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VOL. 38, NO. 6 **June 2000**



EAST LOS ANGELES SHUTTLE (ELAS)

LOS ANGELES: The relatively large unincorporated area on the eastside commonly known as East Los Angeles including the communities of Belvedere, City Terrace, East Los Angeles, Salazar Park and Saybrook Park, is now home to the new three-line fixed-route small bus system, **EAST LOS ANGELES SHUTTLE.**

This area is generally bounded by Indiana Street on the west, City of Commerce on the south, Montebello and Monterey Park on the east and the San Bernardino Freeway on the north.

June 3rd saw the ceremonial launch of **ELAS** with a dedication and Free Rides all day. The system is designed to increase mobility opportunities for residents connecting them with schools, parks, libraries, medical centers, Cal State University Los Angeles, East Los Angeles College, medical centers, Commerce Shopping Center and other commercial areas.

The hub of the system is the East Los Angeles Civic Center near Third & La Verne where the three routes meet – GOLD ROUTE serves Saybrook Park (east), GREEN ROUTE serves the Salazar Park (west) while the ORANGE ROUTE covers City Terrace (north).

Service operates hourly 600AM to 700PM on weekdays and 900AM to 500PM on Saturday. The fare is 25 cents, but is free to seniors, disabled and children under five. **MTA** passes and transfers are accepted on **ELAS** buses. Free transfers are issued within **ELAS.**

The four bus system (three scheduled, one spare) is administered by Los Angeles County Department of Public Works and operated by OPERATION SHUTTLE, INC. (affiliated with TRANSPORTATION CONCEPTS) under a three year contract.

The interim fleet is all cutaway (16-18 seat, accessible) painted solid white with the **ELAS** logo on each side. The background is green, the lettering is white and the sunburst is gold and orange.

This project was re-started by County Supervisor Gloria Molina (1st District) in 1998 to compliment and enhance available local transportation options.

The $1.75 million **ELAS** program is funded by First Supervisorial District Proposition A Local Return Funds, a $670,000 grant from **MTA** and farebox revenues and is expected to serve over 150,000 residents in the eastside areas.

The **ELAS** shuttle logo was selected from several artists' entries who submitted artwork representative of the East Los Angeles community. The logo provides easy to recognize coordinated shuttles, shuttle stops and bus schedules.

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WT BACK ISSUES AVAILABLE

A reminder that back issues are available. Enlarge your collection of WT or broaden your knowledge of transit happenings in the West by purchasing back issues — contact the Editorial Office at 11112 Ivanhoe Street, Garden Grove, CA 92840-1133.

ROSTERS OF THE MONTH

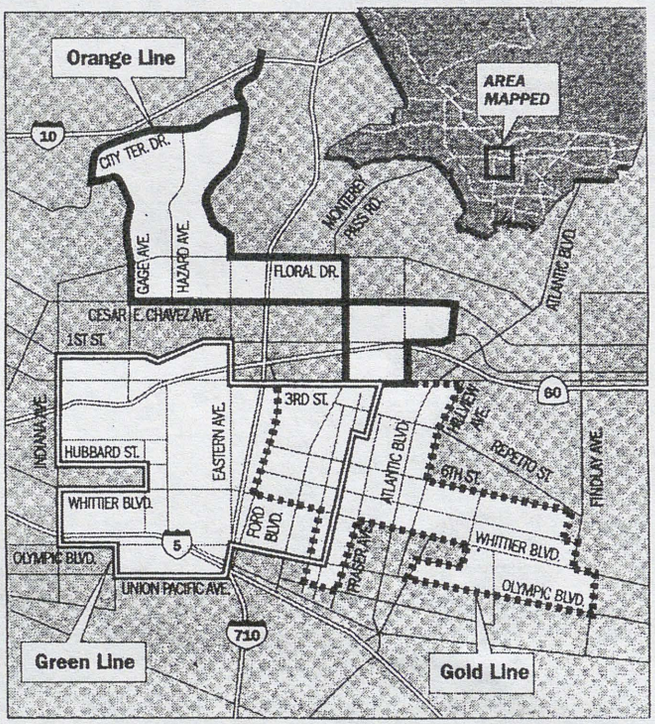
WESTERN TRANSIT continues to look for material for the Roster Of The Month feature. If your system has not been featured or, if our last version of their equipment has substantially changed, please forward copies for inclusion in an upcoming issue of **WT.**

INLAND EMPIRE CONNECTION TRIP

IEC is ten years old this summer. To celebrate, **WTS** and the SOUTHERN CALIFORNIA TRANSIT ADVOCATES are planning an in-service study tour (likely the end of September) to include **IEC** Lines 110-MONTCLAIR-SAN BERNARDINO, 100-RIVERSIDE-SAN BERNARDINO and 149-RIVERSIDE-MALL OF ORANGE. More details as we get closer to the event.

3 NEW BUS LINES

The East Los Angeles Shuttle Service operates on three routes, with 127 stops at places such as Cal State L.A., East Los Angeles College, the East Los Angeles Civic Center and the Commerce Shopping Center.



Source: Los Angeles County/Los Angeles Times

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"PAGES FROM THE PAST"

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

JUNE 1995 – INLAND EMPIRE CONNECTION 496-RIVERSIDE-MONTCLAIR was revised to be more express with new **RTA** 49-MISSION BLVD. started. 100-RIVERSIDE-SAN BERNARDINO added Sunday hours and 149-RIVERSIDE-DISNEYLAND lost its alternate route on Green River Drive in Corona

JUNE 1990 – INLAND EMPIRE CONNECTION began operations with the takeover of a shortened version of former **SCRTD** Line 149-RIVERSIDE-DISNEYLAND

JUNE 1985 – With purchase of the former **YELLOW BUS COMPANY,** the **NORTH SAN DIEGO COUNTY TRANSIT DISTRICT** extended Line 305-OCEANSIDE-OUTER CAMPS-SAN CLEMENTE from the northern most camps of Camp Pendleton into San Clemente

JUNE 1980 – WHITFIELD BUS LINES, INC. and the City of Las Cruces, NM began a 13 week privately financed demonstration of public transit using **WBL** school buses on Saturdays. (This led to the eventual establishment of **LAS CRUCES TRANSIT (ROADRUNNER).**

JUNE 1975 – SANTA CLARA COUNTY TRANSIT DISTRICT abruptly ended its 6 month county wide Dial A Ride program, except for Gilroy-Morgan Hill area. Plans were in the works to reinstate some neighborhood lines, particularly in San Jose and Palo Alto.

WT STAFF FOR THIS MONTH

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RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board recently voted 13-4 to buy a combination of up to 47 less expensive "clean diesel" buses and up to 47 more costly CNG units in a compromise aimed at meeting riders' needs while helping to reduce pollution. The diesels will be used on lines with longer trips than the CNGs.

The approval came at a time when state and federal agencies are debating options for reducing pollution.

A majority of the board said that although they support improving air quality, they do not want to reduce service levels to buy more expensive equipment. County Supervisor Jim Venable (San Jacinto Valley and Desert/ Pass area) said, "I couldn't support all CNG. We need a good mix. We need to be looking out for the people who are riding the buses".

The use of the Riverside Transit Terminal downtown near 7th & Market as the main **RTA** transfer point ends June 17th as the City of Riverside will be moving the Fire Department headquarters there and reconstruction starts soon. Fremont Place will be extended through where the buses pull in now and auto parking will be added in front of the building. *(Ed. Note – the City of Riverside has always owned and maintained the facility and the bus operators have been tenants.)*

When construction is completed, there will be a bus stop with space for 8 buses, about one-half the current capacity, near the current terminal. As an interim measure, **RTA** buses will shift to 3rd & Market. The City has said they eventually plan to supply a new facility, but outside of downtown Riverside.

RTA staff is now working with the several mountain communities in and around Idyllwild to determine what kind of transportation is needed "down the mountain" including origins, destinations and frequencies.

Still in the final stages of development, the new Route 39 will serve the remote mountain communities with a three-day-a-week line using one 16 passenger accessible paratransit bus.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: The first of eight bi-level train sets **AMTRAK** bought for use on the PACIFIC SURFLINER, formerly the SAN DIEGAN route between San Diego, Los Angeles, Santa Barbara and San Luis Obispo, went into service the last weekend in May with official unveiling ceremonies at Union Station on June 1.

Each train (there is one now with delivery of the remaining seven over the next year) will consist of one Pacific Business Class Car, one Coach/Café car, two Coach cars and one Coach/Baggage/Cab car. The color scheme is blue over silver, similar to the current locomotives The trains are built by Alstom of Hovell, New York. Eight new General Motors Electro-Motive Division F59PHI engines complete the sets.

Coach cars have 90 seats (18 lower level, 72 upper) while the Business Class has 77 (17 and 60) with roomier seats and in-seat audio and video systems.

The initial set included 461-F59PHI, 6800-Business Class, 6300-Coach/Café, 6400-6401-Coaches and 6900-Coach/Baggage/Cab.

Thruway Buses on 12-BAKERSFIELD-PALMDALE-VICTORVILLE (one daily round trip) were extended May 21st and now serve Little Rock (MB Grocery), Adelanto Junction (Burger King) and Victorville (Transportation Center). The northbound bus leaves Victorville 900AM and returns at 730PM.

The Santa Clarita stop for Thruway Buses was moved from the Hampton Inn (Lyons and I-5) to the Newhall METROLINK Station on May 21st.

AMTRAK

LOS ANGELES: Additional Thruway Buses are running in Oregon and Arizona.

The Oregon Department Of Transportation started the new EUGENE-ASHLAND route in southern Oregon on May 21, one daily round trip meeting the COAST STARLIGHT at Eugene with bus schedules designed for trips to/from Portland and Seattle. Connections to and from California are possible, but out-of-direction.

Cities served include Eugene, Roseburg, Canyonville, Seven Feathers Casino, Grants Pass, Medford and Ashland. The northbound bus departs Ashland at 810 AM arriving Eugene at 1159 AM. Southbound, the bus leaves Eugene at 545 PM arriving Ashland at 930 PM.

OREGON COACHWAYS operates the silver and blue intercity bus which has reclining seats, a restroom and video monitors.

In Arizona, **SWITCHBACK SHUTTLE, INC.** is now operating a one-round-trip per day van shuttle, sold as

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AMTRAK THRUWAY, between Flagstaff and Sedona. The regularly assigned van seats 13, but a wheelchair accessible units is available with 48 hours notice. The adult one way fare is $15.

GLENDALE BEELINE (GB)

GLENDALE: The **GB** fleet has grown again and now includes B40-B43, forty-foot Gilligs, originally sold to Philadelphia (PA) International Airport for airport shuttle use, but brought here from Raleigh, North Carolina by contract operator LAIDLAW TRANSIT SERVICES who used them on the University of North Carolina campus shuttle operation.

These 40 x 96 buses seat 39 in perimeter style aqua fiberglass with padded insert seats, front door lifts, one wheelchair station and operator controlled, double wide rear doors. These buses are generally assigned to lines 3–GLENDALE COLLEGE-LA CANADA-JPL and 4-BROADWAY-CHEVY CHASE.

B33-B35, El Dorado-National TRE-32s, are now painted an overall white with both **BEELINE** and **LA CANADA FLINTRIDGE SHUTTLE** stripes and logos to indicate the joining of the two systems to provide coordinated service between Glendale and La Canada *(WT 4/00)*.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: The order of eight El Dorado National TRE-32s *(WT 11/99)* has arrived in the High Desert and they are now in service. Fleet numbers are 501-508.

These units have been painted one solid color with the **VVTA** logo in a different color. 501-506 are teal with salmon colored logos while 507-508 are salmon with teal logos. The **VVTA** name is in black.

The buses have 32 dark gray fiberglass with padded insert seats, two wheelchair stations, "Stop Requested" sign, Ricon front door lift, Mega-Max electronic head and side signs and rear route number signs and roof mounted CNG tanks.

VVTA also received 2 Bluebird CSFE 2409 small buses for the TRI COMMUNITY and HELENDALE routes. 301 is salmon while 302 is teal. Diesels, they seat 18, have 1 door with lift and wheelchair station at the back.

The six Bluebird QBRE 3703s, also on order, will be received later this year.

The main Victorville bus stop (for lines 41, 45, 51, 52, HELENDALE and ADELANTO) on the 7th/Lorene/Civic Center/La Paz loop at Costco has been moved to the Lorene Drive-Rite/Aid stop elsewhere on the loop.

VICTOR VALLEY TRANSPORTATION CENTER

VICTORVILLE: The Victor Valley Transportation Center *(WT 3/00),* across from the **AMTRAK** Station, recently opened for business *(Ed. Note – on a visit in mid May, you could still smell the new paint).* **GREYHOUND LINES** has moved its operations there and **VVTA** will soon open its Customer Service Center. **AMTRAK** Thruway Bus Route 9-BAKERSFIELD-PALMDALE-VICTORVILLE started serving the station on May 21st.

Outside, buses load to the north of the terminal building (4 bays on each of two sides) of a partially covered platform area which includes benches, trash cans and ashtrays. Currently, two bays are lettered for **GLI** with one for **AMTRAK** Thruway Buses.

VVTA's "Down The Hill" commuter service to Rancho Cucamonga and San Bernardino, expected to begin this fall, will use the terminal as its major hub.

The facility was designed to blend in with the "Old Town" flavor of downtown Victorville.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: **SCRRA** has announced the start up of Saturday service (two round trips, one train set) on the RIVERSIDE VIA ONTARIO LINE and Sunday service (four round trips including three to/from Riverside with two train sets) on the SAN BERNARDINO LINE beginning June 24th.

This will be the first ever regular Sunday commuter rail service. Special Beach trains to San Clemente and special trains to the California Speedway in Fontana have operated on Sunday in the recent past.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: **AC** held a public hearing in late April to receive testimony on several plans – extending Line 50 from BART/Fruitvale to the new Chabot Observatory, extending service hours on 53-FRUITVALE to replace 353 FRUITVALE SHUTTLE *(WT 1/00),* extending 46-SKYLINE BLVD from Skyline via Redwood Rd to Merritt College, replacing 56A with extension of 98-98TH AVE

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to the Oakland Zoo, rerouting Trans Bay L-RICHMOND-SAN FRANCISCO to serve a new Park & Ride lot at Golden Gate Fields and discontinuing 374-RICHMOND FERRY FEEDER.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

MERCED: The **YARTS** system *(WT 3/00, 4/00)* opened on May 17th offering FREE rides for the first month.

Daily service is offered between Merced, Mariposa and Yosemite Valley (HIGHWAY 140) and between Wawona and Yosemite Valley.

Weekend service (one round trip on each line) runs between Mammoth Lakes, June Lake, Lee Vining and Yosemite (HIGHWAY 120 EAST) and between Coulterville, Buck Meadows and Yosemite (HIGHWAY 120 WEST).

CALIFORNIA NEWS BRIEFS

SAN DIEGO TRANSIT CORP is now advertising for 13 low-floor articulated diesel buses with an option for an additional 13 units.

LOS ANGELES-EL PASO LIMOUSINE EXPRESS has opened a new station in East Los Angeles on Olympic Blvd just west of Atlantic.

Complete Coach Works has been awarded a contract to refurbish the additional Super Buses now at **SUNLINE TRANSIT AGENCY** *(WT 3/00).*

The City of Anaheim has approved an agreement with the ANAHEIM TRANSPORTATION NETWORK for the operation of the Anaheim Resort Transportation Project including use of a complimentary electric bus for demonstration (from EBus, Inc). The Anaheim Resort Area includes Disneyland and surrounding attractions.

REGIONAL TRANSIT's RIVER CATS SHUTTLE *(WT 5/00)* has been quite successful. RCS is now using five buses before and seven buses after the games to carry riders to and from downtown Sacramento.

VALLEY TRANSPORTATION AUTHORITY is taking community input on their plans for a near-term commuter rail connection between Union City, Fremont, Milpitas and San Jose using conventional diesel rail technology on the existing UNION PACIFIC trackage. This project is an element of the November 1996 ballot advisory measure *(WT 2/97, 5/97).*

MUNI has started taking delivery of the 8101-8235 series Neoplan AN440A buses intended to replace a like number of 4500-4679 series 1984 model Flyers.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: Following contentious debate, the **RTD** Board has voted 10-5 to purchase up to 34 more buses for the 16TH STREET MALL SHUTTLE from TransTeq. Under the agreement, the agency will buy 24 units with an option for up to ten more. **RTD** has two of the buses presently. These units would replace six MCR model 7000E and twenty model 7000D low floor shuttles dating from 1982.

In another action, the Board unanimously approved purchase of six more LRVs from Siemens.

RTD is also moving ahead with lease negotiations to turn the Denver Union Station into a hub for future light rail lines. The agency is seeking to partnerships with companies such as **GREYHOUND LINES** and **AMTRAK** to defray the $50-60 million cost of developing the station for both public and private uses.

RTD Directors and members of Amalgamated Transit Union Local 1001 approved a three year labor contract in March with the union gaining concessions on wages and health care but giving up on issues related to bus operators bidding on work assignments *(WT 4/00).*

Over the life of the pact, the top rate for operator wages will raise to $18.05 (plus three $250 annual bonuses). Recertified bus mechanics will top out at $21.10/hour. Considered the biggest change is the move toward self funding of the health and welfare trust. **RTD** will increase its contributions to the trust for the next two years and will pay for "stop loss" insurance to be sure no one claim or combination of claims could bankrupt the trust.

Next January, by state law **RTD** must have 35 percent of its bus system run by private contractors *(WT 4/00),* but less than eight months from that deadline, the per cent is 20 and not increasing.

Colorado Governor Bill Owens and former state GOP Senator Terry Considine spearheaded the law through the legislature 12 years ago as an attempt to save money and improve service.

While Owens still likes the idea, others have doubts. State Rep. Paul Zimmerman (D-Lakewood) says the best way to look at it is to question "is bus service better

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now than 12 years ago?". He claims that it has gotten worse and cites the recent contract termination of **TCT TRANSIT SERVICES, INC** in its first two months of its contract for the inability to hire sufficient employees to drive and maintain the buses.

Last month ATLANTIC PARATRANS backed out of its five year contract for operating the ACCESS-A-RIDE paratransit program. Reimbursement was based on riders transported and AP was carrying about 2/3 of the expected number of riders indicated in the RFP. As its bid was based on a higher volume, the firm was losing money on the contract.

After turning down bids from three companies, **RTD** negotiated a one year contract with SPECIAL TRANSIT OF BOULDER which will cost more than the AP pact.

(Ed. Note – the two RTD cases are based on rather different facts and are believed to be relatively rare examples. It has been said that TCT underestimated its ability to hire employees in Denver's tight labor market for the wages it wanted to pay and that RTD did not do a good job of forecasting paratransit ridership, an important component of that agreement.

A range of issues come into play when one offers their stand on contracting such as their philosophy on public transit. Should there be such a function? If yes, then who should provide it and how? Should the government compete with private business? What is the cost of providing service – who determines this and how?.

In most contracting situations today, the public agency provides the garage, the vehicles and does most of the up-front work. The contractor provides technical experience in operations and maintenance and the labor force. This is quite a different approach from that of the privately owned and operated intercity bus business. Those firms provide their buses, garages, terminal facilities, advertising, market research, are dependent on some level of government for fare setting, have to pay taxes and make a profit.

Competitive contracting seems a more appropriate term for this activity than the original term of privatization).

STATE OF WASHINGTON NEWS BRIEFS

King County Executive Ron Sims hopes to send a proposal to the Metropolitan King County Council by next month to place, on the November 2000 ballot, a measure to increase the county sales tax 3/10 of a cent which would raise about $120 million a year, $80 million to continue bus service at current levels and the other $40 million to pay interest on $536 million in bonds to finance projects such as the extension of the **SOUND TRANSIT** light rail line from University of Washington to Northgate. Although this was part of the original **ST** plan, they do not have the $400 million needed.

To continue bus service, Sims' proposal would also increase bus fares 25 cents and cut $10 million from **METRO's** planning and administrative costs.

In the meantime, **KING COUNTY METRO** has started budgeting for next year with a 30 per cent reduction in transportation funding. Other county departments would see cuts of between 3 and 8 per cent.

In 1997 Seattle voters narrowly approved, in concept, an elevated transit system, to follow an X shaped alignment to touch all areas of the city *(WT 12/97)*. The measure required the public development authority the initiative created, the ELEVATED TRANSPORTATION COMPANY, to seek private funding before turning to the government for aid.

ETC has been looking at a scaled back starter line and asked for more public money to keep it going as it searches for private backing. The City Council had previously given ETC $200,000 for a feasibility study. ETC has yet to raise any private funding. In late May the City Council, on a 4-4 vote, tabled the idea to place a ballot measure in November to authorize, if approved, a $4 million study of monorail feasibility.

In Vancouver, the **CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA (C-TRANS)** recently laid off 19 part time operators and reduced 21 full time to part timers. Earlier in the month, people in 25 non-operator positions were furloughed. In addition, 24 unfilled positions (10 operator and 14 non-operator) were left open in anticipation of the layoff, all related to **C-TRANS'** loss of 40 per cent of its funding caused by passage of Initiative I-695 *(WT 2/00, 3/00)*.

Service reductions will also be implemented this July.

K T CONTRACT SERVICES (KT)
GRAY LINE TOURS OF SOUTHERN NEVADA (GL)
COACH USA

LAS VEGAS, NV: In 1997 COACH USA purchased **KT** and **GL**, both based in Las Vegas. **KT** employees were represented by the Teamsters Union while **GL** was a United Transportation Union property.

A new representation election saw UTU as the victor.

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FIRST TRANSIT, INC. – COMPTON DIVISION
Compton, CA

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
G 0006	Ford/National	Econ/Esc 158	—	1990	Carson Circuit 821
G 0026-0028	Ford/El Dorado	Econ/Aerotech	RHA14283, 34165, 14284	1994	MTA 9851, 50, 52
G 0029-0030	Ford/El Dorado	Econ/Aerotech	RHA47608, 14286	1994	MTA 9859, 54
C 0031-0036	El Do National	MST	S2108222-225, 230-231	1995	
P 1002-1008	Dodge	Wide One	mixed	1992	
P 1009-1013	Ford/El Dorado	Econ/Aerotech	—	1998	
P 1014-1017	Ford/El Dorado	Econ/Aerotech	WHA67255, 254, 256, 257	1998	
P 1018-1021	Ford/El Dorado	Econ/Aerotech	—	1998	
P 1022	Bluebird		YF092330	2000	
W 105, 123	Ford/Metrotran	Econ/Classic	MHA73357, 80554	1991	ATE —
W 98006-98008	El Do National	TRE-32	WC084092, 091, 095	1998	
W 98032-98033	El Do National	TRE-32	WC84217-218	1998	
M 2300 (25)	TMC	T80206	KR826672-714	1989	
M 25/2600 (27)	Flxible	40102-6C	JD099674-819	1988	
M 2700 (10)	Flxible	40102-6C	KD100779-828	1989	
M 4411-4418	GMC	T7J604	CV821140-147	1982	
M 4452 (15)	GMC	T8J604	EV822308-327	1984	
M 8303, 8315	GMC	T8J204	BV810798, 810	1981	
M 8598, 8813	GMC	T80204	BV811093, 1309	1981	

C – Compton Renaissance Transit
G – Line 625 Green Line Shuttle
P – Palos Verdes Transit Authority
M – LA County MTA
W – LADOT DASH/Wilmington

FIRST TRANSIT, INC. – COMPTON operates a fleet of 129 buses and cutaways on five contracts for four transit agencies. This is one of three Los Angeles area garages the firm, formerly ATE/RYDER and originally ATE MANAGEMENT & SERVICE COMPANY, has. These include LACMTA Lines 125, 130, 205, 225/226, 232, 266 and 270; MTA 625 related to the GREEN LINE; COMPTON RENAISSANCE TRANSIT, PALOS VERDES TRANSIT AUTHORITY and LADOT's DASH/WILMINGTON.

The buses for 625, COMPTON and the DASH Cutaways are FTI owned while the other buses are owned by the transit agencies.

Later this summer the MTA fleet will increase as FTI assumes operation of Lines 128, 177, 254 and 256. Flxible Metros in the 2800 series will be added for the new lines and to replace the twenty remaining 40 foot GMC RTS buses.

This is our first contractor ROTM and is intended to show the variety of vehicles which can operate from a single yard.



FTI 0029, former LACMTA 9859, on Line 625, the Westchester Shuttle.

Both photos by Russ Jones



MTA Flxible Metro 2756, one of the few remaining "tri-stripe" buses in the fleet. Shown at LAX Transit Center.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Glendale Beeline	B24	Bluebird	QBRE2903/TF069030	1996	
	B26-B27	Bluebird	QBRE2903/WF079546-547	1998	
Victor Valley Trnst Auth	301-302	Bluebird	CSFE2409/—	1999	
	501-508	ElDo/National	TRE-32/YC084128-135	2000	CNG
East Los Angeles Shuttle	unnumbered	Ford/Diamond	Econ/Diamond/YHA94236	2000	
Tres Estrellas De Oro	140	MCI	102DL3/WP050196	1998	
Greyhound Lines, Inc (TX)	6499	MCI	102DL3/XP052896	2000	
-USED-					
Glendale Beeline	B40-B43	Gillig	4096TB6V92/K1082883, 876, 874, —	1989	1
Western Transit Systems	402II-403II	Gillig	4096TB6V92T/D1080468, 467	1983	2
Victor Valley Trnst Auth	7503-7504	GMC	T8H203/A1308, A1301	1980	3
Santa Clarita Transit	135-137	GMC	T8J204/—,—,—	1982	4
	138-140	GMC	T8J204/DV821630, 639, 646	1982	4
LADOT (TCT)	unnumbered	Bluebird	CSFE/TF069578	1996	5
Autobuses Crucero	60130	Dina	Viaggio 1000/TS000946	1996	6
Green Tortoise Lines	506	GMC	T8H5305/028	11/68	7
Eastshore Lines	454	GMC	T7H603/A041	1979	8
East Los Angeles Shuttle	unnumbered	Ford/TurtleTop	Econ/TurtleTop/THA30025	1996	9
-DISPOSITIONS-					
Sunline Transit Agency	1477	Gillig	4096TA6V92/E1081065	1984	A
Greyhound Lines, Inc (TX)	4152	TMC	MC-9/ER004529	08/84	B
	9053	TMC	MC-9/ER004609	12/84	B

-NOTES-

1. Ex Philadelphia Airport via University of North Carolina Shuttle.
2. Ex Pacific Coast Sightseeing Tours 4004, 4003.
3. Additional information.
4. Ex Golden Gate Transit --, --, --, 1042, 1051, 1058.
5. Ex LADOT (WLCAC) 161.
6. Ex Golden State Transportation Company 946.
7. Ex Seattle Transit System 727.
8. Ex SCCTA 1140.
9. Ex Unknown.

A. To Riverside County Library System (Bookmobile).
B. To ABC Bus Sales in Garden Grove.

WESTERN TRANSIT SYSTEMS 402(II) and 403(II) are used on contract motor coach service in connection with the Disneyland sponsored program, Disney Goals, designed to involve central Anaheim area children in a number of community programs. These buses were originally OCTD/OCTA 4003 and 4004. This is the second use of these fleet numbers. The original WTS 402 and 403, now in San Diego *(WT 2/00)* were also former OCTD/OCTA buses, 4049 and 4036.

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With both prior contracts effective until December 2000, negotiations have started. The union said that COACH USA is withholding information they say is critical to a new pact and is delaying negotiations.

Management representatives said the negotiations have concluded. UTU officials say the latest contract they have been presented with for a vote has already been rejected by the membership.

WWW.WESTERN-TRANSIT.COM

Did you know that you can order back issues from our web site?

We also have an index of all of the Rosters of the Month, and also of previous issues of Western Transit. We also have various photos. We are always adding items so it will remain interesting. Don't forget to sign our guest book!