNING FUNDING PUBLIC TRANSIT ON THE BASIS OF COUNTY BOUNDARIES

In California tax monies are generally returned by the state to political sub divisions such as counties, cities or special districts.

With many government functions this is a logical method to apportion funds to ensure that everyone may share based on some kind of need or formula.

Very few transit trips are made based upon political boundaries but, because of the manner in which funding is apportioned, transit decisions have, in recent years, been made this way.

Because of their predecessor companies' route patterns, many transit agencies provide service in other political areas, usually between counties.

In the mid 1970s Cooperative Service Agreements were developed between transit agencies to allow the out of area provider to offer service and, by means of some formula, to be reimbursed by the local provider. There were/are non financial agreements as well. These usually allow for the honoring of the same fare mechanisms by both agencies.

One of the first was between the former ORANGE COUNTY TRANSIT DISTRICT and LAGUNA BEACH MUNICIPAL TRANSIT LINES whereby OCTD paid the City of Laguna Beach an annual amount to cover the difference between the cost of service and the revenue generated on LBMTL Line 581-SOUTH COAST HIGHWAY between the southern city limits and the Monarch Bay Plaza.

As the city annexed certain territory at the south end the distance to be paid for in the agreement shrank. Then the city and the former ORANGE COUNTY TRANSPORTATION COMMISSION, which was among other things a pass-thru funding agency, "locked political horns" over funding and operation of transit. OCTD and OCTC merged in 1991 and there is no longer a cooperative agreement.

LBMTL continues to provide the service, but it is now an element of the city budget. The city could have chosen the option of turning the bus back at the city limits, but Monarch Bay Plaza is a major destination for the riders who would have been the people negatively impacted by such a change, not the funding agency.

Perhaps the largest, in terms of area coverage, negative reaction to the coop concept was the rejection of the former SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT's claim for reimbursement by San Bernardino County in 1972/73 of service provided between Upland and Yucaipa by way of Foothill Boulevard and San Bernardino and the eventual establishment of a county transit system, today's OMNITRANS. There were periods of no service and partial service during which time the bus patrons suffered.

Perhaps it is ironic that the actions of Los Angeles County, also financially driven, of limiting funding for INLAND EMPIRE CONNECTION are impacting the same inter county trips on buses between Los Angeles and San Bernardino.

When funds are short and decisions need to be made it is, politically, much easier to reduce service in another jurisdiction.

It is somewhat difficult to understand how these same political jurisdictions, thru the SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY, are able to work together to provide METROLINK service until one understands that the train service is being offered and promoted as one way to allow the Southern California region to attempt to meet Clean Air Act mandates of reducing emissions and rising from its present non attainment status. Theoretically, if enough long distance home to work and school trips by auto can be eliminated, this works toward achieving environmental goals.

This may be a socially and environmentally wise move, so shouldn't further thought be given to treating the area's bus systems and their customers with the same kind of approach?

The above is the view of the editor and does not necessarily represent the opinions of Western Transit, its staff or its members.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Pasadena Area Rapid Trnst	38560-38562	Bluebird	QBRE-2903/RFO61094,093,096	05/94	
	38563-38565	Bluebird	QBRE-2903/RFO61095,098,097	05/94	
LADOT	93001-93005	Bluebird	QBRE-2903/-,RFO58045,046,-,-	02/94	
	93006-93019	Ford Econ	Collins Civitran/-	1993	
	93020-93024	Ford Econ	Collins Startrans/PHA61110-61114	12/92	Addtl info
Clallam Transit System (WA)	901	MCI	MC-5C/U7403 S12810	10/77	
	902-903	MCI	MC-5C/--	10/77	
Greyhound Lines, Inc (TX)	2282-2429	MCI	MC-12/--	93-94	
Roesch Lines, Inc.	503	MCI	102C3/KPO42879	05/89	
Lin Lines	9103	MCI	102C3/MPO43947	05/91	
	9206	MCI	102C3/NPO44295	01/92	
California Touch of Class	no fleet #	MCI	102C3/PPO45113	01/93	
Turismos Rapidos	200-230	MCI	102DL3/--	93-94	A
Citizens Area Transit (NV)	601-604	New Flyer	D40LF/RUO15135-138	03/94	
Clallam Transit System (WA)	534	Orion	02.501/G6005071	06/86	
	535-537	Orion	02.501/H6005117-119	05/87	
	538-539	Orion	02.501/K6005299-300	01/89	
Sonoma County Transit	211	Orion	02.501/K6005306	02/89	
	221-225	Orion	02.501/K6005301-305	02/89	
Petaluma Transit	011-015	Orion	02.501/K6005324-328	05/89	
	016-017	Orion	02.501/K6005361-362	07/89	
Childrens Court Shuttle	L200-L203	Orion	02.501/N6005712-715	12/92	
Regional Transit	9374-9375	Orion	05.501/P6031739,742	12/93	
	9401-9403	Orion	05.501/P6031753,757,763	02/94	
	9404-9406	Orion	05.501/P6031767,774,777	02/94	
	9407-9409	Orion	05.501/P6031781,785,790	02/94	
	9410-9412	Orion	05.501/P6031793,796,799	02/94	
	9413-9415	Orion	05.501/P6031805,809,826	02/94	
	9416-9418	Orion	05.501/P6031845,848,854	02/94	
	9419-9420	Orion	05.501/P6031857,860	02/94	
All West Coach Lines	220	TMC	102C3/KRO07465	1989	
Ernie's Tours	817	TMC	102C3/LRO07706	04/90	
Omnitrans	684-698	TMC	T80206/PR829810-824	1993	Series 50
-USED-					
Skagit Transit System (WA)	941	El Dorado	MST Falcon/EVA34301	1985	1
Lynwood Trolley Company	641	GMC	TDH-4519/1903	12/67	2
K T Services, Inc (NV)	1826,1833	GMC	T7H203/A054,A059	11/79	3
	1834,1839	GMC	T7H203/A060,A063	11/79	3
	1061	MCI	MC-5C/U7603 S14045	09/79	4
	1062	MCI	MC-5C/U7556 S13998	08/79	4
	1065	MCI	MC-5C/U7600 S14042	09/79	4
Royal Safari	108	MCI	102C3/LPO43598	09/90	5
California Charter Buses	2275,2298	TMC	102A3/JRO06782,6085	12/88	6
Turismos Rapidos	108	TMC	102A3/KRO06959	1990	7
Amador Stage Lines, Inc.	1036 II	TMC	MC-9/T1/1-1538 S2440	01/79	8
	1037 II	TMC	MC-9/T1/1-1602 S2504	02/79	9
Taylored Tours	804	Prevost	LM-103/2768-80	1980	10

-NOTES-

A. Seven buses (200,205,210,215,220,225,230)

1. Ex County of Skagit --.
2. Ex San Diego Transit Corp 641.
3. Ex Billings Metro Transit (MT) 1826,1833,1834,1839.
4. Ex Texas Bus Lines 1061,1062,1065.
5. Ex B & E Tours 1022.
6. Ex Texas Bus Lines 2275,2298.
7. Ex K T Services, Inc. 108.
8. Ex GLI 8115, painted for Trailways.
9. Ex GLI 8179.
10. Ex Apple Tours --.

RIVERSIDE TRANSIT AGENCY

RTA, a joint powers agency which serves the communities of western Riverside County, from the Corona/Norco area in the west through the county seat and largest city of Riverside as far east as Banning, commenced operations in April 1977 with a fleet of 24 leased General Motors buses (13 TDH-4519s, 2 T6H-4521As, 3 TDH-4801s and 6 TDH-5304s) and six local fixed route lines in and around Riverside, all previously served by the *SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT.*

The early days of operation were marked by a controversy over which agency, *RTA* or *RTD*, might be judged responsible for changes to the working conditions of the *RTD* represented employees based at Division 13 in Riverside which employees might be eligible for compensation under Title 13 of the Urban Mass Transportation Act of 1964.

RTA began using the local sales tax monies and other funds available for transit directly instead of contracting with *RTD* for the service. Although *RTD* was not receiving funds they continued to provide service until April 16, 1977 when they stopped operating the local lines, but continued to provide inter county service.

Over the years *RTA* has implemented 31 fixed routes, some with full size buses and others with vans. 20 of these continue in service today. As well, Dial-A-Ride has been established in nine service areas.

The Western Rural Demonstration Project, implemented in 1979 and lasting about two years, was part of a state program to develop rural transit connecting smaller areas to urbanized ones. The project included four lines using Dodge vans - TYLER MALL-LAKE ELSINORE, SAN JACINTO-HEMET-PERRIS, TYLER MALL-SUN CITY and SUN CITY-TEMECULA. Portions of today's Lines 22, 27 and 31 were part of the WRDP.

The downtown Riverside Transportation Terminal was opened in September 1983 to serve as the major transfer point, not only for *RTA*, but also for *RTD, TRAILWAYS* and *GREYHOUND.*

Beginning in 1985 and continuing for several years, *RTA* operated the SANTA EXPRESS, a free fare Christmas season shoppers shuttle. In the summers the LAKE PERRIS SHUTTLE was provided operating between Riverside, Moreno Valley, Perris and the Lake Perris State Park.

RTA joined the alternate fuel brigade in 1988 with the conversion of three GMC RTS buses from diesel to methanol. The program is soon to expand with the expected arrival of ten CNG fueled Flxible Metros and six Chance trolley style vehicles.

In the summer of 1990 Riverside and San Bernardino Counties assumed operation of the inter county services from *SCRTD. RTA* was the lead in establishing the *INLAND EMPIRE CONNECTION* joint powers agency and in securing the fleet of Neoplan AN-340A buses which comprise the *IEC* fleet.

During January 1992 the two route, two bus *LAKE ELSINORE TRANSIT SYSTEM* was transitioned into *RTA*.

This past May a new logo and color scheme were introduced. This is the third *RTA* insignia, but the first change to the two tone blue and white colors. While they remained, two red stripes were added along each side of the buses.

Today's system includes twenty seven fixed route lines, 19 with large buses and 8 with van types, and nine area Dial-A-Ride systems in Calimesa, Hemet/San Jacinto, Jurupa, Lake Elsinore, Moreno Valley, Murietta/Temecula, Norco, Perris and Sun City.

RTA also funds the Riverside County portion of the *INLAND EMPIRE CONNECTION* (100-RIVERSIDE-SAN BERNARDINO, 110-SAN BERNARDINO-FONTANA-LOS ANGELES, 149-RIVERSIDE-DISNEYLAND and 496-RIVERSIDE-ONTARIO AIRPORT-LOS ANGELES) services and is the lead agency in administering the *IEC* contract for service to Orange County. *OMNITRANS* is responsible for administering the Inland Empire to Los Angeles portion of the pact.

Thanks to Steve Oller, Manager of Transportation, RTA.

Supplement to the July 1994 issue of Western Transit.

RIVERSIDE TRANSIT AGENCY

RTA

1994 Roster

FLEET NUMBERS	BUILDER	MODEL	SERIAL NUMBERS	DATE	NOTES
107	GMC	TDH-4519	724	1965	1
120-130	Ford Econ	Collins Savannah	mixed	1991	
171-172	Ford Econ	Startrans	MHB32616-617	1991	
173-176	Ford Econ	Startrans	MHB37170-173	1991	
271-273	Ford Econ	Startrans	NHA82611,610,612	1992	
291D	Ford Econ	Cal Custom Van	KHB45381	1989	
292D-296D	Ford Econ	Collins Civitran	mixed	1992	
410	Ford Econ	Custom Van	RHA18995	1994	2
501	Ford Econ	Collins Civitran	NHB32628	1992	3
809-814	Ford Econ	Escort I	KHB20246-251	1989	
815-817	Ford Econ	Escort I	LHB00005,006,004	1990	
902	Ford Econ	Escort 158	HHB41780	1987	
916-918	Ford Econ	Escort 158	KHA32188,189,192	1989	
919	Ford Econ	Collins Diplomat	MHA45999	1991	
2301-2318	GMC	T8J204	BV810671-688	1981	4
3001-3013	GMC	T8J204	CV820811-823	1982	5
4001-4004	GMC	T80206	GV824748-751	1986	
4005-4007	TMC	T80206	JR825303-305	1988	
4008-4009	TMC	T80206	JR825371,370	1988	6
8601-8605	Neoplan	AN-340A	GLO13135,151,149,129,120	1986	7
9001-9004	TMC	T80206	LR827221,223-225	09/90	
9201-9205	TMC	T80206	MR828446-450	12/91	
9206-9220	TMC	T80206	NR828618-632	06/92	
9301-9317	Flxible	40102-4D	PD104854-870	1993	

NOTES:

1. Renovated (historic) bus.
2. Propane fueled.
3. Leased from City of Murrieta.
4. 2301,2304,2305,2312,2314-2318 off roster.
5. 3003,3004,3007 off roster.
   3001 is Clean Air 2 (methanol)
   3008 is Clean Air 1 (methanol)
   3012 is Clean Air 3 (methanol)
6. Originally Lake Elsinore Transit System 610, 609
7. Originally National Transit Service (TX) 034, 050, 048, 028, 019

Large Buses	74
Mini Buses	10
Vans	32
Total	**116**

RIVERSIDE TRANSIT AGENCY

RTA

1994 Service Table

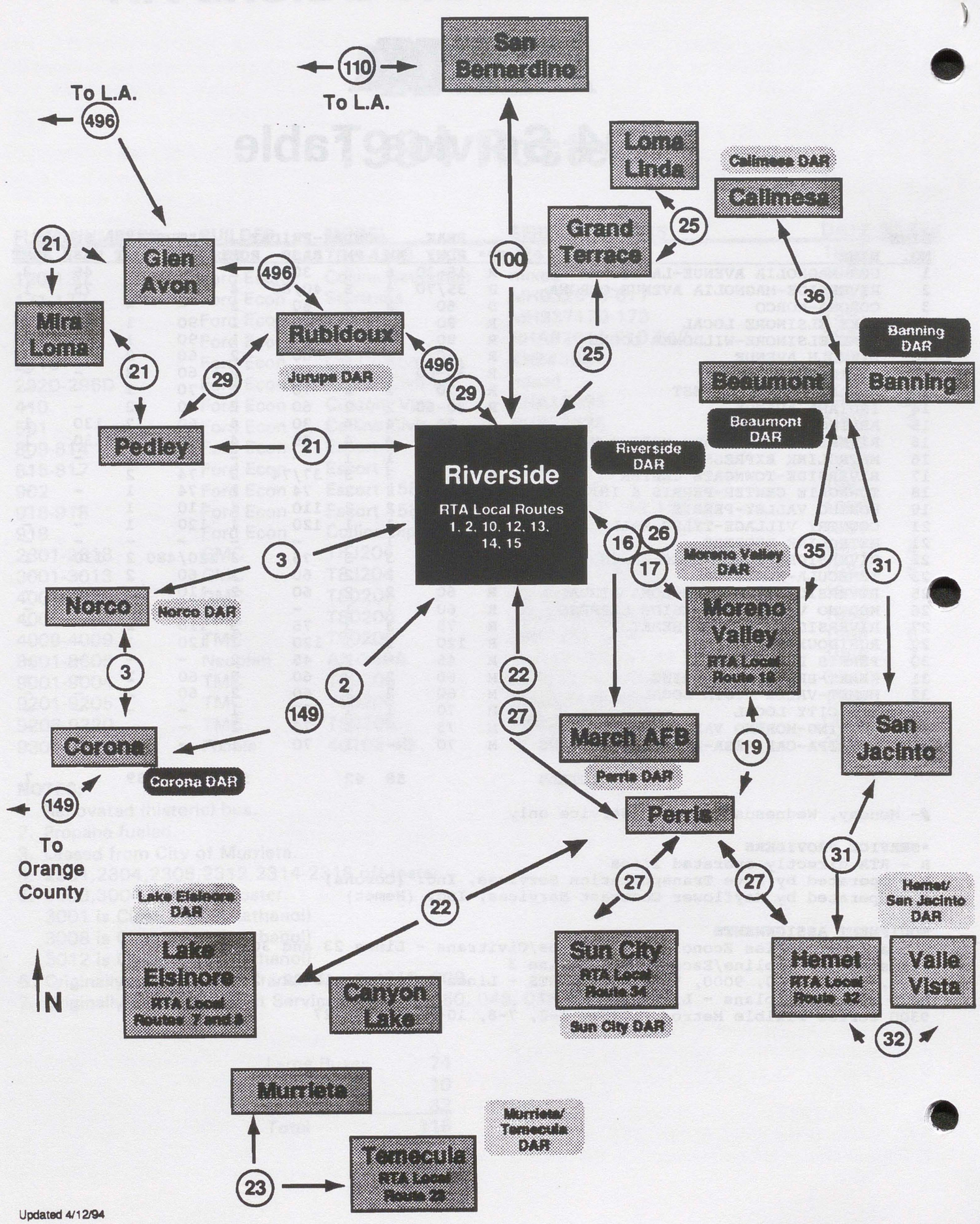
LINE NO.	NAME	SP*	PEAK HDWY	MONDAY-FRIDAY AM	PM	BASE	RQMT	SATURDAY BASE	RQMT	SUNDAY BASE	RQMT
1	UCR-MAGNOLIA AVENUE-LA SIERRA	R	15-30	6	6	30	5	30	5	45	3
2	RIVERSIDE-MAGNOLIA AVENUE-CORONA	R	35/70	4	5	40/80	4	75	1	75	1
3	CORONA-NORCO	D	60	2	2	60	2	-	-	-	-
7	LAKE ELSINORE LOCAL	R	90	1	1	90	1	90	1	-	-
8	LAKE ELSINORE-WILDOMAR LOCAL	R	90	1	1	90	1	90	1	-	-
10	LINCOLN AVENUE	R	60	2	2	60	2	60	2	-	-
12	CALIFORNIA AVENUE	R	30-60	3	2	60	2	60	2	-	-
13	ARLANZA-CANYON CREST	R	70	2	2	70	2	70	2	-	-
14	INDIANA AVENUE	R	30-60	2	2	60	2	60	2	-	-
15	ARLINGTON AVENUE	R	30	4	4	30	4	60	2	130	1
16	RIVERSIDE-MARCH AFB-MORENO VALLEY	R	35	4	4	35	4	35	4	130	1
16	METROLINK EXPRESS	R	60	1	1	-	-	-	-	-	-
17	RIVERSIDE-TOWNGATE CENTER	R	37/74	3	3	37/74	3	74	2	-	-
18	TOWNGATE CENTER-PERRIS & IRIS	R	74	2	2	74	1	74	1	-	-
19	MORENO VALLEY-PERRIS	R	60	2	2	110	1	110	1	-	-
21	COUNTRY VILLAGE-TYLER MALL	R	120	1	1	120	1	120	1	-	-
21	METROLINK EXPRESS	R	60	1	1	-	-	-	-	-	-
22	RIVERSIDE-PERRIS-LAKE ELSINORE	R	75	3	3	75	3	120/480	2	130	1
23	TEMECULA-MURIETTA	M	60	2	2	60	2	60	2	-	-
25	RIVERSIDE-HIGHGROVE-LOMA LINDA	R	60	2	2	60	2	110	1	-	-
26	MORENO VALLEY-RIVERSIDE EXPRESS	R	60	1	1	-	-	-	-	-	-
27	RIVERSIDE-SUN CITY-HEMET	R	75	3	3	75	3	120	2	-	-
29	RUBIDOUX-RIVERSIDE	R	120	1	1	120	1	120	1	-	-
30	PERRIS LOCAL	M	45	-	2	45	2	-	-	-	-
31	HEMET-BEAUMONT-BANNING	M	60	2	2	60	2	60	2	-	-
32	HEMET-VALLE VISTA LOCAL	M	60	2	2	60	2	60	2	-	-
34	SUN CITY LOCAL	M	70	1	1	70	1	-	-	-	-
35#	BANNING-MORENO VALLEY MALL	M	75	-	1	75	1	-	-	-	-
36#	YUCAIPA-CALIMESA-BEAUMONT-BANNING	M	70	-	1	70	1	-	-	-	-
	TOTALS			**58**	**62**		**55**		**39**		**7**

#- Monday, Wednesday, Friday service only

***SERVICE PROVIDERS**
R - RTA directly operated lines
D - Operated by Dave Transportation Services, Inc. (Corona)
M - Operated by Mayflower Contract Services, Inc. (Hemet)

EQUIPMENT ASSIGNMENTS
100 and 200 series Econoline/Startrans/Civitrans - Lines 23 and 30-36
900 series Econoline/Escort 158s - Line 3
2300, 3000, 4000, 9000, 9200 series RTS - Lines 1-2, 7-8, 10-22, 25 and 26
8600 series Neoplans - Lines 22 and 27
9300 series Flxible Metros - Lines 1-2, 7-8, 10-22 and 25-27

RTA SYSTEM MAP



Updated 4/12/94