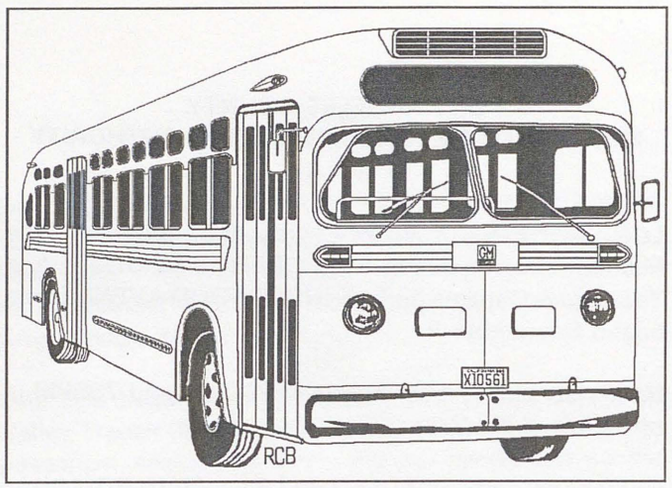


Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 33, NO. 10 October 1995

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: The sixth *METROLINK* rail line, INLAND EMPIRE-ORANGE COUNTY, started October 2nd and is reported to be the first suburb to suburb commuter rail route in this country.

Trains serve Riverside-Downtown, Riverside-La Sierra, West Corona, Orange, Santa Ana and Irvine. In January the line will be extended to San Bernardino while stations in Anaheim Canyon (Tustin & La Palma) and Tustin (Edinger & Jamboree) will open next year.

Three weekday round trips are offered, two from Riverside in the morning returning in the afternoon and one reverse direction round trip *(see inset on Page 7).* Schedules 803/800 and 805/802 use one train set while 801 and 804 are paired with two Irvine-Los Angeles trips on the ORANGE COUNTY line.

First day ridership was well below the 1200 passengers capacity available. *METROLINK* officials said they steered away from the large free ride promotions which introduced the Los Angeles routes as they expected to be inundated with riders. Some free tickets are being distributed by Orange County employers and commuters are being offered a $44 discount on monthly passes by subsidies offered by RCTC and SANBAG.

Both *RIVERSIDE TRANSIT AGENCY* and *ORANGE COUNTY TRANSPORTATION AUTHORITY* made adjustments to serve the rail line. *RTA* extended Line 2-RIVERSIDE-CORONA, 15-ARLINGTON AVENUE and 21-METROLINK EXPRESS while *OCTA* started three NEW lines, 454-ORANGE TRANSP CENTER-THE CITY, 461-SANTA ANA AMTRAK-NEWPORT BEACH and 463-SANTA ANA AMTRAK-IRVINE PARK PLACE.

On *RTA* Line 2, two morning westbound (to Corona) trips were rerouted to serve La Sierra Station and two trips were extended from 6th & Smith to West Corona Station. Comparable afternoon buses are offered.

On Line 15 two morning and afternoon trips were rerouted via La Sierra Station while Line 21 added a reverse direction in-service trip serving Pedley Station, Van Buren & Arlington and La Sierra Station operated in between trips connecting with the RIVERSIDE-LOS ANGELES trains.

With the opening of the new line, all unassigned passenger cars are now in service. Since the CALTRANS order with Morris-Knudsen for commuter cars has now been cancelled, negotiations are underway to buy up to 26 Bombardier cars, an option in the *COASTER* rail car procurement. These new cars will not arrive until 1997 and plans have been made to temporarily lease cars from other cities.

AZUSA TRANSIT is now offering free connecting service between the Covina Station and Azusa meeting two morning and two afternoon trains. Advance seat reservations are suggested. Buses travel via Citrus, Alosta/Foothill, Azusa Avenue and Sierra Madre Avenue.☞

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SCRRA
(Continued)

The *SCRRA* Board has approved a $127 million FY 1995/96 budget which calls for an 8% ridership increase, revenue increase of 18% and farebox recovery of 41%.

Each county transportation commission (*SCRRA* member) adopts a budget to fund the net cost less revenues of *METROLINK* service in their county. The amounts this year are $43 million in Los Angeles, $36 million in Orange, $15 million in Riverside, $10 million in San Bernardino and $3 million in Ventura.■

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: For persons with disabilities who are ADA certified, *RTA* inaugurated ADA INTERCITY DIAL-A-RIDE between the Dial-A-Ride service areas of Perris, Moreno Valley and Riverside on August 2.

DAR provides wheelchair accessible transportation between 600AM and 500PM on Monday, Wednesday and Friday with advance reservations necessary. Trips must cross at least one service area boundary.

The *RTA* Board has approved acquisition of an 8 acre parcel in Perris for a second operating facility. (*Ed. Note - it is not known if this is a large bus division, small bus or a combination).*■

FOOTHILL TRANSIT (FT)

WEST COVINA: FT started a new express line, 499-SAN DIMAS PARK & RIDE-EASTLAND-LOS ANGELES, on September 3rd with four weekday round trips offered, west in the morning, east in the afternoon.

From the Park & Ride at San Dimas and Arrow Highway, 499 runs via Arrow, Grand, Rowland, Barranca (thru Eastland Center), San Bernardino Freeway, Arcadia, Spring, 1st, Hope/Flower, 6th and Hope to 9th.

At the same time, peak hour Line 691-EAST PASADENA-MONTCLAIR was discontinued.■

Western Transit
11112 Ivanhoe
Garden Grove, CA 92640-1133
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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Weekend service between the Marine/Redondo Beach Aves GREEN LINE Station and Torrance & Catalina on 215-INGLEWOOD AVENUE was begun September 2.

Hourly service (1 bus) between 900AM and 700PM is offered.

Operations of 484-LA-VALLEY BLVD-POMONA-ONTARIO AIRPORT between the county line at Holt & Mills and Ontario Airport were suspended beginning August 27th following the termination of a Cooperative Service Agreement between *MTA* and *OMNITRANS.*

OT Line 61 had been extended west of Ontario along Holt Blvd to Mills on July 1st to provide replacement transit *(WT 7/95).*

Service frequency on 497-MONTCLAIR-POMONA-LA PARK/RIDE was also reduced.

Since the mid 1970s, *MTA* provided service in San Bernardino County under the terms of an annual service agreement. Over time *OT* reduced the money spent on agreements by establishment of the *INLAND EMPIRE CONNECTION,* providing service themselves or by service discontinuation. 484 and the Montclair Transcenter portion of 497 were the last services covered.☞

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MTA
(Continued)

Line 522-RESEDA-VENTURA BLVDS-LOS ANGELES was extended to downtown Los Angeles along the Hollywood Fwy over the same route as Line 424/425 on September 17th with service on Vermont to/from City College discontinued.

Line 522 began in June as part of the San Fernando Valley Transit Restructuring Study *(WT 7/95).* Based on passenger comments and a survey conducted on the line, it was determined that passengers would be more convenienced if the buses operated to and from downtown. *(Ed. Note -the route of the 522 is very similar to that of the former 35-WEST VALLEY FREEWAY FLYER between 1958 and 1984).*

MTA has agreed to loan the Atlanta Committee for the Olympic Games 60 of their new 4500 series Neoplan CNG buses for 6 to 8 months as part of the 1996 Summer Olympic Games transportation program.

MTA staff is now in process of relocating from several buildings to the new headquarters building, part of the new Gateway Center development, just east of Union Station at Vignes and Cesar Chavez. The building is 28 stories high and can accommodate up to 2,000 employees.■

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: What has been billed as the largest service change in *OCTA* history was implemented October 1st.

New lines, new service areas, new buses and a new bus operator position all started.

50 new low floor New Flyer model D40LF buses (5201-5250) were placed in service while the 1983 Gilligs (4000-4063 and 4500-4540) were placed in reserve.

In addition, 26 of the 8001-8045 Ford Econoline/National Escort 158s were transferred from contractors to *OCTA* directly operated lines.

Numerically, the changes include new 20-IMPERIAL HWY which operates between Beach & Imperial and Brea Mall along Imperial Hwy at a 50 minute headway (1 small bus) during extended peak hours on weekdays. It replaced the temporary 120-IMPERIAL HWY in the same area *(WT 8/95).*

The branches of 25-KNOTT/GOLDEN WEST and 35-BROOKHURST serving Hughes Fullerton were discontinued as was the 29A branch of 29-BEACH BLVD serving South Beach Blvd in Huntington Beach.

Alternate trips on 38-LA PALMA AVE were extended east from Lakeview & La Palma via La Palma, Yorba Linda/Weir Canyon and Santa Ana Canyon to Festival Shopping Center in Anaheim Hills. The branch of 42-LINCOLN serving Cypress along Denni and Bloomfield was discontinued with the 42A Hawaiian Gardens branch renumbered 42.

51-DISNEYLAND-SANTA ANA was combined with the 205 to form the new 205-DISNEYLAND-SANTA ANA-LAGUNA HILLS which operates daily, generally on a half hour headway (days) end to end and hourly in the evening between Santa Ana and Disneyland. The segment of 205 between Laguna Hills and San Juan Capistrano was discontinued. 205 runs from Walnut & Katella via Walnut, Cerritos, West, Katella, Santa Ana Fwy, La Veta, Main, Civic Center, Flower, Santa Ana Blvd/5th, Mortimer, Santa Ana, Santa Ana Fwy, Valencia, La Plata and La Louisa to Laguna Hills Transit Center.

The portion of the 53A branch of 53-MALL OF ORANGE-BALBOA along Sunflower and Red Hill was discontinued with all trips via Bristol, Baker, Red Hill/Santa Ana Avenue.

54-CHAPMAN was extended, on weekdays, from Chapman & Hewes eastward to the Rancho Santiago College campus. 55-RAITT-GREENVILLE was shortened to run as far as La Veta & Main with north end replacement Line 158-MAIN PLACE-EL MODENA. 158 runs from Lawson & Memory via Lawson, Town & Country, Parker/ Memory, Main, La Veta, Cambridge, Palmyra, Tustin, La Veta, Prospect and Chapman to Rancho Santiago. It runs hourly on weekdays, 600AM to 600PM (1 small bus).

Line 56-GARDEN GROVE BLVD continued with two branches, but with three terminals differing by time of day and/or day of week. From the Santa Ana Transit Terminal the line travels 5th, Main, La Veta/Bristol, Memory, diverting along City Drive to serve The City, Garden Grove to Western where the line divides - 56 along Garden Grove and Valley View to Chapman with 56A Western, Lampson, Valley View to Cypress College (weekday peak hour trips extended north into the Buena Park industrial area).

64-WEST 1ST/BOLSA was shortened to operate only as far west as McDonnell Douglas with the western segment transferred to the new 164-LEISURE WORLD☞

OCTA
(Continued)

WESTMINSTER MALL. A small bus line, the 164 departs from Leisure World via Seal Beach, Lampson, Valley View, Garden Grove and Edwards to the Mall. The line runs daily, 700AM to 700PM, once an hour with 1 small bus.

New 67-BREA-TUSTIN is basically the former 22 with an extension from Larwin Square to Tustin Marketplace and small buses replacing large ones.

71-MALL OF ORANGE-TUSTIN-ORANGE COUNTY AIRPORT has 3 alignments. The basic route is from Mall of Orange to Larwin Square via Tustin and 1st. On weekdays during peak hours, the line is extended via Newport, Bryan, Red Hill, Bristol, Birch, Von Karman and Michelson into OC Airport. On Saturday, the 71 operates hourly south to Larwin Square and then to Tustin Marketplace via Newport, Bryan, looping Jamboree, El Camino Real and Tustin Ranch to El Camino.

Line 75-SANTA ANA-IRVINE-LAGUNA HILLS is a streamlined version of the previous alignment. From Santa Ana the bus travels via Flower, Santa Ana, 5th, French, 4th, Grand, McFadden, Newport, Nisson south /El Camino north, Red Hill, Walnut, Jeffrey, Irvine Center/Moulton, El Toro and Paseo de Valencia to Laguna Hills Transit Center.

76-ADAMS AVE-UC IRVINE was shortened on the east end to operate as far as UCI and extended on the west to Yorktown & Main. The segment between UCI and Irvine Valley College was assumed by new 175. On weekends, 76 is interlined in Huntington Beach with 74-TALBERT-MAIN-CULVER.

Line 85-CAPISTRANO BEACH-SANTA ANA was rerouted between Laguna Hills and Santa Ana directly along the Santa Ana Freeway between El Toro Road and Grand Avenue. While peak hour trips continue to/from Santa Ana, midday and Saturday buses run only as far north as Laguna Hills. The 85A branch via the Spectrum remained the same.

In San Clemente the 91A branch of 91-SAN CLEMENTE-LAGUNA HILLS along El Camino Real was replaced by new 397-SAN CLEMENTE LOCAL.

93-LAGUNA HILLS-RANCHO SANTA MARGARITA VIA ALICIA and 99-LAGUNA HILLS-DANA POINT VIA MOULTON were converted to small bus with 99 rerouted to the Chet Holifield Building and extended to Doheny & Domingo in Capistrano Beach.

141-NEWHOPE-SEGERSTROM was renumbered 39 and rerouted in Irvine into a one way loop of Alton, Jamboree, Main and Red Hill.

The new 175-UC IRVINE-NORTHWOOD includes the segment of 76 between UCI and Irvine Valley College plus coverage to parts of Irvine never before served. From UCI this small bus line runs via Campus, Harvard, Michelson, Jeffrey, Alton, Barranca, Yale Loop, Irvine Center, Jeffrey, Walnut, Yale and residential streets in Northwood. The line runs hourly 630AM-630PM on weekdays with two small buses.

New 177-LAGUNA HILLS-FOOTHILL RANCH VIA LAKE FOREST is another small bus line and it operates every 45 minutes on weekdays 515AM to 630PM (2 small buses) and every 90 minutes on Saturday 700AM-600PM (1 bus). From Laguna Hills buses run along Paseo De Valencia, El Toro, Muirlands, Lake Forest and Portola to the Foothill Ranch Marketplace area.

308 was renumbered 388-LAGUNA HILLS-SPECTRUM-IRVINE CENTER DRIVE and restructured to serve Irvine Blvd, El Toro High and west Laguna Hills. Buses operate in two directions every 45 minutes during weekday peak hours (3 small buses).

203-SAN JUAN CAPISTRANO-HUGHES FULLERTON was reduced to one peak hour round trip (from two) and converted to small bus.

As part of a system wide route numbering program, rail feeder lines were renumbered into the 400 series. 324-FULLERTON AMTRAK-HUGHES became 424, 339-ANAHEIM AMTRAK STA-THE CITY became 439, 352-ANAHEIM AMTRAK-ANAHEIM CIVIC CENTER became 452, 353-ORANGE TRANSP CENTER-MAIN PLACE is now 453 and 362-SANTA ANA AMTRAK-CIVIC CENTER is 462.

377-LAGUNA HILLS-DANA POINT VIA ALISO CREEK was shortened to operate as far north as Laguna Hills and received an improved 30/60 weekday peak hour headway.

The new 391-MISSION VIEJO LOCAL operates on weekdays between 900AM and 400PM (every 45 minutes using 3 small buses and including deviating off-route up to 1/4 mile for riders who have made prior arrangements). From Portola Plaza buses run on Santa Margarita Pkwy, Melinda, Olympiad, Jeronimo, local streets within Casta Del Sol, Marguerite (diverting on La Paz to serve the Senior Center), Crown Valley and Medical Center Drive to Saddleback College.☞

OCTA
(Continued)

This route also operates a point deviation service where passengers may request the bus to deviate from regular route up to 1/4 mile so they may disembark closer to their destination. The bus will leave and return to the regular route at the same location.

394-MISSION VIEJO-SAN CLEMENTE continued to run between Saddleback College and K Mart Plaza while the portion of the line in San Clemente became 397-SAN CLEMENTE LOCAL. The 397 serves the general area formerly served by 394 plus new service to the Rancho San Clemente Industrial Area and runs along El Camino Real between downtown and south San Clemente. 394 and 397 are interlined.

New 673-EL TORO MARINE BASE is a community shuttle, spun off from Line 75 and operating between Irvine Valley College and the base housing north of Irvine Blvd over the same route as 75. Service runs once an hour daily using 1 small bus.

757-DIAMOND BAR-SANTA ANA is the former 257 renumbered.

Four lines were discontinued - 78-SAN JUAN CAPISTRANO-HUNTINGTON BEACH VIA IRVINE, 161-TRASK-NEWLAND, 328-FULLERTON AMTRAK-EAST FULLERTON and 529-BEACH BOULEVARD LIMITED.

Three new rail feeder lines, designed to connect with *METROLINK's* new INLAND EMPIRE-ORANGE COUNTY line, began.

454-ORANGE TRANSP CENTER-THE CITY runs along Lemon, Chapman, City Drive, Metropolitan and roadways within The City. 461-SANTA ANA AMTRAK-NEWPORT BEACH runs to the office and financial areas while 463-SANTA ANA AMTRAK-IRVINE-PARK PLACE travels to the north Irvine business area.

A revised OCTA Line Numbering System is now in place. Line numbers 1-99 denote local fixed route (traditional service on major arterial streets), 100-199 denote community (local service on secondary and arterial streets), 200-299 intracounty express (limited stop freeway based service in the county), 300-399 are market development (new and experimental service), 400-499 are rail feeder (connects rail stations and major employment centers), 500-599 are limited stop and crosstown (overlay service along heavy corridors), 600-699 are shuttles (special services) and 700-799 intercounty express (limited stop freeway based buses across county lines).

A new Small Bus/Van Fixed Route Operator position has been established by agreement between *OCTA* and Teamsters Local 952, successor to Local 911. The position is designed to make *OCTA* more competitive with the private sector and to permit fixed route service to operate more efficiently.

The number of Small Bus operators (who will drive vehicles up to 30 feet long and with up to 25 seats) may equal 10% of the full time Operator complement.

At Garden Grove a separate division, Division 3, was created with Lines 20, 67, 158, 164 and 203 based there weekdays. 177 and 673 operate there on weekends when Irvine is closed. At Irvine a new Division 8 was created with Lines 93, 99, 175, 177 and 673 housed. Initially, 26 of the 8001-8045 series Econoline 350/National Escort 158s will be used on these lines.

50 new model D40LF low floor New Flyer buses are now operating on 25-KNOTT-GOLDEN WEST, 29-BEACH BLVD, 42-LINCOLN, 54-CHAPMAN and 65-SANTA ANA-BALBOA.

The buses have 37 gray cloth seats, 3 wheelchair stations, ramps at both the front and rear doors, Recaro brand drivers seat, gray interiors, "Stop Requested" signs, remote control rear view mirrors, electronic Bus Run number boxes and Luminator electronic head and side signs.■

CERRITOS ON WHEELS TRANSIT SYSTEM (COW)

CERRITOS: COW recently started its third route, 3-183RD STREET SHUTTLE, a two bus line connecting the Cerritos Towne Center area with Cerritos Center.

From the Towne Center area buses travel via Bloomfield, 183rd (diverting into the City Hall/Library complex), Cerritos Center roadways, South, Studebaker, 183rd and Towne Center roadways.

Service operates 20 minutely 800AM-800PM weekdays and 900AM-500PM on Saturday.

COW contract operator *DAVE TRANSPORTATION SERVICES* has added 582-584, Econoline/Collins Diplomats, previously used at Cal State Long Beach's CAMPUS CONNECTION, for this line to the fleet of 633-635 and 660, city owned and *DAVE* operated Econoline/Collins.

Service on Routes 1 and 2 was reduced to 90 minutely using one bus on each.■

AMTRAK CALIFORNIA

SACRAMENTO: New bi-level California Cars are now used on two of the SAN JOAQUINS, Train 712 departing Emeryville at 720AM and Train 717 leaving Bakersfield at 330PM.

In addition to the discontinuation of the Martinez-Calistoga leg of *AMBUS* Route 7 *(WT 6/95),* service on the MARTINEZ-EUREKA-BROOKINGS, OR. branch north of Arcata was dropped and the route reduced to one daily round trip. The route is also no longer operated as a Mixed Mode.■

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT will now receive $4 million to reimburse them for half the cost of transporting students. This will also help bridge the agency's nearly $12 million deficit.

The funds will allow postponement of substantial service cuts on weekends and holidays from December 3rd to next March. Night service reductions will be made, however, and only 31 of the system's evening routes will have service.

Fares have already been increased and service reduced as District officials continue to try and find new sources of revenue. Lagging sales taxes and reduced federal financing have both hit *ACT* hard.

ACT is now soliciting bids for 132 standard size diesel buses and 31 small buses.■

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: The *MST* Board recently voted to both increase fares and reduce service to offset an estimated $870,000 reduction in federal funding.

Effective October 14 the basic fare rose from $1.25 to $1.50 with discount fares increasing to 75 cents. Monthly pass prices were also changed. The cost of the all-zone day pass was reduced, however. Previously it was $7.50 for everyone. The new price is $6 for regular riders and $3 for discount.

Substantial reductions were also made in support costs including elimination of three positions and reductions in the cost of printing and advertising.■

TRANSIT AND LEGISLATION

In September the California Legislature passed a package of bills to implement the Orange County Bankruptcy Recovery Agreement and provide financial aid for Los Angeles County. Governor Wilson signed the bills in mid October.

AB 1664 diverts $38 million annually in sales tax revenue originally dedicated for transit for 15 years beginning July 1996 from *OCTA* to the County of Orange who must use the funds for bankruptcy obligations. SB 1276 backfills *OCTA* with $23 million a year, for 16 years starting July 1997, of county received gasoline and diesel tax funds, a net annual deficit of $15 million. Although the legislation speaks of not reducing bus service, *OCTA* is developing such plans.

SB 6XX excludes *OCTD* and other single county transit districts from continuing loss of local property tax levied for transit, but annually transferred to education. A Conference Committee on bills dealing with property tax equity issues recommends a three year phase out of fund redirection. Multi county districts such as *BART* have continued to receive their funds.

AB 1108 requires public transit agencies, under penalty of losing state funding, to compare and publicly present costs of in house versus privately operated bus service when planning to add or reduce services.

AB 1640 would dissolve the *LACMTA* and *OCTA* Boards to be replaced by directly elected members.

SB 457 would tighten waivers from farebox recovery standards for intercity and commuter rail and shift responsibility for programming intercity rail in southern California from CALTRANS to *SCRRA.*■

EL DORADO NATIONAL COMPANY

CHINO: The company began deliveries of the first orders of the Transmark-RE, a small, heavy duty bus for transit and airport service earlier this year.

Orders have included *VALLEY METRO (RPTA),* Phoenix AZ for 23, *UTAH TRANSIT AUTHORITY,* Salt Lake City for 9, *BOISE URBAN STAGES* (ID) for 20, *SANTA FE TRAILS* (NM) for two, *LACMTA* (operator unknown but likely *LADOT)* for 5, *CAPITAL METRO* (TX) four and *VOTRAN* (FL) 8.■

WASHINGTON STATE TRANSIT NEWS

VALLEY TRANSIT of Walla Walla is advertising for up to five paratransit vehicles with the contract to be awarded on a competitive negotiation basis.

LINK (Chelan-Douglas PTBA dba) is seeking ten new 20 foot paratransit vehicles and four ADA accessible low floor mini vans.

COMMUNITY TRANSIT (Snohomish County PTBA dba) recently placed 24 New Flyer model D60 articulated buses in service on several 400 series Downtown Seattle and 800 series University of Washington bus routes.

They are also seeking bids on four lift equipped, 15 passenger vans and broke ground for a transit center in Edmonds.

KING COUNTY METRO of Seattle recently started "Night Stop", a program to improve safety by allowing passengers to get off the bus anywhere along a bus line, except in the downtown Ride Free Area, between 900PM and 500AM.

SPOKANE TRANSIT AUTHORITY is now advertising for 25 40x102 low floor transit buses with an option for up to five more.

STA recently began serving the Spokane International Airport. 23 weekday round trips are offered with reduced weekend service. The line serves the new *STA* Plaza and the Intermodal Transportation Center.■

WEST COAST EXPRESS (WCE)

VANCOVER, B.C.: Next month will see the start up of the new *WEST COAST EXPRESS* commuter rail service between Vancover and Mission, 48 miles to the east.

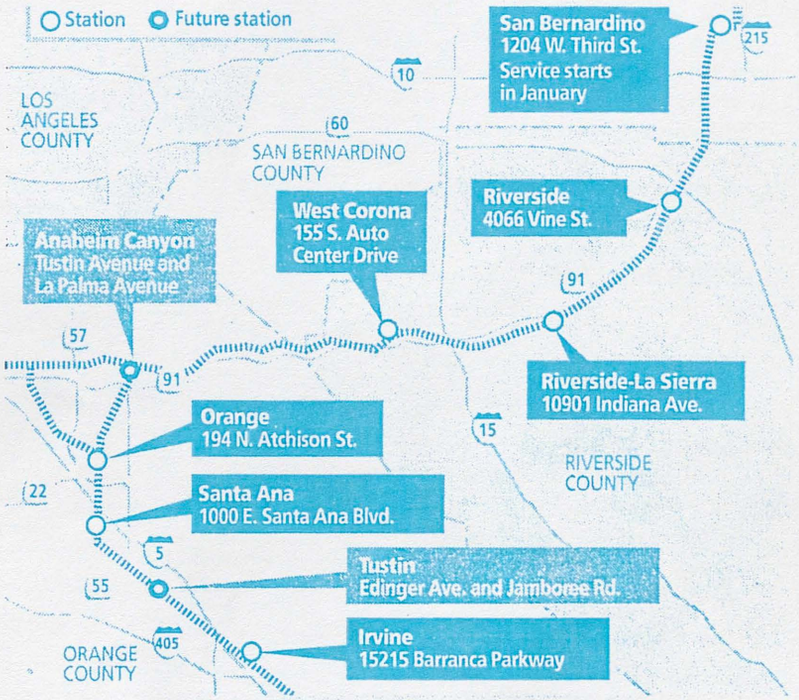
Five morning westbound and afternoon eastbound trains will run on weekdays during peak hours.

The *WCE* fleet will include five F59PHI locomotives and 28 Bombardier bi-level cars including 8 cab cars.

At the beginning, only new locomotives and cab cars will be on the property along with 18 bi-level cars leased from *GO TRANSIT* in Toronto.■

A USER'S GUIDE TO RIVERSIDE-IRVINE RAIL LINE

Metrolink unveils its sixth rail line today. For the first time, residents of the Inland Empire will be able to reach Orange County jobs by train. Two round-trip trains will ferry Riverside County residents to three Orange County stations each morning and return to Riverside County in the afternoon. A third-round trip offers a morning ride to Riverside and an early-afternoon return to Orange County. Service to San Bernardino will be added in January.



WHAT YOU'LL PAY

Fares are based on the number of zones traveled. Two Riverside stations are in one zone, the West Corona station is in the next zone, the Orange station is in a third zone, and the Santa Ana and Irvine stations are in a fourth zone. A commuter traveling from Riverside to Irvine must pay for four zones. A Corona resident headed to Orange will pay for two zones. Ticket machines at the stations accept cash, credit cards and automatic-teller-machine cards.

	Round-trip fare	10-trip ticket	Monthly pass
Two zones	$8	$35	$112
Three zones	$10	$45	$144
Four zones	$12	$55	$176

WHEN TO GO

	Train 801	Train 803	Train 805
Riverside	5:39 a.m.	6:48 a.m.	2:40 p.m.
Riverside-La Sierra	5:57 a.m.	7:06 a.m.	3:03 p.m.
West Corona	6:08 a.m.	7:17 a.m.	3:14 p.m.
Orange	6:38 a.m.	7:46 a.m.	3:53 p.m.
Santa Ana	6:42 a.m.	7:51 a.m.	3:58 p.m.
Irvine	6:55 a.m.	8:04 a.m.	4:11 p.m.

	Train 800	Train 802	Train 804
San Juan Capistrano			5:08 p.m.
Irvine	8:20 a.m.	4:47 p.m.	5:20 p.m.
Santa Ana	8:30 a.m.	4:57 p.m.	5:30 p.m.
Orange	8:35 a.m.	5:02 p.m.	5:35 p.m.
West Corona	9:00 a.m.	5:27 p.m.	6:00 p.m.
Riverside-La Sierra	9:11 a.m.	5:38 p.m.	6:11 p.m.
Riverside	9:32 a.m.	5:59 p.m.	6:32 p.m.

WHERE TO CALL

Metrolink Information **808-LINK** (no area code needed)
Riverside County Rail **(909) 341-9230**
Orange County Bus Connections **(800) 636-RIDE**

Source: Metrolink

The Orange County Regist

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Yuba-Sutter Transit	4516	Bluebird	Q-Bus/RF058720	1994	
Alhambra Comm Tnst	10-14	National	RE-29/-	1995	CNG
Holland America Westours	1005	Prevost	H5-60/M1001001	10/91	
Lamers Bus Lines (WI)	455	Prevost	H3-40/M1001133	1991	
Protrav Services	1028	Prevost	H3-40/M1001841	1991	
Antelope Valley Bus	874	Prevost	H3-40/P1001352	1993	
Pac Western Trnsp (ON)	1134-1135	Prevost	H3-40/P1001357-358	1993	
Preferred Charters	9535	Prevost	H3-45/S1001131	1995	
	9511	Prevost	H3-41/S1001214	1995	
Frontier Tours (NV)	35829	Setra	S217HDH/R1045011	03/94	
Luxury Liner (AZ)	1210	Van Hool	T800/40/---21734	01/92	
Calif Parlor Car Tours	69	MCI	102C3/KP042521	02/89	
Totem Coaches (WA)	103	MCI	102C3/MP043737	01/91	
Orange Belt Stages	250	MCI	102C3/PP045210	03/93	
First Class Charter	39	MCI	102D3/RP046377	05/94	
Storer Coachways	60-10	MCI	102D3/RP046387	05/94	
	60-15	MCI	102D3/SP047471	05/95	
K-T Services (NV)	249	MCI	102D3/RP046704	09/94	
American Stage Tours	710,740	MCI	102D3/SP046946,950	11/94	
	760	MCI	102D3/SP047405	04/95	
Mogollon Stage Lines (AZ)	517	MCI	102DL3/RP046288	04/94	
-USED-					
Hunt Transportation	6	Flxible	111DD-D06-1/57177	1973	1
Peerless Stages	365-366	GMC	PD-4905/060-061	03/70	2
Mercury Tours	730	MCI	102C3/KP042905	06/89	3
Silverstar	912	MCI	102C3/PP045179	02/93	4
Transportes InterCalif	unkn	TMC	MC-8/T57-549/S1288	1976	5
Frontier Tours (NV)	94707	TMC	MC-9/BR002683	05/81	6
KLM Motorcoach	100	TMC	MC-9/BR002757	06/81	7
Mike Lee Tours	103	TMC	MC-9/DR003615	01/83	8
Yosemite Comm College	1502,1504	TMC	MC-9/ER004605-606	01/85	9
Airport Express	1422	TMC	102A3/FR005317	10/85	10
Pac Coast Bus Service	907	TMC	102A3/JR006698	10/88	11
All West Coachlines	221-223	TMC	102A3/KR006969,7013,7043	02-3/89	12
Cardinal Coach Lines	949	Prevost	2P9L/F1001871	1985	13
-DISPOSITIONS-					
All West Coachlines	136	Prevost	Champion/C1001202	10/81	A
	137	Prevost	Champion/C1001373	03/82	B
	138	Prevost	Champion/C1001346	03/82	A
Greyhound Lines (TX)	9054-9055	TMC	MC-9/ER004610-611	01/85	C
LACMTA	9857	Ford Econ	Aerotech/RHA34166	1994	D

-NOTES-

1. Ex LACMTA 4321.
2. Ex Americoach 26-27.
3. Ex Shuttlejack (NM) 704.
4. Ex BCMW Corp/Seniortours (PA) 942.
5. Ex Embree Buses 609.
6. Ex Greyhound Lines 8646.
7. Ex Greyhound Lines 4877.
8. Ex Greyhound Lines 8906.
9. Ex Greyhound Lines 9049-9050.
10. Ex Greyhound Lines 1422.
11. Ex Greyhound Lines 2202.
12. Ex K-T Services (NV) 118, 157, 180.
13. Ex Americoach 74.

A. To Green Tortoise Lines.
B. Converted to a motorhome.
C. To Fresno City College.
D. To unknown dealer.