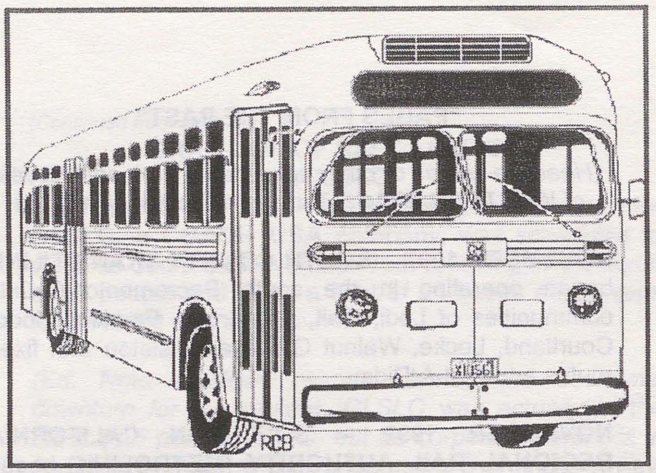
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VOL. 40, NO. 11 November 2002

UTAH TRAILWAYS (UT)

SALT LAKE CITY, UT: One of the newer TRAILWAYS scheduled service operators (March 2002) is **Casino Caravans, Inc. dba UTAH TRAILWAYS,** a company based in Salt Lake City that has provided local and nationwide charter bus service for over 20 years.

Service includes two daily buses on the SALT LAKE CITY, UT-LAS VEGAS, NV route and daily Casino tours between points in Salt Lake, Weber and Davis Counties and the casinos of Wendover, NV (on the Utah/Nevada state line).

Two to five days tours to Mesquite, Las Vegas, Laughlin and other Nevada destinations are offered in addition to local and nation wide charter service.

Scheduled buses have a hostess on board and feature snacks and refreshments and an in-route movie.

The **UT** fleet includes 49 and 57 passenger Van Hools, C2045 and C2045L with lifts, and new *ABC COMPANIES* M1000 series mid-size luxury 31-passenger cutaways.

Buses on the SALT LAKE-LAS VEGAS route travel on Interstate 15 and serve the Utah cities of SLC (at the **UT** offices – 3091 South Main), Orem/Provo, Nephi, Fillmore, Beaver, Cedar City, St. George, Mesquite, NV and Las Vegas (at the **EL PASO-LOS ANGELES LIMOUSINE** depot at 1100 South Main).

Southbound buses leave SLC at 1010AM and 1000PM arriving Las Vegas at 502PM and 550AM, respectively.

Northbound buses depart Las Vegas at 930AM and 750PM and arrive SLC at 645PM and 550AM.

The two Wendover routes (SLC-WENDOVER and OGDEN-WENDOVER) each operate one daily morning trip arriving Wendover at 1100AM, evening trips on Friday and Saturday arriving Wendover at 800PM and a mid afternoon trip on Sunday arriving in Wendover at 500PM. SLC has three stops in town while OGDEN also serves Riverdale, Roy, Layton and Bountiful.

Passengers are back home in about 12 hours after spending six hours in Wendover. The round trip tour price is $12. In Wendover, each passenger receives $7 in cash back, a free meal, a free drink, a $2 food discount and "Lucky Bucks".

Denny's Restaurant on West 5th South in Salt Lake City is one of the pick up points and a passenger presenting a Denny's receipt for $4 or more receives an additional $1 off the tour price.

UT buses serve all of Wendover's largest casinos (The Stateline, Silversmith, Peppermill and Rainbow) and bus passengers can play where they wish.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Parviz Karmozd to sell and *Payma Management System, LLC* to buy on-call airport shuttle PSC-11097.

Ali and Tarzi dba THRIFTY EXPRESS AIRPORT SHUTTLE to transfer on-call airport shuttle PSC-15006 to *V. TRAVELER, INC. dba THRIFTY EXPRESS AIRPORT SHUTTLE.*

Mohammad Yoonos dba DISCOUNT SHUTTLE for PSC between points in San Bernardino, Riverside, Orange and Los Angeles Counties and Southern California area airports.

Gregory Phelps dba MOUNTAIN EXPRESS to establish a Zone of Rate Freedom of plus $15 to minus $40 from current tariff rates.

Kundan Singh Dhami dba SENIORS AIRPORT SHUTTLE to establish a Zone Of Rate Freedom.

Amandeep Singh Manesh dba ECONOMY EXPRESS AIRPORTER/LIMO for PSC between points in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties and Oakland, San Jose and San Francisco Airports and to establish a ZORF.

Asiana Superior Coach, Inc. dba ASIANA SUPERIOR COACH for Charter Party authority in TCP-15898-B with a home terminal in Temple City.

Alamo Rent A Car, LLC (Fort Lauderdale, FL) for Charter Party authority in TCP-15908-B with a home terminal of Santa Clara.

DECISIONS

CATALINA RED & WHITE CRUISES, INC. granted a vessel common carrier certificate between both San Pedro and Long Beach and points and places on Santa Catalina Island and between all places within three miles of the island and for interim authority.

Please send news from your area to Western Transit, 11112 Ivanhoe, Garden Grove, CA 92840-1133.

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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)

NOVEMBER 1997 – SOUTH COUNTY TRANSIT/LINK began operating in the south Sacramento County communities of Lodi, Galt, Elk Grove, Franklin, Hood, Courtland, Locke, Walnut Grove and Isleton with fixed routes and Dial-A-Ride.

NOVEMBER 1992 – SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK) began commuter rail service in the Los Angeles area with three weekday peak hour lines from Ventura County, Santa Clarita and Pomona.

NOVEMBER 1987 – With a fleet of 32 Gillig Phantoms, the **LOS ANGELES DEPARTMENT OF TRANSPORTATION** established the COMMUTER EXPRESS/COMMUNITY CONNECTION system of 11 former **SCRTD** lines as part of the Bus Service Continuation Project.

NOVEMBER 1982 – Voters in Bremerton, Poulsbo, Port Orchard and Silverdale approved creation of a PTBA in Kitsap County, WA – **KITSAP TRANSIT.** City funded, contract operated **BREMERTON MUNICIPAL TRANSIT** would be merged into the system.

NOVEMBER 1977 – The El Paso Airport and Mass Transit Board officially took over operation of the city's transit system by purchasing **EL PASO CITY LINES, COUNTRY CLUB BUS LINES** and **LOWER VALLEY BUS LINE** and the two international bridges (to Juarez, Mexico) on Stanton and Santa Fe Streets.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

GRAY LINE OF SALT LAKE CITY (GLSLC)

SALT LAKE CITY, UT: Charter and tour operator **GLSLC,** a **COACH USA** company, was scheduled to close its doors on November 15th resulting in the layoff of 68 people and idling a fleet of 24 buses and 4 vans (See ROTM on Page 7).

*(Ed. Note – News reports blamed the economic downturn for the closure. GLSLC was actually in the black (3-5 percent profit), but its corporate parent is in financial difficulty and is undergoing a financial review including an assessment of future earnings potential. 3 to 5 percent is quite slim when compared to the cost of purchasing **SALT LAKE COACHES,** upgrading the fleet [the fleet is almost all **CUSA** equipment purchased new or transferred and much newer than previous buses] and the economic state of other SLC area charter firms is such that **CUSA** would not likely realize much of an increase in market share if others folded).*

CITIFARE (CF)

RENO, NV: **CF's** parent, the Regional Transportation Commission, is working on a series of actions to deal with declines in both patronage and sales tax revenues.

They are expected to increase cash fares from $1.25 to $1.50 and increase monthly pass prices in January, effect system-wide **CF** service reductions by next May, impose a hiring freeze and review all capital projects for deferral or elimination.

RTC has cited these financial difficulties as the major reason it cannot accept demands for increases in wages and benefits (*WT 6/02, 7/02, 8/02).* While employees represented by the Teamsters Union are back on the job, negotiations between FIRST TRANSIT/TRANSIT MANAGEMENT OF WASHOE and Local 533 have yet to produce an agreement.

CITY OF PHOENIX TRANSIT SYSTEM VALLEY METRO (COPTS/VM)

PHOENIX, AZ: Numerous changes took place July 7 including additional weekday evening service on 7-7TH STREET, 17-MC DOWELL, 41–INDIAN SCHOOL and 170-BELL, later weekday and Saturday evening hours, added Saturday and NEW Sunday service on many lines serving Glendale.

In the November 2001 election, the voters of Glendale approved a half-cent sales tax increase to partially fund a variety of local,0 express bus & Dial-A-Ride service improvements & this was the second wave of changes.

The RED LINE and 40-APACHE were combined into the new RED LINE. 8-7TH AVENUE was extended south from 7th Avenue and Southern to Baseline and east to 7th Street. 30-UNIVERSITY was extended from 32nd and Broadway via 32nd and Baseline to South Mountain Community College. 59-59TH AVENUE was extended north from Bell Road along 59th to Union Hills Drive and selected trips on 108-ELLIOTT were extended along Baseline to Sunland Village.

71-PROFESSOR GUS *(WT 3/02)* was discontinued while Saturday frequency on 72-SCOTTSDALE-RURAL in Chandler was reduced to half hourly and Sunday hours dropped. Rush hours frequency on 81-HAYDEN-MC CLINTOCK was reduced to half hourly with hourly headways at other times. Late night trips on 120-MESA DR., 128–STAPLEY and 136–GILBERT were dropped.

BELLAIR CHARTERS/AIRPORTER SHUTTLE (BC/AS)

BELLINGHAM, WA: **AS,** formerly **BELLINGHAM-SEA TAC AIRPORTER,** continues to operate two airport routes, FERNDALE-BELLINGHAM-SEA-TAC AIRPORT and the connecting (at Mount Vernon) line from Island County and Anacortes, OAK HARBOR-ANACORTES-MOUNT VERNON.

BELLINGHAM offers ten daily round trips while OAK HARBOR has 7 southbound and 8 northbound trips. Because of the four hour trip time between Bellingham and Sea-Tac, **AS** actually operates 24 hours a day.

Early morning (pre 630AM) service from and night (post 700PM) service to Oak Harbor and way points is also available, but passengers need to call an 800 number for reservations.

In addition to charter buses, commonly owned **BC** operates two scheduled services – SPORTS SHUTTLE connecting Bellingham and Mount Vernon with all Seattle Seahawks football games in Seattle played between September and December. Advance reservations are required.

The BAKER SHUTTLE (skiers) operates beginning the first weekend of the 2002/2003 season and will travel every weekend and every holiday through the end of the season. Buses connect Mount Vernon, Bellingham, Glacier and the Mount Baker Ski Area. Buses leave Mount Vernon at 610AM and return from White Salmon Day Lodge at 330PM. Reservations are also required.



Have a Happy Thanksgiving!

(Continued from page 3)

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: As expected, the **MTDB** Board awarded new contracts for the COASTER CONNECTION and MTS ACCESS paratransit service to **LAIDLAW TRANSIT SERVICES** *(WT 10/02).*

MTDB officials said the price of the **LTS** contract will be relatively the same as the former AMERICAN RED CROSS pact. **LTS** will be required to pay bus operators slightly higher wages than RC and they are expected to offer jobs to RC personnel.

OMNITRANS (OT)

SAN BERNARDINO: Bus 0045, a New Flyer model H40LF low-floor transit bus, has entered service on **OT** Line 2-CAL STATE-E STREET-LOMA LINDA, the first electric/gasoline hybrid transit bus in the United States *(Ed. Note – two additional units, 0046 and 0047, will be arriving by the end of the year).*

The bus uses the latest in alternative fuel technology to drastically reduce smog producing emissions. The buses feature the ISE Research Thunder Volt TB40-H drive system, combining unleaded gasoline with electricity instead of diesel or CNG fuel.

When all three buses are operating, they will utilize two different types of electric batteries. Test results may help in the design of future alternative fueling systems.

GLENDALE BEELINE (GB)

GLENDALE: September 3rd saw establishment of the newest **GB** line, 6-EDISON-COLORADO-GLENDALE HIGH, that operates every 20 minutes between 600AM-700PM Monday thru Friday and 900AM-500PM on Saturday (2 buses).

From Pacific and Colorado, Line 6 buses travel along Pacific, Riverdale, San Fernando, Colorado, looping via Verdugo, Broadway, Eagledale and Colorado to Verdugo Road.

ALHAMBRA DOWNTOWN EXPRESS (DE)

ALHAMBRA: Sponsored by the city's Redevelopment Agency, **DE** began operations in July to connect the large number of workers at the Los Angeles County Public Works headquarters and the "The Alhambra" office campus (in southwest Alhambra near Fremont and Orange) with the downtown area (along Main around Garfield) and its abundance of restaurants, shops and boutiques.

DE provides free round trip transportation on weekdays between 1100AM and 215PM on a 15 minute headway using two buses.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The newest Community DASH, DASH/CHESTERFIELD SQUARE, began November 1st with FREE rides through November 9.

CHESTERFIELD SQUARE runs between Slauson & Western and Huntington Park and is a substitute for the originally planned DASH/MANCHESTER/FLORENCE *(WT 2/02)* and replaces the recent DASH/INTERIM, previously known as SOUTHSIDE SMART SHUTTLE.

From Slauson & Western, buses travel Western, 58th, Denker, Slauson, Hoover, Florence, looping Holmes, Gage, Pacific, Broadway/Nadeau, Compton to Florence and return to Slauson & Western. Buses run every 15 minutes between 700AM and 700PM Weekdays and 900AM-500PM on Saturdays (5 buses).

The second line, DASH/VERMONT/MAIN, will begin in December.

Both lines will be operated under contract by **CONNEX TCT, LLC** using new El Dorado/National EZ Riders. CS operates with a pool of 02064-02070, almost identical to the 02001-02040 buses operated in the Downtown and Mid City areas.

CONNEX recently moved its base of operation (for the six DASH Mid City contract lines, KING EAST and CITYRIDE) from Vernon at Bonnie Beach & Bandini to a new location in Huntington Park on Laura (near Slauson & Alameda). CS is also housed there, now.

Starting November 4th, former DASH/CHATSWORTH was discontinued and replaced by CHATSWORTH COMMUTER, a weekday peak hour only branch of the revised DASH/NORTHRIDGE.

Revised NORTHRIDGE still begins at the Metrolink Station and travels an expanded one-way loop via Parthenia, Tampa, Nordhoff, Reseda, Sherman Way, Wilbur and Parthenia to Metrolink on Monday thru Saturday using two buses. CHATSWORTH also begins at Metrolink (1 bus) and runs on a one-way loop thru the Chatsworth Industrial area, reversing the loop by time of day. The AM bus travels Parthenia, Tampa, Nordhoff, Shirley, Prairie, De Soto, Nordhoff, looping Canoga,

(Continued on page 5)

(Continued from page 4)

Prairie, Alabama, then via Nordhoff, Corbin, Nordhoff Place, Nordhoff, Tampa and Parthenia. The PM bus travels the loop in the opposite direction.

Last August, DASH/PANORAMA CITY-VAN NUYS was changed and stays on Sepulveda between Saticoy and Parthenia rather than traveling on Lanark and Langdon.

The Board of Transportation Commissioners, at their November meeting, was scheduled to discuss renaming COMMUNITY CONNECTION services to either DASH (147, 203, 208) or COMMUTER EXPRESS (142). The renamed DASH buses were also to receive a new fare structure *(Ed. Note – expected to be the standard 25 cents although the Commission agenda did not state).*

(Ed. Note – the recently rehabilitated 30 foot Gilligs, now numbered 87029-87032 and normally assigned to 147 and 203, were repainted and relettered as "DASH" buses. Line 208 has been using a DASH painted EZ Rider for some time. Line 142 has always used 40 foot Gilligs which read "CE". A ***LADOT*** *advertisement in the November 11, 2002 edition of the DOWNTOWN NEWS referred to the bus lines by their expected new names).*

The DOWNTOWN DASH contract (also includes the CITY HALL SHUTTLE, BUNKER HILL TROLLEY and summer only DASH/VENICE) expires at the end of next March and should soon be advertised for bid.

PASADENA AREA RAPID TRANSIT SYSTEM (ARTS)

PASADENA: The City Council has approved expansion of **ARTS** next July to coincide with the opening of the **MTA** PASADENA GOLD LINE.

The expansion (one new line in the northeast and one in the west plus extending hours on two others) should cost $1 million annually with two new revenue sources – establishing a 50 cent fare for **ARTS,** which would also include interagency transfers for 25 cents, and the expected transfer of $200,000 the city gives to the Pasadena Unified School District each year to buy down the cost of **MTA** bus passes for students.

TRANSPORTATION AND LEGISLATION

Several bills were signed into law by California Governor Gray Davis in the final days of the most recent legislative session. Included were the following:

AB 381 (Salinas) requires the Legislative Analyst's Office, in consultation with transit systems, to determine if the fare box recovery calculation contains costs not reasonably within the control of the agency and, if so, should they either be permanently or temporarily suspended.

AB 1912 (Kehoe, D-San Diego) makes changes to the State Transit Assistance law that will allow transit systems to continue to receive STA funds regardless of whether the system has clauses in its labor agreements prohibiting hiring part-time operators or contracting out for services. Previous law prevented STA funds if either of these conditions existed.

AB 2582 (Chu) allows paratransit vehicles to use HOV lanes with less than the required occupancy levels.

SB 18 (Alarcon, D-Van Nuys) requests the University of California to conduct a study of the membership and governance of the **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY** and requires a report to the Legislature. *(Ed. Note – the bill also includes legislative findings that transit districts should adopt a California Transit Riders Bill of Rights).*

SB 1856 (Costa, D-Fresno) would place on the 2004 ballot a $10 billion bond proposal for high speed rail including $1 billion for intercity, commuter and urban rail – the funds would be allocated on a formula – 1/3 based on track miles, 1/3 on vehicle miles and 1/3 on passenger trips. Receiving agencies must provide a dollar match and maintenance of effort requirements.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: A recent report on the financial stability of **VTA** has concluded that, unless major sources of new funding are found, the transportation agency will be broke within three years.

In the last fiscal year, revenues dropped by $71 million, as sales tax receipts declined 21 percent. Two-thirds of the **VTA** operating budget comes from the volatile sales tax, currently 8.25% in Santa Clara County. *(Ed. Note – there is already talk of a half-cent sales tax increase on a future ballot, but this would require the Legislature to increase the statewide cap from 8.5 to 8.75 percent).*

Over the last year, the agency cut spending by $164 million, reduced service and eliminated over 300 jobs.

The analysis suggests restructuring the capital program, including building new light rail lines and funding the **BART** extension to San Jose *(WT 12/01),* needs to be re-examined.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: Most of the October 27th **AC** changes were bus related although a tenth round trip, weekdays only, was added between Sacramento and Oakland on

(Continued on page 6)

(Continued from page 5)
the CAPITOL CORRIDOR.

Route 1-LOS ANGELES BASIN bus service between Los Angeles, Newport Beach, Laguna Beach and San Juan Capistrano, connecting with San Diego bound PACIFIC SURFLINERS and both buses and trains at Union Station, was discontinued with Long Beach-Los Angeles Route 1 buses extended to serve San Pedro.

Route 21-MONTEREY BAY-CENTRAL COAST was reduced to a single round trip between San Jose and Monterey and the stops in Watsonville and California State University-Monterey Bay were discontinued.

Service levels on 22-SAN JOSE-SANTA CRUZ were reduced as ridership has fallen substantially over the last year. Several reasons have been offered – the Silicon Valley hi-tech economic downturn, the effects of Senate Bill 804 requiring all AMTRAK Thruway bus passengers to be connecting to or from a train and the suspension of weekend train service on **CALTRAIN.**

As of December 14, one Route 17A-CENTRAL COAST round trip will be extended to and from San Francisco making many of the same stops as Route 21. Bus 4769 (depart Santa Barbara 310PM) will be extended north of Paso Robles serving King City, Salinas, San Jose and arriving San Francisco (Ferry Bldg) at 1015PM. Bus 4796 will leave San Francisco at 1115AM, stopping at the same cities and then operating as now from San Luis Obispo arriving in Santa Barbara at 650PM.

All northbound buses on Route 3-STOCKTON-REDDING serving Redding now have a discharge only stop at the Redding Greyhound Depot, that allows a bus-to-bus connection with NEW Route 27-TRINITY COUNTY. This is the **GREYHOUND LINES, INC.** REDDING-EUREKA route *(WT 2/02)* that also serves the AMTRAK system as an interline feeder. Eastbound **GLI** buses stop at the AMTRAK Station on a discharge only basis, as well. *(Ed. Note – Between October 1994 and May 1995, **GREEN BELT STAGES, INC.** operated this route as an AMTRAK interline feeder route).*

Former Route 2-TULARE COUNTY, which had been run as a part of Route 18–SANTA MARIA-SAN LUIS OBISPO-HANFORD, was renumbered as 18B and former 18 became 18A.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: **BART** sponsored a ballot measure in the November election that would have increased property taxes an average of $7.80 per $100 of assessed value to for the next 40 years to pay for seismic retrofitting of the rail system, estimated to cost $1.05 billion.

A majority of voters in each of the three counties in the **BART** taxing district backed Measure BB, but with only 64.2 percent of the vote, the proposal fell short of the 2/3 vote (66.7%) required.

San Francisco County voted 73 percent yes, Alameda County had 66 percent favorable while Contra Costa had only a 54 percent favorable vote.

BART policy makers are now tasked with developing a revised plan, which critics of the original measure say should include a fare increase and seeking financial assistance from both the California legislature and the federal government.

SPANISH LANGUAGE BUS COMPANIES – UPDATE

EL PASO-LOS ANGELES LIMOUSINE, INC. has started a LOS ANGELES-LAS VEGAS route serving Los Angeles, East Los Angeles, Colton and Las Vegas (with a station at 1100 South Main near downtown).

TRANSPORTES CHIHUAHUA is now operating a route between Los Angeles and El Paso, TX offering at least one round trip (intermediate stops presently unknown). The **AUTOBUSES INTERCALIFORNIAS** terminal on Maple Avenue is their depot. The eastbound trip departs Los Angeles at 500PM. The fleet includes at least two MCI 102EL3s, including 1801.

CRUCERO USA appears to be a replacement for the former **AUTOBUSES CRUCERO** that was merged into **GOLDEN STATE TRANSPORTATION COMPANY** almost two years ago *(WT 7/01)*. **CUSA** has resumed operations between Los Angeles and San Ysidro using the former **TURISMOS RAPIDOS** terminal on Wall Street. At least two MCI MC-12s, including 60522 (former **AC** 60183), have been observed.

Former **GOLDEN STATE** MCI 102DL3s have been observed, some still in **GS** colors and others all white, at the **GREYHOUND LINES** Los Angeles garage. About one dozen **GS** Ford Econoline Club Wagons are now sitting at the Vernon & Hawthorne storage yard. All **GS** signage at both the Los Angeles and East Los Angeles stations has been removed.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

The San Francisco County Transportation Authority (Board of Supervisors) has passed a resolution 7-3, requiring MUNI to buy only alternative fuel buses (WT 5/01) and prohibits spending money on conventional diesel or any other buses that have not been certified by the Air Resources Board.

(Continued on page 7)



COACH USA
GRAY LINE/SALT LAKE CITY
Salt Lake City, Utah

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
6203	MCI	102D3	RP046167	1994	1
6208	MCI	102D3	RP046202	1994	1
6212	MCI	102D3	RP046210	1994	1
6214	MCI	102D3	RP046245	1994	1
6223	MCI	102D3	RP046505	1994	1
6224	MCI	102D3	RP046507	1994	1
6233	MCI	102D3	RP046648	1994	1
6234	MCI	102D3	RP046650	1994	1
6236	MCI	102D3	RP046656	1994	1
6237	MCI	102D3	RP046658	1994	1
6240	MCI	102D3	RP046668	1994	1
6246	MCI	102D3	RP046696	1994	1
6247	MCI	102D3	RP046699	1994	1
6282	Ford	Club Wagon	THA25410	1996	2
6826	Diamond	DC30	S2108052	1995	3
61004	Ford	Club Wagon	WHA66636	1998	4
61006	Ford	Club Wagon	WHA66638	1998	4
67007-67008	MCI	102DL3	VP049517-518	1997	1
67147	MCI	102DL3	WP051133	1998	
67148	MCI	102DL3	WP051117	1998	
67149	MCI	102DL3	WP051119	1998	5
67150	MCI	102DL3	WP051124	1998	5
67151	MCI	102DL3	WP051129	1998	
67152	MCI	102DL3	XP051229	1998	1
67154	MCI	102DL3	XP051232	1998	1
67155-67156	MCI	102DL3	XP051138-139	1998	1

NOTES:
1. Ex K-T Contract Services, Inc. (NV), same numbers.
2. Ex Powder River Transportation (WY) 282.
3. Ex Ace Express (CO) 826.
4. Ex Gray Line-Las Vegas (NV) 1004, 1006.
5. Lift equipped.

(Continued from page 6)

MUNI General Manager Michael Burns, a supporter of diesel, is not yet ready to release specs and is hoping CARB will soon certify a diesel-electric hybrid bus.

NOTES ON GL-SLC AND ITS ROSTER

GRAY LINE – SALT LAKE CITY is the former **SALT LAKE COACHES** and was originally **SUN VALLEY STAGES** when **COACH USA** bought the GRAY LINE franchises just prior to the STAGECOACH buyout of **COACH USA.**

The **GL-SLC** fleet is expected to be divided as follows – the 6200 series 102D3s returning to **KT SERVICES,** the vans and minibus going to **GRAY LINE-LAS VEGAS** and the 67000 series 102DL3s traveling to San Diego and **GOODALL'S/SAN DIEGO SIGHTSEEING.**

HOW TO READ A GMC/TMC RTS MODEL NUMBER

TH8201 ***(1977-1978 format)***
T—Transit
H—Engine (H-V8 Diesl, W-V6 Diesel
8—Length (7-35 Foot, 8-40 Foot)
2—Width (2-102", 6-96")
01—Series (01 or 03, no 02)

T7H203 ***(1979 to present format)***
T—Model (S-Suburban, T-Transit)
7—Length (7-35 Foot, 8-40 Foot)
H—Engine (H-8V71, J-6V92, O-8V92, W-6V71)
2—Width (2-102", 6-96")
03—Series (03, 04, 06, 08, no 05 or 07)

How to read a GMC/TMC VIN information will be in a following issue.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LADOT (Connex TCT)	02067-02070	ElDo Natl	EZ Rider/3C84074-077	2002	
LACMTA	12540-12554	Ford/ElDo	Econ/Aerotech/—	2002	
The Bus (HI)	25-29	Chance	Opus/2W535141-145	2002	
	30-39	Chance	Opus/1W535067-076	2001	
	801-834	Gillig	C21D102N4/Y1110615-648	2000	
	835-863	Gillig	C21D102N4/21110924-942	2002	1
-USED-					
LADOT (Connex TCT)	112	Ford/ElDo	Econ/Aerotech/VHB84091	1997	2
Sierra Pacific Tours	712	MCI	102DL3/VP049955	06/97	3
Crucero USA	60522	MCI	MC-12/—	199—	4

-NOTES-
1. Correction and additional information to that in 09/02 WT.
2. Ex West Valley Smart Shuttle 112.
3. Ex USA Vacation (CA) 757.
4. Ex Autobuses Crucero 60183.

MISCELLANEOUS NEWS ITEMS

- **LONG BEACH TRANSIT** is requesting proposals from manufacturers for the purchase of up to 31, forty to forty five foot low-floor, LNG or hybrid/electric transit buses with options to purchase up to 25 additional buses each year for four additional years.

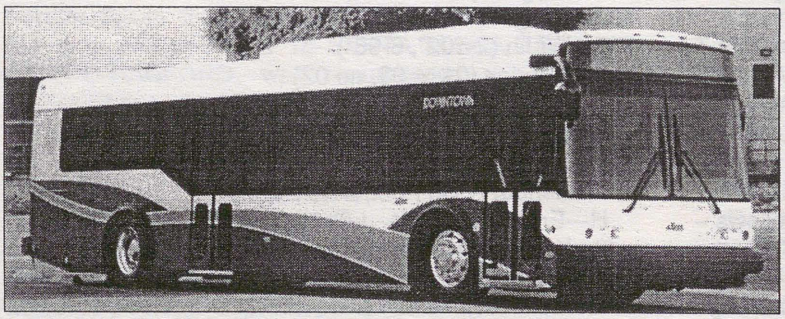
- The California Transit Association held its 37th Annual Fall Conference in Ontario, hosted by **OMNITRANS,** in early November.

- Several bus manufacturers were there displaying their products. Perhaps the most interesting was the new El Dorado National Axess, a 40-foot low floor transit bus. The unit on display was, at the time, the only one made although two others were in production, one for its Altoona, PA testing and the other for the crash test.

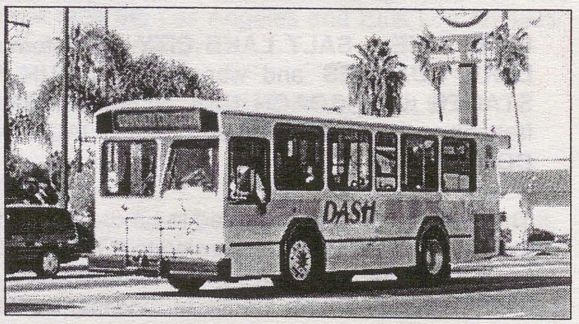
- Chance Coach had **LONG BEACH TRANSIT** 2129, a one door Opus. Gillig brought **NIAGARA FRONTIER TRANSIT AUTHORITY (NY)** 2239, a new 40-foot, low floor and a Phantom hybrid unit. NABI's contribution was **LACMTA** 7907, a 2002 model 040.08 in Metro Rapid red and white. Complete Coach Works had an unnumbered **FAIRFIELD-SUISUN TRANSIT SYSTEM** 30 foot Gillig Phantom to market the firm's reconditioning business.

- Motor Coach Industries brought the "MCI Commuter Demo", an all white, lift equipped D4500/1M8PDMRA71P054315 (07/01). Thomas had an unnumbered 35 foot model of the SLF 200. Bluebird had two buses – an XCEL102/1BAGJBMA83F211162 (08/02) and a 30-foot Ultra Low Floor/3F211162 (08/02). Cable Car Classics brought a Golden Gate Transit model trolley.

- Host **OT** had two of its own buses on display – 0045, an electric/hybrid New Flyer H40LF and "Old Blue" - 5876, GMC TDH-4801/498, former **SCRTD** 5191, their historic bus. **RIVERSIDE TRANSIT AGENCY** 9703, a New Flyer C40LF, was also there.



An El Dorado National AXess, the manufacturers' first 40-foot low floor transit bus. The bus is now making the rounds of trade shows.



LADOT 87029 (ex 14446), a recently rehabilitated 30-foot Gillig, operating on Line 147 in San Pedro. Eddie Anthony photo.