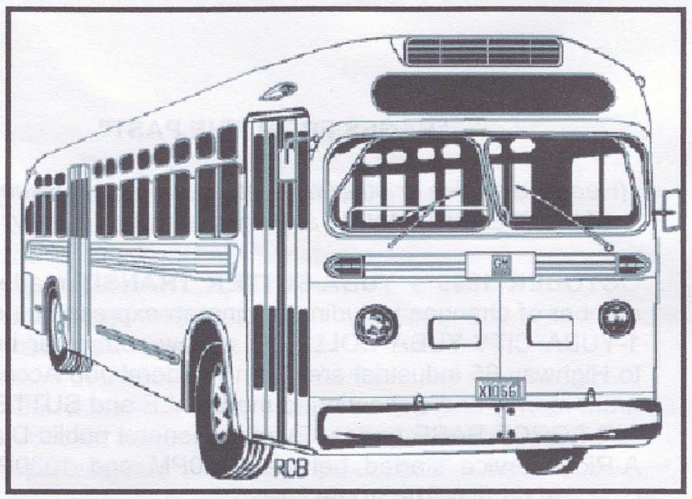
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VOL. 42, NO. 10 **October 2004**



CALAVERAS COUNTY TRANSIT (CT)

SAN ANDREAS, CA: The new **CALAVERAS TRANSIT** debuted August 1st, featuring four local routes replacing the former six, extensions to Rancho Calaveras and Railroad Flat and timed transfers at popular locations.

CT started operating in October 1999 replacing service previously provided by the Human Resources Council as *CALAVERAS STAGECOACH.* **CT** is a County operation administered by the Calaveras Council of Governments who manages a contract with service provider *M. V. TRANSPORTATION, INC.*

CT now has five fixed routes within the county that also include direct service to Lodi (San Joaquin County), Jackson (Amador County) and Columbia College in Tuolumne County.

Regional connections to Stockton **(SAN JOAQUIN REGIONAL TRANSIT DISTRICT)** and Sacramento (**SOUTH COUNTY TRANSIT/LINK**) are made by transfer at the Lodi Station.

CT Routes are — 1-VALLEY SPRINGS-SAN ANDREAS-ANGELS CAMP, 2-RAILROAD FLAT-SAN ANDREAS-JACKSON, 3-WEST POINT-MOKELUMNE HILL-SAN ANDREAS, 4-ARNOLD-ANGELS CAMP-COLUMBIA COLLEGE and SAN ANDREAS-LODI.

All **CT** buses, except Route 4, meet in San Andreas at Government Center.

Route 1 has four round trips from Valley Springs and 11 from Angels Camp. Route 2 has three round trips from Railroad Flat and six more as far as Mountain Ranch. Routes 3 and 4 each offer five round trips while LODI has three round trips.

All buses operate in "Flex Route" mode, which allows passengers, with advance request, curbside pickup and drop off within 3/4 mile of the normal bus route.

CT operates between 630AM and 900PM on weekdays, except holidays, with a fleet of accessible Econoline/ Aerotech and Econoline/Startrans cutaways painted all-over white with maroon and dark green trim.

Limited Dial-A-Ride is offered once a week in Angels Camp, San Andreas and Valley Springs.

Regular fares are $1, $2.50 Day Pass, $14 Ticket Book and $38 Monthly Pass. Discounted (seniors, disabled and students) cash fare is 75 cents with a $10 Ticket Book and $30 Monthly Pass. Cash fares include free transfers between all **CT** buses. Fares to and from Lodi cost an extra dollar (75 cents Discounted).

Passes can be purchased from any **CT** bus operator, by mail and from the Customer Service Center. Personal checks are accepted with Manager approval.

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WORKER ADJUSTMENT AND RETRAINING ACT AND SENATE BILL 158

The federal Worker Adjustment and Retraining Act (WARN Act) requires that out-going public transit contractors notify their employees when the firm has lost its service contract and will be laying off its staff.

In addition, the WARN Act requires the employer to notify elected officials of the unit of local government in which the employment site is located. *(In public transit, this is usually the city council or county supervisors. These bodies likely made the decision to switch service providers).* The notice must specify the locations affected and the number of employees involved.

While the notices would imply that employees will be laid off permanently, the common practice has been that most employees displaced by the previous provider are rehired by the incoming contractor.

Last January 1st, California Senate Bill 158 (Alarcon, D-Van Nuys) took effect. This encourages public transit contractors to retain employees of the previous vendor, for at least 90 days, by establishing a ten per cent bidding preference for contractors who agree to retain the current staff. Firms who agree to retain employees must offer employment to all current employees, except for reasonable and substantiated cause.

*(Ed. Note – prior to this legislation, at least **LADOT** and **RIVERSIDE TRANSIT AGENCY** had provisions in their RFPs to retain, at least, current drivers. Contractors should also have an interest in retaining the existing staff as they are qualified, licensed, trained and familiar with the area, the bus routes and fares).*

"PAGES FROM THE PAST"

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

OCTOBER 1999 – YUBA-SUTTER TRANSIT made a number of changes including adding an express bus on 1-YUBA CITY-YUBA COLLEGE, a new commuter bus to Highway 65 industrial area using Federal Job Access grant money and discontinued the BEALE and SUTTER AIR FORCE BASE routes. Evening general public Dial-A-Ride service started between 600PM and 1030PM charging regular fixed route fares.

OCTOBER 1994 – SANTA CLARITA TRANSIT began two new lines – 795-SANTA CLARITA-LANCASTER and 55-VALENCIA INDUSTRIAL CENTER-METROLINK STATION and made permanent the three San Fernando Valley lines begun after the Northridge earthquake.

OCTOBER 1989 – The Loma Prieta Earthquake hit the Bay Area with major impact on transit. **BART** continued to operate. **RED AND WHITE FLEET** inaugurated ferries between Berkeley, Oakland and San Francisco and numerous bus route changes were made.

OCTOBER 1984 – SAN PEDRO TRANSPORT began operating between San Pedro and Long Beach Naval Station replacing the short lived **SCRTD** Line 148-SAN PEDRO-TERMINAL ISLAND-WILMINGTON.

OCTOBER 1979 – SCRTD mechanics returned to work following a walkout with a second work stoppage possible. Service changes were implemented on several lines including 7, 95, 353, 800, 802, 836, 846 and 860.

HOW TO CONTACT US

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WT'S 40 YEAR ARTICLE INDEX

Over 130 pages, it lists all articles and rosters published between August 1963 and August 2003 in *THE BOOSTER* and *WESTERN TRANSIT.* Get yours for only $10.00, including shipping.

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(Continued from page 1)

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: **PVVTA** effected a number of changes to their operations on July 1st including establishment of a $3 Day Pass which replaced transfers. The Fixed Route cash fare remained at $1.

On weekends and holidays, 2-GOLD ROUTE-PALO VERDE COLLEGE-MESA VERDE-HOBSONWAY now operates an alternate route on the west side with alternate trips operating to and from Mesa Verde and the opposite trips serving Ripley by traveling along Neighbours, looping via Broadway, School, 25th and Broadway.

3-RED ROUTE-"EL EXPRESSO" no longer operates to the Coachella Valley serving Desert Center and Palm Desert two days per week and has been reduced to a weekday peak hour only line operating two morning westbound (540 and 650AM) and two afternoon eastbound trips (332 and 430PM) on a revised route. From Sears (7th/Hobsonway), buses travel Hobsonway, Lovekin, Rice, Solano, Hobsonway, I-10, Wiley's Well Road passing Chuckawalla Valley State Prison and ending at Ironwood State Prison.

Route 3 does not operate on holidays observed either by the State of California or federal government.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: As of October 18, westbound trips of 43V-VICTOR VALLEY COLLEGE-MALL OF VICTOR VALLEY were rerouted to operate directly along Bear Valley Road and no longer serve the 7th Ave/Nisqually/ Balsam loop. College bound buses serve the alignment.

VVTA will soon issue an RFP for a Comprehensive Operations Analysis, funded primarily by SANBAG, that will include identifying growth patterns in development of residential, retail and industrial concentrations, a study of current ridership and a focus on returning **VVTA** routes to hourly headways. *(Ed. Note – the 2001 COA recommended new and revised routings, later evening service, 70-minute headways in the afternoons to remove the need to reduce coverage and ongoing planning to introduce premium paratransit in low density more rural areas of the regional fixed route system. All but the premium paratransit have been implemented.)*

Funding for operation of the VICTOR VALLEY COMMUTER beyond next June remains an issue *(WT 03/04, 06/04).* Currently, there are discussions to determine if South Coast Air Quality Management District funding is possible. The Technical Advisory Committee agrees future funding should be long term, 3-5 years, to justify the program. Consensus is to watch performance for the period of the I-15 Devore project. TAC agreed that if the free service *(WT 9/04)* does not result in a significant increase in ridership, then perhaps this is the justification to let the demonstration program run out next June.

VVTA will soon receive two more 40-foot CNG powered NABIs (to be assigned to the *ATC/VANCOM* contract) and has ordered 11 replacement Econoline/Aerotech cutaways from the State of California contract.

OMNITRANS (OT)

SAN BERNARDINO: On October 4th, **OT** implemented Route 201-CITY LINK, a shuttle between the Metrolink Station and downtown San Bernardino, to support the one year demonstration **METROLINK** reverse commute trains between Montclair and San Bernardino.

CITY LINK offers three morning and three afternoon trips during weekday peak hours using one **OT** directly operated full size bus. Morning buses leave the station at 615AM, 655AM and 750AM. Afternoon buses depart 4th & D at 335PM, 435PM and 545PM.

Buses travel on a one-way loop via 3rd/4th, Arrowhead, 6th, Mountain View, 4th, Sierra Way, 3rd, Arrowhead, 2nd and Viaduct Way to 3rd (Metrolink Station).

The regular **OT** fare structure applies although METROLINK fare media holders can ride for free.

At press time, **OT** bus operators who are members of the Amalgamated Transit Union Local 1704, voted 245-25 to reject the agency's labor contract and 191-78 to authorize a strike. Talks started last January on a contract that expired at the end of March. **OT** offered a 7% pay hike over three years and increased benefits, but ATU officials say their members will end up paying more out of pocket costs for health care.

While a walkout has yet to be called (ATU international officials in Washington, D. C. need to approve), **OT** has indicated plans to continue offering service.

BREA TROLLEY (BT)

BREA: October 14th brought introduction of a lunch time trolley replica service in this north Orange County city connecting several office parks, Brea Mall and the Downtown Brea commercial areas.

(Continued on page 4)

(Continued from page 3)
Using a Supreme/Startrans brand Classic American Trolley owned by the city and operated under contract by *WESTERN TRANSIT SYSTEMS, INC.,* **BT** offers fare-free service on weekdays between 1100AM and 200PM on an advertised 20-minute headway.

The one-door, accessible, green over red trolley has 31 mostly forward facing wooden seats with padded cushions, two wheelchair stations, wood grain interior paneling. The forward portion of the trolley features glass windows and the rear most section is open.

From Downtown Brea, the trolley travels via Walnut, thru a parking structure, Brea, Birch to the industrial park, looping via Valencia, Nasa, Surveyor, Enterprise and Ranger to Birch, then returning to downtown.

ANAHEIM TRANSPORTATION NETWORK (ATN)

ANAHEIM: **ATN's** NORTH ANAHEIM EMPLOYEE SHUTTLE, started May 1 to provide free home to work transportation for Anaheim residents employed at about 30 hotels in the Anaheim Resort District *(WT 5/04),* was discontinued on September 1st.

Service operated daily between 630AM-1030AM and 300PM-700PM, but was not successful at attracting enough riders to offset the costs. Several of the participating hotels had already reduced their funding.

ATN's other programs, as a rideshare organization and sponsor of **ANAHEIM RESORT TRANSIT SYSTEM,** have been much more successful.

Another program, the CAST SHUTTLE, is considered successful. Sponsored by Disneyland, CS includes a large off-site parking lot at Clementine & Katella where employees park and then are shuttled to the park by a fleet of MST Champion mid size buses operated by *SUPER SHUTTLE OF ANAHEIM.* CS operates during all hours that Disneyland is open and was created as a mitigation measure during the recent expansion of Disneyland and California Adventure.

LONG BEACH TRANSIT (LBT)

LONG BEACH: **LBT** implemented several changes on September 12 including extending 171-PACIFIC COAST HIGHWAY-SEAL BEACH westward from PCH and Santa Fe to the new Villages at Cabrillo using a Job Access Reverse Commute (JARC) grant *(WT 2/04).* Villages is a residential community providing transitional housing and employment assistance and other support services.

One bus was added to Line 171, which continues to run weekdays only, for this extension.

Line 5-LONG BEACH BLVD was reconfigured into two different lines, by time of day. NEW 51 is the former 5 and operates the regular route until about 700PM when the New 52-LONG BEACH BLVD TO ARTESIA starts operation. 52 travels from downtown to Long Beach and Artesia Blvds as the 51 does, but then turns east traveling to Atlantic, returning downtown as the New 63-ATLANTIC TO ARTESIA. There are corresponding northbound Line 63 buses that return south as Line 52.

Lines 111-BROADWAY-LAKEWOOD BLVD and 131-REDONDO were both rerouted in the Kilroy Center area and 111 now travels over an larger turnaround loop in Lakewood along Lakewood, Candlewood, Paramount and South to Lakewood.

FOOTHILL TRANSIT (FT)

WEST COVINA: September 5th brought changes to **FT** routes including discontinuation of Line 294, shortening of 184-DUARTE-ARCADIA to Huntington & Rosemead (its previous terminal) and loss of weekend trips and the shortening of 189-CLAREMONT-GLENDORA to run between Claremont and Glendora.

There were trimmings of first and/or last trips on various days of service although there were increases – half hourly evening service (was hourly) on 178-EL MONTE-PUENTE HILLS and evening trips added on 185-AZUSA-IRWINDALE.

On weekends, 289-PUENTE HILLS-CAL POLY now operates on a two-hour headway and 292-POMONA-CLAREMONT operates hourly between 600-1000AM and 100-500PM. On weekdays, Line 292 was reduced to peak hours only.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: During the summer the **SCMTD** Board approved an in-house operation of the ADA mandated paratransit service, known locally as PARA CRUZ, upon ratification of a new labor contract between **SCMTD** and United Transportation Union Local 23 for the employees transitioning from *COMMUNITY BRIDGES* and obtaining a separate operating facility.

The labor agreement has been signed, a facility in Soquel on Research Park Drive was obtained and is being made ready and the November 1st start up date seems achievable.

(Continued on page 5)

(Continued from page 4)

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: Using state TCRP and federal funds, the new REX (REGIONAL EXPRESS SERVICE) route began on August 22, operating two directional trips on weekdays during peak hours using a fleet of suburban style Gillig Phantoms 800-810 *(WT 08/04).*

Service operates between 500AM-900AM and 345PM-715PM using six buses. From Bayshore & Cooley (East Palo Alto), buses travel to the Tyco Business Area of Menlo Park, then via Marsh Road, Hwy 101, Redwood Shores Pkwy, Bridge Pkwy, Marine Pkwy, Hwy 101, Bayshore Hwy serving hotel row in Burlingame, Millbrae Ave and Rollins Road to Millbrae Intermodal Station for connections with **SAMTRANS, CALTRAIN** and **BART.**

Line 342-MILLBRAE CIRCULATOR was changed to offer only clockwise instead of two direction service.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: **MUNI** recently released its Zero Emissions 2020 Goal that targets initial fuel cell bus buys between 2016 and 2020. Once existing diesel buses are replaced by fuel cell powered ones, the system will operate with 100 percent zero emissions.

Emission reduction is new goal for public transportation, but it must remain secondary to the primary goal of service reliability. Carrying 750,000 daily passengers, **MUNI** proposed a three-part interim strategy — expand trolley coach and rail vehicle use including a battery bus procurement; replace conventional diesel buses with hybrid-electric buses; and clean up remaining diesels through repowers, exhaust after treatment technology and investigate the viability of alternative diesel fuels.

This program follows **MUNI's** recently completed two-year Alternative Fuels Pilot Program, which investigated use of hybrid-electric, CNG, LNG, battery-electric and exhaust after treatment equipped buses.

TRANSBAY TERMINAL PROJECT

SAN FRANCISCO: The San Francisco County Board of Supervisors recently voted unanimously to use its powers of eminent domain to condemn the 80 Natoma Street parcel, clearing the way for planning to continue on the new Transbay Terminal *(WT 05/04).*

Only half of the $32 million cost will be paid for by the city, the other half will be paid by the Metropolitan Transportation Commission.

By voting for condemnation, the Supervisors rejected the compromise solution offered by the San Francisco County Transportation Authority as too costly. That plan said both the terminal and the Myers Development 423 unit condominium tower could be built by construction of a huge concrete foundation to support both.

STANISLAUS AREA REGIONAL TRANSIT (START)

MODESTO: **START** made several changes July 5th – including new fixed stops on WATERFORD-MODESTO RUNABOUT and several Dial-A-Ride changes.

The service area for PATTERSON DIAL-A-RIDE was expanded while NEWMAN DIAL-A-RIDE was expanded and now provides curb-to-curb service to locations in Patterson during their service hours.

START assumed operation of WATERFORD DIAL-A-RIDE from the city. W-DAR operates Monday thru Saturday between 700AM and 600PM (out of service 1130AM-1230PM) and makes two trips to Oakdale on weekdays and three trips there on Saturday.

Their seven CNG powered, 40-foot, single door Orion V suburban style buses *(WT 12/02)* were being advertised as "coming soon" during the summer months.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: The fleet of 26 1995 Flxibles are currently scheduled for engine and transmission replacements. The project was expanded to include the 1997 Orions. There have been serious problems and delays with the project to install new 2003 Detroit Diesel CNG engines. That engine has had performance problems. **SCAT** is working with DDC to find solutions, including use of rebuilt 2002 engines.

Recently, DDC announced it will no longer manufacture the 2003 engine for either diesel or CNG and does not plan to have a full size transit bus engine until 2007.

With this issue and other ongoing fleet requirements, the system could experience a bus shortage and the **SCAT** Board authorized borrowing, leasing or purchase of used buses. Staff researched options to get buses for up to 10 months. Several agencies had buses available for lease, but it was determined there were issues using them. **RTA** had 1993 diesel powered Flxibles available, but this would have caused outside fueling issues and **SCAT's** agreement with the Air Resources Board to use only alternative fuel buses. **RTA** also had 1995 CNG Flxibles, but the transmissions and parts were different from the **SCAT** fleet, which could mean training of

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(Continued from page 5)

mechanics, stocking of special parts and purchase of specific tools for the buses.

Instead, arrangements were made with ACCESS contractor *LAIDLAW TRANSIT SERVICES* to provide two CNG fueled Econoline/Aerotechs for use on Route 12-VENTURA HARBOR and the special Hwy 101 JOHNSON DRIVE SHUTTLE and replace them by moving two buses from other contracts for ACCESS.

Three new 40-foot NABIs are expected shortly, two as replacements for 3001-3002 (1990 Flxible diesels) and one for expansion. The replaced buses will remain in service during the engine replacement program.

Bus replacements are included in the **SCAT** ten-year capital plan. Eight 1995 Flxibles are planned for federal and local funding in FY 04/05, nine 1995 Flxibles in FY 06/07, nine more 1995 Flxibles in FY 08/09 and nine 1997 Orion Vs in FY 09/10.

If the Flxibles cannot be kept in service due to major component failure, a request can be made to FTA to retire specific buses early.

The **SCAT** Board authorized submitting a request to FTA to reduce the life for certain buses and obtaining piggyback options from other transit agencies on their contracts to buy buses. Current options — **LACMTA** 40-foot NABI, **CULVER CITY** 40-foot New Flyer, **FORT WORTH (TX)** 35-foot New Flyer and **MERCED COUNTY** Orion.

AMADOR STAGE LINES, INC. (ASL)

SACRAMENTO: In August, **ASL** started an airport shuttle (SOUTH TAHOE EXPRESS) providing fourteen round trips each day connecting the Reno/Tahoe Airport with six casinos in the South Lake Tahoe area.

Casinos served include Lakeside, Horizon, Harvey's, Embassy, Harrah's and Caesars. Tickets cost $20 one way and $36 round trip.

*(Ed. Note – this service directly competes with the **FRONTIER TOURS, INC.** operated TAHOE CASINO EXPRESS shuttles serving some of the same casinos. TCE charges the same rates, but offers a $26 round trip to Lake Tahoe area residents and does not charge those under 12 years).*

FRONTIER TOURS, INC. (FT)

CARSON CITY, NV: **FT** recently closed its Sacramento dispatch office and all dispatching company-wide is now being done from the Reno office. The Sacramento shop was also reduced, to just one mechanic, whose primary job is to perform running repairs on **AMTRAK** Thruway Buses. All other mechanical work is performed at the Reno shop with buses rotated there for servicing.

Company officials said that the high cost of workers compensation in California forced the staff reductions.

CUSA, LLC. (COACH USA)

DALLAS, TX: **CUSA, LLC.,** with operations in 18 major markets of the west and southwest, recently announced purchase of three new companies – **PACIFIC COAST BUS SERVICE** (of San Francisco), **GRAY LINE OF PHOENIX (AZ)** and **RAZ TRANSPORTATION COMPANY/GRAY LINE OF PORTLAND (OR).**

PCBS will be sold to **CUSA FL, LLC,** and merged into **GRAY LINE OF SAN FRANCISCO/ GROSVENOR BUS LINES/FRANCISCAN LINES.** Mike Waters, PCBS President will become President and General Manager of the combined operations.

GLOP will be sold to **ARROW STAGE LINES (AZ)** by **CITIZENS AUTO STAGES** who will continue to operate the GRAY LINE in Tucson. **GLOP's** charter and sightseeing operations will be merged with **ARROW.**

In Oregon, **CUSA RAZ, LLC,** a newly formed subsidiary signed a letter of intent to acquire the assets of **RAZ,** the largest motorcoach operator in Oregon, the GRAY LINE licensee in Portland and its first company in Oregon, which will remain a stand alone business.

CUSA/ANTELOPE VALLEY BUS, INC. was awarded another 3-year contract to shuttle visitors on weekends and holidays between off-site parking lots and Los Angeles County's Pitchess Detention Center in Castaic.

New buses have been added — 30 new Van Hool C2045 coaches joined the **CUSA/KT CONTRACT SERVICES** roster for the Nevada Test Site contract and **ARROW** added four T2145s. **CUSA/CALIFORNIA CHARTERS** bought four C2045s and four T2145s.

It is understood that the Southern California operations, including **ANTELOPE VALLEY BUS, INC., AIRPORT BUS OF BAKERSFIELD, CALIFORNIA CHARTERS, PACIFIC COAST SIGHTSEEING TOURS, VALEN TRANSPORTATION COMPANY** and **GOODALL'S CHARTER BUS SERVICE,** are independent of **CUSA, LLC** and now trade as CUSA TOURS.

(Continued on page 7)

CITIZENS AREA TRANSIT

Las Vegas, Nevada

FLEET NOS.	BUILDER	MODEL	VIN NOS.	YEAR	NOTES
153-154	TMC	T80206	NR828750-751	1992	1
301-313	Gillig	40102TB6V92TA	L1083407-419	1990	2
351-370	ElDo Natl	TRE-32	VC084231-350	1997	
401-460	New Flyer	D40	NP014468-527	10/92	
461-490	New Flyer	D40	NP014596-625	11/92	
500-503	New Flyer	D60	MP014080-083	08/91	3
504-509	Neoplan	AN460L	2L013005-010	2001	
510-517	New Flyer	D60	SP015658-665	1995	
520-525	New Flyer	D60	TP016717-722	1996	
530-564	NABI	436.08	VA140001-035	1997	
565-575	NABI	436.08	WA140036-045	1998	
601-604	New Flyer	D40LF	RU015135-138	1994	
610-631	New Flyer	D40LF	SU015636-657	1995	
640-657	New Flyer	D40LF	SU015934-951	1995	
670-676	New Flyer	C40LF	1U023227-233	2001	4
701-760	NABI	040.06	XA140130-189	1999	
M-01 - M-10	Irisbus	Civis	3R000051-060	2003	

-NOTES-

1. Ex Las Vegas Transit System 4301-4302.
2. Ex Las Vegas Transit System 4701-4713.
3. Ex Las Vegas Transit System 6101-6104.
4. Originally numbered 660-666.

(Continued from page 6)

SIGNS OF THE TIMES
"Luminator Message Writer Program"

The *Message Writer* was an improvement over the 620 program. Although still a DOS program, the Message Writer supported the newer GTI matrix-based signs and also the older LIDS character-based signs. It also support some Vultron signs. It included a graphical display of the sign of what it would look like., various font sizes, graphics, and a front and graphic editor for customizing fonts and graphics. All of the formatting was done by hand. For example to format 2 lines on a 16x112 sign, and a 7x90 side sign, you would type the following:

\S1"42A"\F7DVW\H"MALL OF"\P38,8\H"ORANGE"\e
\S2\"42A"\H"MALL OF"\e
\S2\"42A"\H"ORANGE"\e
\S3\42A"\e

S1 would be sign 1 (Front 16x112), S2 would be the side sign (7x90) and S3 would be the rear sign (7x23). The "42A" would automatically be left justified. The H is for horizontal centering (V would be vertical centering), F7DVW is the font, in this case 7 dots high (7), double width (D), variable width (VW). P38.8 is the exact dot location of the second line (38th over from the left, 8th down from the top.) The program knows the size of S2 so you would not have to put in a font, as the default is F7DVW. Each line, for each sign would have to be typed in by hand.



This is how the program would represent the front sign:

The program had over 35 fonts and over 30 graphics. It would support over 70 different sign types, including the older LIDS series, the newer matrix-based signs, LCD signs, and even the Vultron signs.

The Message Writer displayed the various choices through drop-down menus, such as MESSAGES, EDIT, SIGNS, FONTS, GRAPHICS, RUN, UTILITIES, OPTIONS and QUIT.

Each signs timing, positioning, and fonts could be programmed independently. Each sign type did have it's own default font,

After the message file was created, it would have to be compiled, then downloaded to a MTU (Memory Transfer Unit). The MTU would then be plugged into each Control Console and upload the new information automatically.

Next month—the IPS Windows Program.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Victor Valley Transit Auth	304	Bluebird	Transhuttle/2F208535	2001	
	305-306	Bluebird	XCEL102-2910/3F217476, 475	2003	
	601-602	NABI	040.29/4A140032-033	2004	Being delivered
Pasadena ARTS	1955	E Bus	Transit Bus/—	2004	
SAMTRANS	140-154	NABI	436.10/2A140478-492	2002	
Antelope Valley TA	3331-3336	NABI	40C.03/3A140612-617	2003	
Los Angeles County MTA	8000-8001	NABI	45C.03/3A140718-719	2003	
	8002-8029	NABI	45C.03/4A140001-028	2004	
	8030-8099	NABI	45C.03/4A140296-365	2004	Being delivered
Pierce Transit (WA)	167-184	New Flyer	C40LF/2U024504-521	2002	
Port of Seattle (WA)	414-429	New Flyer	C40LF/2U024522-537	2002	
San Jose Airport	21-40	New Flyer	C40LF/2U024620-639	2002	
VIA Metro Transit (TX)	200-260	New Flyer	D40LF/3U025361-421	2003	
Tri Met (OR)	2701-2725	New Flyer	D40LF/3U025423-447	2003	
Frontier Tours (NV)	35660, 35662	Setra	S417/43000085, 141	2004	
	35663, 35665	Setra	S417/43000124, 123	2004	
-USED-					
SCRRA – Metrolink	901	EMD	F59PH-I/986902-01	12/99	1
	2210,13,31-32	Bombardier	Cab Cars/—	——	1
	2237-2240	Bombardier	Cab Cars/—	——	1
	6104, 06-08	Bombardier	Coaches/—	——	1
-DISPOSITIONS-					
First Class Charter	11	MCI	102DL3/VP049773	1997	2
	18	MCI	102EL3/XP060509	1999	2
	41	MCI	102DL3/VP049850	1997	2
	43	Van Hool	T940/U2029091	1997	2

-NOTES-

1. Leased from **CENTRAL PUGET SOUND TRANSIT AUTHORITY** (**SOUNDER**) of Seattle, WA.
2. For sale by GE Capital – some are at ABC Bus Sales in Garden Grove, others at Hausman in Los Alamitos.

SANTA CRUZ MTD has exercised an option to buy two buses from a recent **CULVER CITY BUS** order of New Flyer C40LFs.

GOLDEN EMPIRE TRANSIT DISTRICT of Bakersfield is currently advertising for 22 CNG powered, low floor transit buses.

LADOT contractor *CONNEX WEST LLC* has taken delivery of 3 CNG powered, one-door suburban style Orion V buses bought for service expansion on Line 448-PALOS VERDES-LOS ANGELES. They are numbered 04401-04403.

Regional Transit Service 2558 (Ex MTA Flxible Metro 2558) being used for a new Diet Coke commercial in downtown Los Angeles. Craig Barnes photos.



