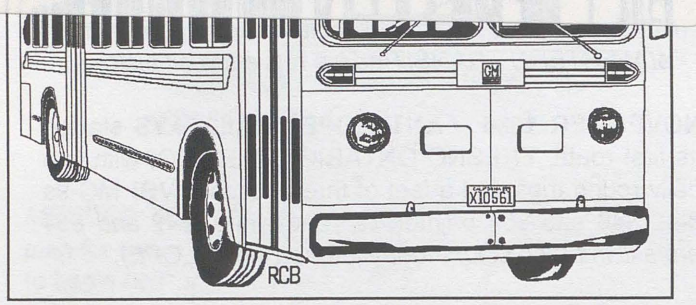
Western Transit
991100
Vol. 37 No.11

MTA LIBRARY




# Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.geocities.com/MotorCity/Flats/1185/WesternTransit

**VOL. 37, NO. 11** **November 1999**

## ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

*OAKLAND:* **AC** implemented a major bus service restoration and improvement program on October 10th.

In addition to restoring much of the weekend service curtailed for budgetary reasons in 1995 and 1996 *(WT 7/96),* the District also introduced improvements on 25 of its 37 Trans Bay lines.



New overnight Owl service was added on seven lines, six local and one Trans Bay as a key transit contribution in the East Bay's efforts to meet Welfare-To-Work issues. These include restorations on 40-BERKELEY-SAN LEANDRO, 73-RICHMOND-OAKLAND VIA SAN PABLO and 82-OAKLAND-HAYWARD VIA EAST 14TH. New service was added on 51-BERKELEY-ALAMEDA, 58-OAKLAND-MAC ARTHUR BLVD-OAKLAND AIRPORT and two new lines, 301-BART/HAYWARD-BART/FREMONT and A-SAN FRANCISCO-OAKLAND-OAKLAND AIRPORT.

Lines 82 and 301 are timed to meet at BART/Hayward while A, 40, 51, 58, 73 and 82 will connect at 14th and Broadway in downtown Oakland.

Weekend coverage was expanded on Lines 6, 7, 11, 14, 44, 45, 52, 54, 55, 56, 59, 65, 67, 69, 71, 75, 76, 77, 78, 80, 81, 85, 87, 90 and 95. New weekend service runs on Lines 9, 12, 23 and 48 with 37 now on Sunday.

In Richmond, 374-RICHMOND-RICHMOND FERRY was started offering weekday peak hour service from BART/Richmond, the Richmond Marina and Point Richmond to connect with the new **RED AND WHITE FLEET** ferries *(WT 10/99).* Line 376-WEST CONTRA COSTA CIRCULATOR was expanded to operate every half hour between 800PM and 200AM and extended across Cutting Blvd and San Pablo Avenue to BART/El Cerrito Del Norte. The 376 is funded by a Welfare-To-Work grant from the Federal Department of Labor and matching funds from Contra Costa County Measure C.

In addition to the New Owl Trans Bay Line A-SAN FRANCISCO-OAKLAND-OAKLAND AIRPORT, a new H-EL CERRITO-KENSINGTON offers commute hour trips and a restored K-LAKESHORE again offers trips from 38th and Foothill via Foothill, Lakeshore and West Grand. C-PIEDMONT again operates daily and was rerouted to continue on 40th Street thru Emeryville. F-SAN FRANCISCO-BERKELEY-U.C. BERKELEY also runs daily and was extended to circle the UC campus.

**AC** is now deploying 44 NABI Low Floor buses (4001-4044) including 17 painted in a new gold and green scheme to operate on Line 73-OAKLAND-RICHMOND VIA SAN PABLO.

.

New fares were implemented October 1st on the local system including $1.35 cash fare adult and youth and 65

*In This Issue*

| | |
|---|---|
| Yosemite Area Regional Transportation Strategy | 3 |
| South County Transit/Link | 3 |
| Foster City-East Bay Shuttle | 3 |
| San Francisco Municipal Railway | 3 |
| California News Briefs | 4 |
| Victor Valley Transit Authority | 4 |
| Santa Monica Municipal Bus Lines | 4 |
| Los Angeles County MTA | 5 |
| Foothill Transit | 5 |
| South Coast Air Quality Management District | 5 |
| Private Companies and The ADA | 6 |
| News Of Nevada (NV) | 6 |
| State Of Washington (WA) | 6 |
| ROTM – National City Transit | 7 |
| Nevada Bus Man Ceases Publication | 7 |

## PUBLIC UTILITIES COMMISSION (PUC)

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

### APPLICATIONS

*Silvia De La Cruz dba AZTECA CHARTERS* of Los Angeles has applied for Class B charter party authority – TCP-12939-B

*Mario Rick Garzoni dba A MOONLITE LIMOUSINE* of West Los Angeles for new Class A charter party authority – TCP-3762-A

### DECISIONS

Application of *PALOMAR AVIARA TRANSPORTATION* for PSC throughout San Diego County and cities of Carlsbad and Oceanside dismissed for failure to prosecute.

*Saeid Vakili dba ATLAS EXPRESS* granted authority between points within counties of Alameda, Santa Clara, San Mateo and Bay Area airports

*NORTHSTATE AIRPORT SHUTTLE, INC.* granted PSC between Redding, Anderson, Red Bluff, Corning, Willows, Orland and Sacramento Metro Airport

*Essam Mahgoub dba HORIZON AIRPORTER* granted PSC between points in counties of Contra Costa, Alameda, San Francisco and Bay Area airports and to establish Zone Of Rate Freedom

*PACIFICO TRANSPORTATION LLC* granted PSC-12362 between San Ysidro, on one hand, and Huntington Park and East Los Angeles, on the other

*AGUILAS DEL DESIERTO, LLC* granted authority (PSC-12692) between Calexico and Santa Ana, Anaheim, Los Angeles through certain intermediate points; between San Ysidro or Tecate and Baldwin Park and El Monte via intermediate points; San Ysidro and San Bernardino via certain intermediate points

*Richard Kipperman, Chapter 7 Bankruptcy Trustee for PEERLESS LIMOUSINE SERVICE* authorized to transfer San Diego area airport shuttle PSC to *EL CAMINO LIVERY CALIFORNIA CORPORATION*

*Rajinder Randhawa dba AMERICAN EXPRESS SHUTTLE* granted PSC between points in San Joaquin, Alameda, Santa Clara and San Mateo Counties and Bay Area airports

©1999 Western Transit

## "PAGES FROM THE PAST"

*(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)*

**NOVEMBER 1994 – ANTELOPE TRAILWAYS** started its first route, FRESNO-ONTARIO-CALEXICO, with two daily round trips and a feet of three buses, **AVBI** MC-9s 842, 843 and 854 painted red and white *(842 and 854 are still in those colors today lettered ANTELOPE).*

**NOVEMBER 1989 –** The history of airport bus service in the Ventura/Los Angeles/Orange Counties area of Southern California over a period of forty years was reviewed including the then-beginning-to-grow airport shuttle van operations.

**NOVEMBER 1984 –** The **AMBUS** system of four bus routes (SAN FRANCISCO-OAKLAND, BAKERSFIELD-LOS ANGELES, HANFORD-PORTERVILLE and CHICO-STOCKTON) were joined by two new ones, LONG BEACH-TORRANCE-WEST LA-VAN NUYS-BAKERSFIELD and RIVERBANK-MODESTO.

**NOVEMBER 1979 – CITIFARE** (Reno, Nevada) had been in business about fourteen months, daily ridership had doubled, they had just moved into larger, more permanent facilities and two more GMC TDH-4517s were being added to the fleet with plans to buy 13 new buses.

**NOVEMBER 1974 – GREYHOUND LINES-WEST** filed an application with the Public Utilities Commission seeking to abandon all local service in Route Group 12 (San Diego to San Ysidro) retaining only through service along the 5 Freeway.


**WT STAFF FOR THIS MONTH**

| | |
|---|---|
| EDITOR: | Edmund Buckley |
| ASSOCIATE EDITOR: | Craig Barnes |
| SENIOR CORRESPONDENT: | Jim Moore |
| SENIOR STAFF: | Alan Fong<br>Russ Jones<br>John McKane |
| REPORTERS & SOURCES: | Bob Ayer<br>Bob Burrowes<br>Sean Davies<br>Patrick Hardie<br>Marvin Martin<br>Scott Page<br>Warren F. Quon<br>Ed Von Nordeck |

*(Continued from page 1)*
cents for seniors, disabled and children. The price of monthly passes and tickets also increased.

### YOSEMITE AREA REGIONAL TRANSPORTATION STRATEGY (YARTS)

*MERCED:* The **YARTS** Management Board approved a plan for a two year regional transit demonstration project to begin next summer *(WT 7/99).*

The plan includes a target level of service on three gateways to Yosemite with fares to be distanced based.

On the Highway 140 Corridor, a total of five new trips will be added to the six daily round trips already available on VIA CHARTER LINES.

On Highway 120 East, **YARTS** would have a new trip between Lee Vining and Tuolumne Meadows coordinated with NATIONAL PARK SERVICE shuttle trips between Tuolumne Meadows and the Valley.

On Highway 41, service would not run outside Park boundaries, but would serve Yosemite West, a private development within the park, off Wawona Road.

Under this plan **YARTS** will function as a transit brokerage for the Yosemite region helping to coordinate existing service and seeking to identify new private transit providers who can augment current schedules.

### SOUTH COUNTY TRANSIT/LINK (SCT)

*GALT:* Expansion of **SCT** took place September 7th.

The HIGHWAY 99 ROUTE continued between Elk Grove, Lodi and Galt, but was then extended north to Florin Center with service hours expanded to 520AM-720PM with hourly headways on weekdays.

ISLETON-WALNUT GROVE-GALT (DELTA ROUTE) now operates into Galt connecting with HIGHWAY 99. Door to door pick ups are now offered for those in Hood, Courtland, Ryde and Franklin who wish to use the DR, but live too far from designated bus stops.

DIAL A RIDE service was also expanded and there are now four programs. INTRA GALT DAR operates in the city on weekdays 630AM-630PM and Saturday 800AM-500PM with one hour advance reservation needed. SOUTHEAST SACRAMENTO COUNTY DAR and NORTHERN SAN JOAQUIN COUNTY DAR both run on weekdays between 500AM and 700PM with 24-hour advance reservations needed. THURSDAY DAR runs between the Delta area and Sacramento with stops at K Street Mall, Sutter General Hospital and Sacramento Medical Center. Reservations are required.

### FOSTER CITY-EAST BAY SHUTTLE (FES)

*FOSTER CITY:* A joint effort of **SAMTRANS,** the City of Foster City, local employers and the Bay Area Air Quality Management's Fund For Clean Air, **FES,** a new shuttle service is now operating across the San Mateo-Hayward Bridge. The replacement for **SAMTRANS** Line 90E *(WT 8/99)* is free and open to the public.

**FES** operates 4 round trips each weekday peak period between BART/Hayward and Foster City where riders may transfer to **SAMTRANS** Line 251 for San Mateo and **CALTRAIN** connections.

### SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

*SAN FRANCISCO:* **MUNI** has also taken delivery of new Low Floor NABIs (8001-8045) as they exercised an option in a recent **AC TRANSIT** order *(WT 1/99).*

The buses are painted in a revised color scheme of all white body with a red turning to orange stripe just below the roof line. Based at Kirkland Division, the buses were first used on 42-DOWNTOWN LOOP, but have also been observed on 2-CLEMENT and 43-MASONIC.

**MUNI** operations will soon come under the direction of the Municipal Transportation Agency, a seven member board of directors appointed by the Mayor. MTA will replace the present five member Public Transportation Commission on March 1, 2000. This change is the result of the outcome (61% yes, 39% no) of Proposition E, Municipal Railway Reform Measure, approved in the November 2nd election.

The Board of Supervisors and the Mayor could remove members, who would serve four year terms, only on the grounds of official misconduct. The General Manager would have an employment contract and serve at the pleasure of the board. Two directors must have significant knowledge or experience in transportation and four must be regular **MUNI** passengers.

**MUNI** will be given a base level of guaranteed funding every year that would be at least what the system now gets from the city's general fund ($85 million). The rest of the money will come from fares, parking revenue, state and federal funds.

*(Continued on page 4)*

*(Continued from page 3)*

**MUNI,** instead of the city's Department of Human Resources, will do its own hiring under civil service rules and a merit pay system is to be developed for drivers and certain other employees. About 75, rather than the current 14, employees will be exempt from civil service and serve at the pleasure of the General Manager.

Also appearing on the city's November ballot, with an indirect impact on **MUNI,** was Proposition H, Downtown CALTRAIN Station Initiative, which passed 69%-31%. This measure will require rebuilding the Transbay Terminal and electrifying much of the CALTRAIN line between San Jose and San Francisco. The downtown extension, to be built in a subway, would be electric. This program is expected to cost about $1 billion. As a member of the **PENINSULA CORRIDOR JOINT POWERS BOARD**, San Francisco would shoulder one-third of the cost.

## CALIFORNIA NEWS BRIEFS

**FIRST GLOBE, INC.** is a new tour operator running service (one round trip on weekdays) between hotels in the Los Angeles Airport area, Century City/Beverly Hills and Downtown Los Angeles to Ontario Mills Mall ($29 fare) using Econoline/Aerotechs.

The **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY** has signed a $47 million agreement to buy an additional 28 bi-level coaches from Bombardier, scheduled to begin arriving in early 2001 *(WT 7/99)*.

Plans have been approved for a major expansion of the existing Van Nuys Flyaway Terminal. By fall 2002, long and short term parking will be enlarged, a new bus terminal built and remote baggage check-in established, if approved by the Federal Aviation Administration.

**NORTH COUNTY TRANSIT DISTRICT** recently held a public hearing on plans to reroute all lines in Vista when the new Vista Transit Center on Olive Avenue at Vista Village Drive opens and to reroute 342-SAN MARCOS LOCAL to serve the San Marcos Health Center.

On October 1st **ALHAMBRA COMMUNITY TRANSIT** initiated Saturday service on the GREEN LINE (a two directional loop primarily along Fremont, Main, Chapel/ Almansor and Valley) running every 15 minutes between 1000AM and 400PM.

On a 5-2 vote the California Transportation Commission approved $83.2 million for the PASADENA BLUE LINE CONSTRUCTION AUTHORITY to construct the light rail line between downtown and Pasadena despite the inability of **MTA** Chief Executive Officer Julian Burke to guarantee the agency would have money to operate the plan, scheduled to open in the summer of 2003. This is primarily related to the expected costs of funding added Consent Decree bus services.

## VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

*VICTORVILLE:* The **VVTA** Board approved purchase of fourteen new model year 2000 buses including six Bluebird QBRE3703 (38 passenger, 37 foot CNG powered) from A-Z Bus Sales of Colton and eight El Dorado National Transmark TRE-32 (32 passenger, 32 foot, CNG powered) from Creative Bus Sales of Fountain Valley with delivery in the spring.

The Bluebirds would replace the six 1992 model Thomas Transitliners (0000-0005) while the TREs would replace six 1994 Bluebird CS (8930-8935), Goshen Sentry ML2000 (34) and Ikarus 543 (35).

The two recently acquired RTS *(WT 10/99)* replaced the two RE-29s (2091 and 6341).

The fleet would then include the eight TRE-32s at Forsythe along with two of the CS as contingency and the six Bluebird QBRE 3703 and two Bluebird QBRE 2903 (8743 and 8747) at Victorville with the two RTS as contingency at the city.

A new paint scheme is in the works, but colors have yet to be decided. The buses are expected to have two colors. During the summer, two Bluebird CS demonstrators, one a solid salmon and the other, solid teal, operated on various routes to test reaction to the one color buses.

## SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

*SANTA MONICA:* A public meeting was held recently to receive input on **SMMBL** service and fare changes proposed in the next year.

Scheduled for March are changes on 5-OLYMPIC-VA HOSPITAL, 9-PACIFIC PALISADES, 10-FREEWAY EXPRESS and 13-CHEVIOT HILLS. Also under study is a plan for a Limited Stop operation on 7-PICO BLVD.

The present Line 5 would run from Pico & Rimpau to Olympic & Sawtelle as now, then continue west on Olympic, Stewart, Colorado to 4th and current Line 9 to Pacific Palisades. Line 13 would operate as now to Pico and Overland, then run via Pico and Sawtelle to the Veterans Hospital.

*(Continued on page 5)*

*(Continued from page 4)*
Weekday and Saturday midday service on Line 10 would be improved to a half hourly headway while NEW Sunday hours would be added. Buses would run hourly to 9AM, half hourly to 6PM with a last bus at 7PM.

4 different fare options are under study; current prices with no local transfers; current fares with a universal transfer charge – 25c for regular riders and 10c senior and disabled; 75c local/$1.50 express, new student fare, current discounts, no change in transfers; and 60c local/ $1.50 express, student fare and current discounts.

**SMMBL** will soon order (for delivery in early 2001) 37 40 x 102 LNG powered, lightweight composite structured "CompoBuses" from NABI, with an option for 22 more. The buses will cost $350,000 each.

Locally owned Santa Monica Bank, who has advertised on **SMMBL** buses for over 20 years (very clever ads on the backs of the bus), was recently purchased by U. S. Bank who plans to advertise beyond Santa Monica with December to be the last of the current series of ads.

## LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

*LOS ANGELES:* In early November, 7 of the 11 units received of the 5000-5222 series C40 New Flyers *(WT 9/99)* have been placed into service from Division 3. They have been spotted on a number of lines.

At the same time, 246 of the 333 1200-1502 series TMC T80206 buses, originally methanol powered, have been converted to clean diesel. Only 4 buses remained operational on either methanol or ethanol.

The Division 1 Centennial Celebration took place November 7th. In his remarks, Director James Cragin spoke of the multitude of problems the agency has had with the various alternative fuels, the costs in terms of operational issues and passenger service, and called for a return to clean diesel. CEO Julian Burke spoke on a variety of topics.

**MTA** fielded six of their buses for display and a number of historic Los Angeles buses were also on exhibit. **MTA** units included TMC RTS 1422, Neoplan AN-440s 4708 and 4755, recently arrived New Flyer C40s 5001 and 5004 and historic bus, 5193 – GMC TDH-4801, painted in two tone green and white.

Additional buses included former **MTA/RTD** 3013, GMC S8M-5303A; 3131, GMC T8H-5307A of 1975; 5237, GMC TDH-5301 (raised platforms with suburban style seats) and 5302, GMC TDH-5301, one of the first New Look buses to operate in Los Angeles in 1959.

A public hearing is scheduled for January 18th on a proposal to transfer operations of **MTA** 104-EAST WASHINGTON-LA MIRADA to **MONTEBELLO BUS LINES. MBL** has agreed to operate the line at existing headways, spread of service and would honor **MTA** fare media at a reimbursement rate to be determined.

With 23 boardings per hour, 104 is a low performing sub-regional line **(MTA** system average is 53 bph).

104 is operated by CHARTERWAYS/LAIDLAW under a contract to expire early next year. It is also included in the new RFP issued for contract operations *(WT 9/99)*.

**MTA** staff considered other options – retaining operating rights and have the line operated by a private contractor or contracting the line to **MBL.** As **MBL** has indicated they will not seek operating funds for the 104 for the first two years, there would be a savings to **MTA** of $860,000 for each of those years. This is the current net annual direct cost to operate the line. After two years, **MBL** would receive Formula Allocation Program money for the line, about $900,000. The **MTA** share of the FAP would be reduced by this amount.

## FOOTHILL TRANSIT (FT)

*WEST COVINA:* **FT** implemented several changes in early November on Lines 493-PHILLIPS RANCH-ROWLAND HEIGHTS-LA, 495-DIAMOND BAR-LA and 701/702-INDUSTRY FASTRAX.

Departing Puente Hills, both 493 and 495 now operate along Azusa Ave. to the San Bernardino Fwy and on to Los Angeles rather than using a combination of the 60 and 605 Freeways. Line 495 now operates on a Limited Stop basis along Golden Springs Road/Colima Road.

## SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (AQMD)

*DIAMOND BAR:* A study (Multiple Air Toxics Exposure Study II) showing that diesel exhaust accounts for the majority of cancer risk from air contaminants in the Los Angeles Basin has prompted the AQMD to consider imposing new, stiffer regulations for diesel fleets.

Any such effort is likely to encounter opposition from at least one diesel using group, the commercial trucking industry although it is unknown how much of the effort would focus on commercial trucks.

*(Continued on page 6)*

*(Continued from page 5)*
AQMD staff is already working to develop a fleet rule that could target transit buses, school buses and garbage trucks in fleets of 15 or more. A district spokesman said the AQMD would only require technologically and economically feasible changes. However, other representatives have said they would seek to expand their ability to regulate diesel emissions.

Jurisdictional lines are somewhat uncertain. "Mobile" sources of pollution are generally the province of the California Air Resources Board while regional air quality districts are responsible for "stationary" sources.

CARB has been busy imposing its own regulations, which since 1993, have reduced diesel emissions to ten percent of 1990 levels. They have also been trying to adopt regulations to require public transit systems with heavy duty 35 and 40 foot buses to meet an emissions standard greater than that for other heavy duty equipment users. Transit agency members of the California Transit Association, CTA staff and the Engine Manufacturers Association have been working with CARB to develop a standard that allows leeway as to vehicles purchased with the ultimate goal of reducing Particular Matter and Nox emissions.

## PRIVATE CARRIERS AND THE ADA

Under administrative requirements of the Americans With Disabilities Act, private transportation firms and others which offer transportation service as part of their business need to begin offering accessible service and facilities. Federal Department of Transportation rules will require bus operators to provide lift equipped bus service on 48 hours notice beginning in October 2001.

**GREYHOUND LINES, INC.** has a small fleet of accessible buses (twenty 6500 series MCI 102DL3s) with more on order. Recently the firm agreed to phase in lift buses two years before the official date as part of an out-of-court settlement with the Justice Department over complaints filed that **GLI** employees either refused to assist disabled persons or that persons were injured while being carried on or off buses.

**GLI** will provide lift equipped buses on its major routes or station-based boarding devices at major stations.

Beginning in April 2000 the company will guarantee accessible buses between any of its 2600 stations if it has 48 hours notice, except for unforeseen situations. The following October, all newly purchased or leased buses will be accessible.

AVIS RENT A CAR also reached settlement with the Justice Department to provide at least one wheelchair accessible shuttle vehicle (bus or van) at all of its airport shuttle locations by December 2000. AVIS also agreed to retrofit existing vehicles and ensure that all newly acquired vehicles are accessible. When Justice began its investigation in 1996 (following a complaint by a wheelchair-using traveler at Detroit MI Airport), only 6 of the company's shuttles were lift equipped. That number has risen to 126 and will reach at least 153 when the fleet is in full compliance with the terms of the settlement. The firm also offers "curbside service" at all airport locations bringing vehicles to the terminal for use by a disabled person.

## NEWS OF NEVADA

The City of Elko has local bus service for the first time. Service began on October 18 as a fixed route operation during morning and afternoon peak hours and as a Dial-A-Ride during midday hours.

The in-city fare is $1 with a $2 charge to Spring Creek and $3 to Carlin, west of Elko.

A local taxi firm operates under contract with funding from the Nevada Department Of Transportation.

Also funded by NDOT is new local service in West Wendover, at the Utah border. This runs as a fixed route with deviated service.

NDOT is planning bus service between Fallon, Fernley and Reno including feeders between Hawthorne and Fallon and Silver Springs to Fernley.

The proposed service would also serve between Reno and Lovelock for the State Prison where employees work under 12 hour shifts (with alternate three days/four days off per week) requiring two round trips per day from Reno (95 one way miles). $1.5 in federal funds is available for the projects.

## STATE OF WASHINGTON

Initiative 695, passed by voters in the November 2nd election, will eliminate the Motor Vehicle Excise Tax to be replaced by a flat $30 annual fee this January.

This change, which means an annual loss of $750 million in tax revenue, means that Washington State DOT could lose as much as 1/3 of its operating budget.

Transit agencies across the state must now consider fare increases and service cuts to compensate for the funding loss. Unless a new source of money is found,

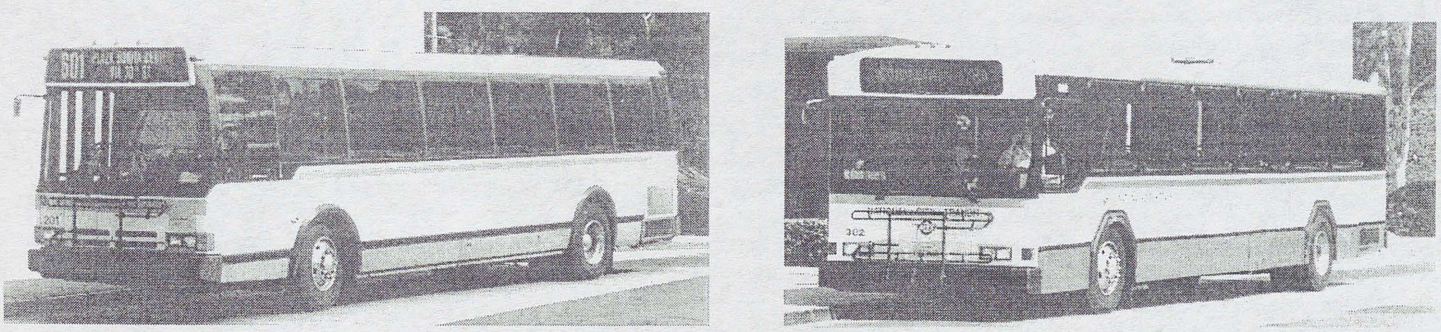
*(Continued on page 7)*

# NATIONAL CITY TRANSIT

**National City, California**

| FLEET #S | BUILDER | MODEL | VIN #S | YEAR | EX |
|---|---|---|---|---|---|
| 1-2 | Flxible | F2D6V-401-1 | 51313-314 | 1962 | Denver RTD 556-557 |
| 3-4 | Flxible | F2D6V-401-1 | 51614, 618 | 1963 | Denver RTD 313, 317 |
| 5-6 | Flxible | F2D6V-401-1 | 51623, 629 | 1963 | Denver RTD 322, 328 |
| 7-8 | Flxible | F2D6V-401-1 | 51944, 951 | 1963 | Denver RTD 331, 338 |
| 9-10 | Flxible | F2D6V-401-1 | 51968, 974 | 1963 | Denver RTD 355, 361 |
| 101-106 | Bluebird | Citybird | EF059288-293 | 12/83 | |
| 107-108 | Bluebird | Citybird | EF059307-308 | 02/84 | |
| 201-202 | Flxible | 35096-6T | JD099305-306 | 05/88 | |
| 203-205 | Flxible | 35102-6TL | LD100764-766 | 12/90 | |
| 206-208 | Flxible | 35102-6T | ND103374-376 | 09/92 | |
| 301 | Gillig | 4096TA6V92 | D1080499 | 1983 | OCTA 4035 |
| 302 | Gillig | 4096TA6V92 | D1080525 | 1983 | OCTA 4061 |
| 303 | Gillig | 4096TA6V92 | D1080527 | 1983 | OCTA 4063 |
| 304 | Gillig | 4096TA6V92 | D1080483 | 1983 | OCTA 4019 |
| 305 | Gillig | 4096TA6V92 | D1080505 | 1983 | OCTA 4041 |
| 306 | Gillig | 4096TA6V92 | D1080511 | 1983 | OCTA 4047 |

This is the all-time NCT roster comprising their 20 years of operation.
Current Roster: 201-208 and 301-306



*National City Transit 201 (left photo) and 302 (right photo) at Plaza Bonita Shopping Center. Both photos by Russ Jones.*

*(Continued from page 6)*

the **WASHINGTON STATE FERRIES** will need to stop operating by July 2002.

MVET money was distributed according to a formula written into law. The transportation fund, used for public transportation and highway purposes, received 51 per cent of the money. The ferry system was part of a different fund.

## NEVADA BUS MAN CEASES PUBLICATION

***NEVADA BUS MAN*** ceased publication with issue number 147 dated September 1, 1999. Founded, published and edited by noted bus historian by Bob Burrowes, this monthly newsletter covered bus news in Nevada and surrounding Western states. It had been very informative, sometimes introspective, occasionally humorous and always a delight to receive and read. In making the decision to discontinue publication, Bob citied a lack of time due to family obligations and his own increasing age.

Bob has offered to supply **WESTERN TRANSIT** with information on bus happenings in Nevada. The first installment appears on Page 6 of this issue. *(Ed. Note – we have long used stories which appeared in NBM (with appropriate credit given) as the publication covered Nevada in much greater depth than the commercial publications).*

# EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

| PROPERTY | FLEET #'S | BUILDER | MODEL/VIN #'S | DATE | NOTES |
|---|---|---|---|---|---|
| *-NEW-* | | | | | |
| K T Contract Services (NV) | 69002 | MCI | 102EL3/WP060063 | 11/97 | |
| California Charters | 60613 | MCI | 102EL3/XP060613 | 01/99 | |
| Golden State Transp Co | 52192-52193 | MCI | 102DL3/XP052192-193 | 1999 | |
| San Francisco MUNI | 8001-8045 | NABI | 416.12/XA140325-369 | 10/99 | |
| Orange County TA | 5420 | New Flyer | H40LF/WU018114 | 01/98 | LNG |
| Los Angeles County MTA | 5001-5007 | New Flyer | C40/XU020050-056 | 07/99 | CNG |
| | 6999 | NABI | 40CP1/XA140323 | 10/99 | |
| | 7000 | NABI | 040.08/XA140439 | 11/99 | CNG |
| California Sun Line | 5609 | Prevost | H3-45/X1013062 | 1999 | |
| *-USED-* | | | | | |
| Antelope Valley Bus, Inc. | 63112-63114 | MCI | 102D3/SP047119,120,130 | 01/95 | 1 |
| | 63116, 63118 | MCI | 102D3/SP047134,136 | 01/95 | 1 |
| | 63120-63122 | MCI | 102D3/SP047748-750 | 08/95 | 1 |
| | 68002 | Prevost | LeMirageXL/N1001508 | 08/92 | 1 |
| | 68003 | Prevost | LeMirageXL/R1001968 | 06/94 | 1 |
| Tres Estrellas De Oro | 220 | MCI | 102D3/— | | 2 |
| | 240 | MCI | 102D3/SP047061 | 1995 | 3 |
| Autobuses Crucero | 60129 | Dina | Viaggio 1000/TS000942 | 1996 | 4 |
| | 60132-60135 | Dina | Viaggio 1000/TS001054-057 | 1996 | 5 |
| Transportes InterCalif | 7711 | TMC | 102A3/GR005519 | 04/86 | 6 |

*-NOTES-*

1. Ex California Charters, Inc., same numbers
2. Ex White Transit Co (NJ) 673
3. Ex White Transit Co (NJ) 668
4. Ex Golden State Transportation Co 942
5. Ex Golden State Transportation Co 1054-1057
6. Ex —— 7711, previously —— 102

AUTOBUSES CRUCERO has at least seven former Golden State Dina Viaggio 1000s, still numbered for and painted in GSTC colors. They also have the name "Crucero" , a second fleet number and legal lettering identifying them as leased from Gonzalez, Inc dba GSTC to Los Rapidos dba Autobuses Crucero. These are both Greyhound Lines, Inc. companies and SITA subsidiaries.

CALIFORNIA CHARTERS, INC. buses are having their legal lettering changed. They used to say "Owned & Operated by CCI. They now read "Owned by Coach USA, Operated by California Charter". C-USA subsidiary ANTELOPE VALLEY BUS, INC's buses are being similarly relettered.

LACMTA 6999 is a NABI Compo Bus demonstrator which is making the rounds of transit agencies.

Plans call for 90 of the 7000-7214 series NABI Low floor buses to be painted in a special red and white "Rapid Bus" paint scheme and assigned to Division 7 for the WILSHIRE-WHITTIER line and to Division 8 for the VENTURA BOULEVARD line.

Beginning January 1, 2000 the annual subscription rate to **WESTERN TRANSIT** will increase to $25 with a two year rate of $45. The increase will allow us to continue to provide the same quality of information and enclosures yet absorb increasing costs of production and distribution. Those who need to renew for 2000 will receive new renewal forms with this issue. If you paid for 1999 and 2000 earlier this year, it will not be necessary to submit a renewal form or money at this time.

Just a reminder – back issues of **WESTERN TRANSIT** are available. Enlarge your collection or broaden your knowledge of public transit happenings in the West by purchasing back issues of **WT.**

*Happy Thanksgiving from the staff at Western Transit*

