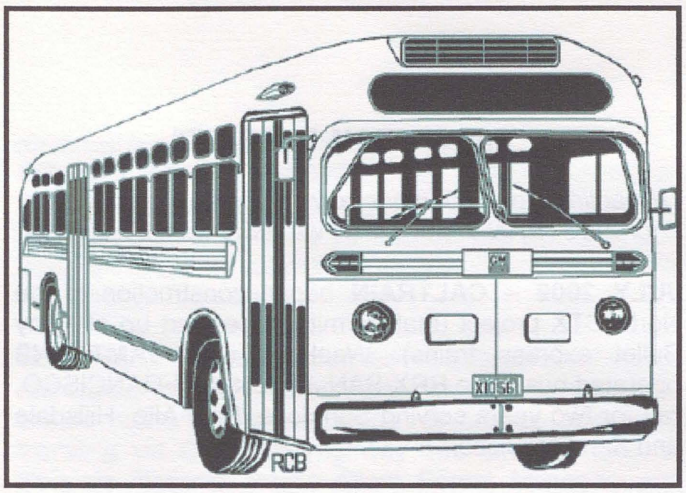
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SEQUOIA SHUTTLE
Sequoia Mountain Transit dba (SS)

VISALIA: On Thursday May 24, the City of Visalia, in cooperation with the National Park Service, launched **SS,** the long awaited shuttle system to connect to/from Sequoia National Park *(WT 09/06)*.

This is a 3 year demonstration funded by two separate federal grants, one to the City of Visalia for the external (Visalia-SEKI) shuttle and one to SEKI for two internal shuttles. (Ed. Note – *SEKI is the National Park Service internal abbreviation for the park*).

SEQUOIA SHUTTLE
SERVING SEQUOIA NATIONAL PARK

SEKI administrators contracted with Visalia to provide the service and the city sub-contracted with **VISALIA CITY COACH** contractor *M. V. TRANSPORTATION.* For insurance purposes, *MVT* set up a separate corporation and operating division (*SEQUOIA MOUNTAIN TRANSIT)* to handle the contracts.

The NPS developed the routing concept, a park external route from Visalia to a point inside the park and two internal routes serving points of interest in SEKI.

Because the vehicles travel in the park on a two lane mountain road within hairpin turns and curves, it was ruled that the bus length for the external shuttle could not exceed 23 feet. One internal route features narrow and, in some cases, unpaved roads and also required small buses. The other route runs along a paved two lane highway and could accommodate larger buses.

The City was responsible for all planning and marketing efforts. The buses acquired by the City include five 35-foot El Dorado National EZ Rider IIs and eight Ford Econoline/El Dorado Aerotech cutaways. The EZ Riders are 2002 models previously used in airport service (possibly Spokane) while the Aerotechs are new.

The EZ Riders feature fiberglass seats (longitudinal on the street side of the lower level and over the wheel wells, the remainder are transverse). The Aerotech's feature 16 high-back non-reclining cushioned seats, overhead parcel racks, a wheelchair lift with one tie-down position and a DVD player with two monitors. The interiors are gray with white ceilings. Exterior colors are all white with a wrap featuring the Sequoia Shuttle logo on the rear and each side of the bus at the rear. Bike racks are offered on all buses.

The buses were not delivered until the day before operations were scheduled to begin and were therefore not numbered. The eight buses used on the internal shuttles are leased to NPS who, in turn, provides them to *MVT/SMT* to operate the service. The five buses on the external shuttle were turned over to *MVT/SMT* by the City. Since the Shuttle will operate for only three months (Memorial Day to Labor Day) and its buses will be parked the other nine months and may be resold at the end of the three years if the demonstration proves not to be viable, the City did not want to include them in the same numbering scheme as the **VCC** fleet (6200's). The next unused numbering block in the City's fleet numbering scheme was 7100's and the **SS** buses are numbered (on paper) in that series. But since **TULARE**

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ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)



ORANGE: The **OCTA** bus fleet will soon undergo substantial changes. An order, including two options, was placed with New Flyer for 377 40-foot, CNG, model C40LFR buses and the buses have started to arrive.

Plans call for installation of CNG fueling stations at all garages – only D1 (Santa Ana) is presently equipped.

On the retirement horizon are all 54 30/3100 series GMC RTS 03, all 69 4200 series Gillig Phantoms and 39 5000 series and 14 5100s series New Flyer C40s. 29 of the RTS were sold at auction June 30 (*See Page 8).*

The 5200, 5300 and 5400-5418 series diesel New Flyer D40LFs will either be retired or placed in contingency.

All 232 NABI LNGs, 5419-5422 series New Flyer H40LF hybrids and the 50 articulated low floor New Flyer D60LFs should remain active for several more years.

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HOW TO CONTACT US

Edmund Buckley ebuckley@western-transit.com
Craig Barnes cabarnes@western-transit.com

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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)

JULY 2002 – CALTRAIN began construction of the North CTX project (that permitted the start up of Baby Bullet express trains). Weekend only **SAMTRANS** operated bus route RRX-SAN JOSE-SAN FRANCISCO, ran for two years serving San Jose, Palo Alto, Hillsdale and San Francisco.

JULY 1997 – THE LOOP TOUR, employing a day pass system, started a five route tour system in San Diego. This was the second San Diego sightseeing operator to allow the rider to choose the attractions they wanted to visit, the first was **THE BUS THAT GOES IN CIRCLES.**

JULY 1992 – LONG BEACH TRANSIT offered a special summer only LONG BEACH-KNOTT'S BERRY FARM SHUTTLE and also added a third route to the downtown shuttle system RUNABOUT, C-DOWNTOWN -QUEEN MARY (predecessor to today's PASSPORTS).

JULY 1987 – OCTD buses began operating selected trips on **SCRTD** Line 464-FULLERTON PARK/RIDE, initially using Flxible New looks and then the first two Super Buses. **OCTD** paid for the entire cost of the line as part of a joint cooperative service agreement.

JULY 1982 – CENTRAL CONTRA COSTA TRANSIT AUTHORITY started operations in the area over former **AC TRANSIT** routes in the cities of Concord, Lafayette, Moraga, Orinda and Pleasant Hill plus NEW Line 110-CLAYTON-CONCORD-MARTINEZ.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Marvin Martin Warren F. Quon Gerald L. Squier
REPORTERS & SOURCES:	Paul Castillo Ron Downing Alan Fong Billy H. Johnson Russ Jones Andrew Novak Harry Peat Ed Von Nordeck

(Continued from page 1)

COUNTY AREA TRANSIT already uses this series on their buses, the "7" will not appear on the **SS** buses as the **TCAT** buses are stored, maintained and operated from **VCC's** new operating facility (*Fleet numbering detail not available at this time).*

Route numbers were assigned internally, but they do not appear on public documents. Line 1 is the external shuttle serving several stops in Visalia and then traveling via California Highway 198 until it arrives at Sequoia National Park's Giant Forest Museum, with stops at Three Rivers and the Foothill Visitors Center.

Connecting at the Museum with Line 1 are internal shuttles Line 2 starting at Giant Forest and running north to Wuksachi Lodge with stops at Sherman Tree, Sherman Tree Parking & Trail and Lodgepole Visitor's Center, Market and Campground. Line 3 also starts at Giant Forest and travels east to Moro Rock and Crescent Meadow. These lines, FREE to all park visitors, operate daily between 900AM and 600PM every 15 minutes. Visitors who traveled to the park by car are encouraged to use the buses within the park.

Line 1 operates eastbound to the park in the morning and returns westbound in the afternoon, on approximate hourly headways. Eastbound trips operate at 700AM, 800AM, 900AM, 1000AM and 100PM. Westbound trips start at 230PM and hourly until 630PM.

Operator work runs were created so that the operator of the first eastbound bus makes the first westbound afternoon trip and so on until the last return trip. This arrangement gives each of the five Line 1 Operators a five hour layover, except for the fifth trip that has three hours. During their time in the park, Line 1 drivers are scheduled to do relief work on Lines 2 and 3 shuttles.

Internal shuttle drivers work 10-hour days with four days on and four days off ("4-40" schedule). Because of the lengthy travel times to and from Visalia, arrangements were made to acquire eight 32-foot mobile homes from FEMA, which were not being used. Drivers stay in the trailers overnight to avoid the daily commute. *MVT* hired about 20 new drivers as part of the **SS** program. However, the management wanted more experienced people to work on the mountain division and they were chosen from the ranks of the more experienced. The city runs are being filled by the new hires.

SS round trip tickets cost $10 which includes the park entrance fee with advance reservations required. The reason for this requirement is that the City's grant for the external shuttle, which is for a three year trial period calling for 100 days of operation (500 round trips) per year, has no provision for any increase in the number of trips. The reservation provision was instituted simply to eliminate any possibility of overloads and stranded passengers. A daily manifest of reservations is made for each trip listing the name and boarding location of each passenger. On each trip, the bus will only stop where someone will be boarding. Reservations are closed at the end of business on the previous day, except that reservations for the 100PM trip are accepted until 1100AM on that day. All reservations must be paid for by credit card, either by telephone or at the website. There is no provision for fare payment to the driver on any trip, even if there is space available. Passengers with reservations for a return trip on any day may change their reservation, if space is available.

Operations began on May 24 and while the Memorial Day weekend was heavy, park attendance declined until the summer vacation period began. Through early June, buses were generally running at 50% capacity.

SS operations will continue through September 3rd.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The June 24, 2007 Shake Up is the first of five to implement "Metro Connections" Program *(Ed. Note – there was a pilot program last December, WT 12/06)* and it includes changes to 30 lines, start up of 7 NEW lines and discontinuation of 9 others.

Except between 900PM and 600AM, 4-SANTA MONICA BLVD. now operates only as far west as Sepulveda Blvd. 304-SANTA MONICA BL. LIMITED was replaced by new 704-SANTA MONICA BL. RAPID.

11-TEMPLE-VERMONT-MELROSE was discontinued and its trips shifted over to 10-TEMPLE-MELROSE as the Limited Stop area on 316-THIRD STREET LIMITED was extended to La Brea and the line was shortened to 6th & Maple downtown.

20-WILSHIRE LOCAL now only operates west of Westwood between about 900PM and 600AM and 21-WILSHIRE-UCLA was dropped. NEW 920-WILSHIRE RAPID EXPRESS began and operates during weekday rush hours in both directions between Wilshire/Vermont Station and Santa Monica. The line has only six stops – Vermont, Western, Fairfax, Beverly Drive, Westwood and 4th & Wilshire and is expected to shave 20 percent off Line 720 travel times.

55/355-WILMINGTON AVENUE was extended from 5th & Beaudry to Sunset & Figueroa, replaced at the Beaudry layover zone by NEW 760-LONG BEACH BLVD RAPID. The 760 operates between 5th & Beaudry and Artesia BLUE LINE Station via 4th, Flower, 7th, Santa Fe, Vernon/Pacific/Long Beach and Artesia

(Continued on page 4)

(Continued from page 3)

to the Artesia Station. Based at Division 1, it replaced the 360-LONG BEACH BL. LIMITED. 60-LA-LONG BEACH BLVD stayed on its regular route, but now runs south of Artesia to/from downtown Long Beach only during Owl hours and on selected early morning northbound trips.

65-WASHINGTON-INDIANA-GAGE was discontinued officially, but most of the alignment was replaced by the NEW 665-CSULA-INDIANA STREET that operates between Cal State Los Angeles and Olympic & Indiana over the route of the 65 and is extended to Olympic & Soto during weekday peak hours. *(Ed. Note – the route of the non-weekday peak 665 is nearly identical to that of the 32-INDIANA-GAGE until its extension to and along Washington Blvd. in April 1971 – WT 4/71).*

76/376-VALLEY BLVD had the 376 Limited trips converted to local 76 trips in the peak direction, east in the morning and west in the afternoon).

90/91-LOS ANGELES-SUNLAND-SYLMAR returned to its original routing between Los Angeles and Sunland as NEW 290-SUNLAND-OLIVE VIEW replaced the northern segment. 90/91 and 290 interline on Saturday.

92-LOS ANGELES-BURBANK-SAN FERNANDO was also shortened to operate between Los Angeles and Burbank with NEW 292-BURBANK-SAN FERNANDO VIA GLENOAKS replacing the northern segment. On weekdays, Lines 155 and 292 are interlined at Burbank *(Ed. Note – creating a routing similar to 162-RIVERSIDE DRIVE-GLENOAKS in the San Fernando Valley Grid days).* 239-WHITE OAK-ZELZAH-RINALDI is also part of the interline operation.

119–108TH ST-WILLOWBROOK, 442-HAWTHORNE-INGLEWOOD-LA EXPRESS and 622-NORWALK-EL SEGUNDO OWL were discontinued.

Saturday service was dropped on 154-BURBANK BL-OXNARD ST with Sunday on 290. All weekend trips were dropped on 155-RIVERSIDE DR-ALAMEDA AVE, the Burbank-Glendale segment of 183-MAGNOLIA BLVD-KENNETH ROAD and all of Line 239.

170-EL MONTE-MONTEBELLO TOWN CENTER was discontinued and replaced by an extension of 287-SIERRA MADRE-EL MONTE from El Monte to Montebello. The 90-minute weekday-only headway was replaced by an hourly schedule.

The segment of 176-HIGHLAND PARK-EL MONTE between York & Figueroa and Cypress & Division along Figueroa, Ave. 50, El Paso Drive and Division was discontinued without replacement. 30-minute peak headways are now operated between El Monte Sta and Mission & Las Tunas.

264-DUARTE-ALTADENA VIA DUARTE RD now serves the Sierra Madre Villa GOLD LINE Station while 267-TEMPLE CITY BLVD-LINCOLN was routed out of the station and stays on Del Mar Blvd.

265-LAKEWOOD-PARAMOUNT BLVD-MONTEBELLO was shortened at Whittier & Rosemead as 275-CERRITOS-WHITTIER VIA VALLEY VIEW was replaced by a rerouted **NORWALK TRANSIT SYSTEM** Line 8-WHITTIER-NORWALK METROLINK STATION.

353-ROSCOE BLVD LIMITED is now a branch of 152/153-FALLBROOK-ROSCOE-LANKERSHIM and was extended to provide local service west of Roscoe & Topanga Canyon to Ventura & Fallbrook.

363-SHERMAN WAY LIMITED is now a branch of 163-SHERMAN WAY and was extended to provide local service between Topanga Canyon Blvd and West Hills.

577-LONG BEACH-NORWALK-EL MONTE EXPRESS was extended from the VA Hospital to downtown Long Beach via 7th with three stops – Ximeno, Cherry and the Transit Mall.

656-PANORAMA CITY-HOLLYWOOD-LA OWL (Night branch of 156) was shortened and now runs between Panorama City and Santa Monica & Highland, with Line 4 connections to/from downtown *(Ed. Note – this means no more **MTA** buses operate on the Hollywood Freeway as part of their route – a predecessor of the 656, 93-LOS ANGELES-NORTH HOLLYWOOD-VAN NUYS, was the first local bus line to use a freeway, in fact the Hollywood Freeway, beginning December 28, 1952).*

684-BREA MALL-CAL POLY- POMONA was shortened to Cal Poly (had operated to/from downtown Pomona). The weekday headway remained hourly and the weekend headway is now 90 minutes. In September, **FOOTHILL TRANSIT** Line 286 (a modified Line 193) will run between Brea Mall, Diamond Bar and Pomona.

686-COLORADO-ALLEN and 687-LOS ROBLES-SOUTH FAIR OAKS were both rerouted to run south via Fair Oaks to Glenarm, returning north on Raymond to Colorado and were interlined.

704-SANTA MONICA BLVD. RAPID is NEW replacing the former Line 304 and operating Monday thru Saturday between 545AM to 730PM and on Sunday between 730AM and 730PM.

710-CRENSHAW BLVD. RAPID was shortened and now operates to/from Wilshire/Western PURPLE LINE Station and does not travel along Wilshire and Rossmore/Vine to Hollywood (RED LINE Station).

(Continued on page 5)

NATIONAL CITY TRANSIT

*On March 3, 2007, **NATIONAL CITY TRANSIT** was taken over by and merged into the **METROPOLITAN TRANSIT SYSTEM,** ending its 28 year history as the smallest transit operation in San Diego County, but the one with the highest riders per service hour numbers).*

In the 1970s, the cities in San Diego County contracted with **SAN DIEGO TRANSIT CORPORATION,** a non-profit corporation organized by the city, for transit paying for the service with some or all of their Local Transportation Fund money. In the case of National City, the contracted service included Line 12/12A-NATIONAL CITY-PARADISE HILLS and a portion of 13-SDSU-ALLIED GARDENS-NATIONAL CITY.

The city was using all of its money for transit and wanted more local control of its system and lower, than **SDTC,** contract rates.

In June 1979, the city issued a Request For Proposals for operation of the new **NATIONAL CITY TRANSIT** and *MC DONALD TRANSIT ASSOCIATES* of Fort Worth, Texas was awarded a five-year contract. They formed a California corporation, *BAYSHORE TRANSIT MANAGEMENT dba NATIONAL CITY TRANSIT,* to provide a turnkey operation.

The system, which replaced **SDTC** Lines 12/12A, but had buses operating on different streets, was to include two routes, A-PARADISE VALLEY BLVD-4TH-EAST PLAZA BLVD and B-EAST 30TH-CLEVELAND-EAST 18TH, with five scheduled and three spare buses.

July 1, 1979 was the opening day for **NCT** using a fleet of ten Flxible "New Look" buses, former **DENVER (CO) RTD**, painted blue over white with a ten foot decal in stylized "NCT-National City Transit" on each side. The buses were numbered 1-10. The buses were actually owned by the METROPOLITAN TRANSIT DEVELOPMENT BOARD and leased to **NCT.** Another five buses were in storage at the *CALTRANS* yard in Chula Vista.

Service was offered between 600AM and 1000PM seven days per week, except for the six major holidays which created two basic eight hour runs for Operators. There were no relief runs and Operators' days off were covered from a rotating Extra Board of four Operators.

Originally the service on Line A operated east from National City into the Paradise Hills area, which is part of the City of San Diego. National City had been reluctant to operate outside the city limits, but an agreement was reached between National City, San Diego, **SAN DIEGO TRANSIT CORP** and the MTDB that **NCT** would run the service until the September 1979 **SDTC** Shake Up, at which time **SDTC** would operate a shuttle from the 3/11/13 lines thru National City with closed doors except for one stop. **NCT** Line A was then cut back to remain within National City.

With the start up of **NCT, SDTC** Line 12-NATIONAL CITY-PARADISE HILLS was discontinued while that portion of Line 13-SDSU-NATIONAL CITY between 43rd and Delta and the Lincoln Acres area of National City was also discontinued.

October 1, 1979 brought several changes to the new system. Former **NCT** Lines A and B were changed into three services during the day and a separate service after 700PM on weekdays and Saturday and all day on Sunday, using one bus.

601-DIVISION/4TH STREET-30TH STREET ran every 30 minutes with two buses in a U-shaped affair. 602 PLAZA BLVD-18TH STREET also ran 30 minutely as a U while 603-CLEVELAND AVENUE-8TH STREET ran hourly as an east/west line from 4th and Euclid through downtown to the industrial area. 602 needed two buses and 603 required one for a daytime total of five. 604-DIVISION-4TH-PLAZA BLVD operated hourly using one bus over the Division/4th/43rd & Delta portion of 601 into downtown, then out Plaza Blvd and the Plaza/8th/Euclid loop of 602.

*(Ed. Note – the 600 series numbers were part of the then-new San Diego County Route Numbering System suggested by Bob Burrowes, **NATIONAL CITY TRANSIT** General Manager and long time WTS member. The system continues to present day).*

The **SAN DIEGO TROLLEY** came to town in the summer of 1981 and Lines 601 and 602 were both altered to serve the National City/24th Street Station.

On November 8, 1981, the Sunday only Line 604-DIVISION/4TH STREET-PLAZA BLVD was changed to offer hourly service to Plaza Bonita Shopping Center and 24th Street Trolley Station, no longer serving the Division Street/4th Street loop nor the 8th Street Trolley Station (*which had only been served on Sunday).*

In September 1982 **NCT** was awarded a contract with **SAN DIEGO TROLLEY, INC.** to provide supplemental early morning and evening trolley service over the route of former **SDTC** Line 32 between National City and San Diego downtown as well as the night service on 51-SUPPLEMENTAL TROLLEY SERVICE operating between Kettner & Broadway and 24th Street Trolley Station in National City. **SDTC** had operated that service under contract from July 26, 1981 (**TROLLEY** opening).

In October of 1983, **NCT** placed an order for five Bluebird brand City Bird transit buses (*understood to be the first in California*), including an option for at least two more. Eventually, the fleet included eight.

The buses (lift equipped, painted blue and white with black windows) were placed into service in November 1984. The Flxible New Looks stayed active for a while.

On June 23, 1990, new Line 603-EUCLID TROLLEY-PLAZA BONITA commenced operations operating between the Euclid Trolley Station and National City's Plaza Bonita Shopping Center via Euclid, Sweetwater Road and shopping center roadways. Service operated every half hour between 600AM and 700PM Monday thru Saturday using two buses and hourly on Sunday between 930AM and 630PM with one bus.

September 1994 saw Sunday only Line 604 replaced by added trips on 601-4TH & DIVISION-30TH ST and new Sunday service on Line 602-PLAZA BLVD-18TH ST.



For the next several years, **NCT** was a stable operation carrying increasing numbers of daily passengers. The fleet, however, was completely changed over as their 8 Bluebirds, eight FIxible Metros and six Gillig Phantoms were replaced by three former **NORTH COUNTY TRANSIT DISTRICT** 35-foot FIxible Metros and sixteen new 40-foot low floor New Flyers, part of a combined order for all of the **MTDB** affiliated operations.

Over the last few years, **MTS** (originally known as **MTDB**) has been working to consolidate its eight member systems including actual transit services, operating locations and service providers.

The 2005/06 Comprehensive Operational Analysis included service proposals that would replace **NCT** Lines 601, 602 and 603 with changes on regional lines and creation of two local lines within National City. The **NCT** contract with *MC DONALD TRANSIT ASSOCIATES* was to expire this year and a new CNG fueling station would need to be built at the **NCT** garage (currently diesel only), if the yard were retained.

As the funding pass-thru agency, **MTS** made a business decision to consolidate **NCT** with the other providers to effect an annual savings of $565,000, primarily by reducing overhead charges including $157,000 for the *MC DONALD* management fee, $136,000 property rent and $130,000 City overhead charge.

NCT operations were funded entirely through state Transportation Development Act (TDA) funding and fare revenue. The City had been the direct recipient of TDA funds when the original contract was approved, but today **MTS** is the direct recipient.

Following intense discussions between the parties, the **MTS** Board voted unanimously last December to approve the transfer of operational responsibility for **NCT** from the city to **MTS** on March 4, 2007 and discontinue transit payments to the city.

MTS first announced the takeover last September. City officials complained **MTS** made the decision at a closed meeting, which violated the state's open meeting law. **MTS** made the decision in public in December.



The city sought a preliminary injunction to keep **MTS** from taking over the system and transportation funding. City officials then filed a $834,384 claim against **MTS,** accusing the agency of interfering with the city's contract with *MC DONALD* and related financial issues.

March 4 saw bus route changes, including takeover of **NCT** Lines 601, 602 and 603 with operation by *VEOLIA* from the South Bay garage on Main Street. *(Ed. Note – as the buses are repainted and relettered, **NCT** will live on, if only in our memories).*

Supplement to July 2007 issue of *WESTERN TRANSIT*

PHOTOS
Yard - Craig Barnes
6001 - SoCalTransit

NCT ALL TIME ROSTER

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
10-20	FIxible	F2D6V-401-1	51313-314	1962	Denver RTD 556-557
30-40	FIxible	F2D6V-401-1	51614, 618	1963	Denver RTD 313, 317
50-60	FIxible	F2D6V-401-1	51623, 629	1963	Denver RTD 322, 328
70-80	FIxible	F2D6V-401-1	51944, 951	1963	Denver RTD 331, 338
90-100	FIxible	F2D6V-401-1	51968, 974	1963	Denver RTD 355, 361
101-106	Bluebird	City Bird	EF059288-293	12/83	
107-108	Bluebird	City Bird	EF059307-308	02/84	
201-202	FIxible	35096-6T	JD099305-306	05/88	
203-205	FIxible	35102-6TL	LD100764-766	12/90	
206-208	FIxible	35102-6T	ND103374-376	09/92	
301-302	Gillig	4096TA6V92	D1080499, 525	1983	OCTA 4035, 4061
303-304	Gillig	4096TA6V92	D1080527, 483	1983	OCTA 4063, 4019
305-306	Gillig	4096TA6V92	D1080505, 511	1983	OCTA 4041, 4047
401-403	FIxible	35096-6T	-, -, FD097237	01/85	NCTD —, —, 519
6001-6016	New Flyer	D40LF	1U022829-844	2001	

FINAL ROSTER: 6001-6016 (16 buses)

751-SOTO STREET RAPID was shortened to operate as far as Palm Place Loop (replaced on Long Beach Blvd. by NEW Line 760).

940-HAWTHORNE RAPID EXPRESS operates over the route of 740-HAWTHORNE RAPID during weekday peak hours, but makes only seven stops — northbound in the morning and southbound at night — Galleria Transit Center, Hawthorne Rail Station, Manchester & La Brea, King & Crenshaw, King & Vermont, 6th & Broadway and Union Station.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: June 17th was the last night of operation of the HOLLY TROLLEY, the Thursday thru Saturday late evening circulator thru central Hollywood *(WT 2/06,6/07).*

LADOT said that they would analyze the ridership data collected on the pilot program to help plan future Hollywood transportation services.

DASH/SAN PEDRO was recently rerouted off Harbor Blvd., remaining on Centre St. between 1st and 7th to improve on time performance and allow two buses to provide the 30-minute Monday thru Saturday and one bus to provide the hourly Sunday schedules.

LOS ANGELS COUNTY DEPARTMENT OF PUBLIC WORKS (DPW)

ALHAMBRA: The eight-route *SUMMER BEACH BUS* system is again operating this year.

Six routes are destined to Santa Monica — ANTELOPE VALLEY, ALTADENA, CHARTER OAK, EAST LOS ANGELES, LA CRESCENTA/LA CANADA and SANTA CLARITA as SOUTH WHITTIER goes to Long Beach.

TOPANGA CANYON serves three beaches – Topanga, Will Rogers and Santa Monica and was also extended from Ventura & Topanga Canyon to/from the Warner Center Transit Station on Owensmouth at Oxnard **(MTA** ORANGE LINE terminal).

The Board of Supervisors recently awarded Downey based *PARKING COMPANY OF AMERICA, LLC* a three year contract, with two one-year renewal options, to operate the JOHN ANSON FORD AMPHITHEATRE SHUTTLE between the *RED LINE* Universal City Station and the theatre on performance nights.

The Board also approved Amendment No. 8 to contract with the *WATTS LABOR COMMUNITY ACTION COMMITTEE* to operate the HAHN TROLLEY and WILLOWBROOK SHUTTLE services for an additional six months as a new RFP is offered *(Ed. Note – all four responses to the October 2006 RFP failed some portion of the preliminary pass/fail evaluation. Responses to the newest RFP were due at the end of May. This proposal will include a fourth route (likely the ROSEWOOD SHUTTLE) and the contractor will be required to provide four themed trolleys and three small buses).*

UPDATE ON SPANISH LANGUAGE BUS COMPANIES

LOS ANGELES: Two NEW companies are now serving Los Angeles – **PACIFIC BUS LINES (***Jose Segura and Hector Escobar dba***)** and **TUFESA USA, LLC.**

TUFESA, new in California, was established in 1994 and operates in the northwestern Mexican states of Sonora and Sinaloa serving 19 cities. In the U. S. , they serve Los Angeles (611 South Maple (once a **CRUCERO** station), East Los Angeles (4555 East 3rd), Ontario (109 West Transit St) and Colton (Plaza Las Glorias on Mt. Vernon), Phoenix, Tucson and Nogales.

Mexican cities include Imuris, Magdalena, Santa Ana, Hermosillo, Guaymas, Empalme, Vicam, Cd. Obregon, Navojoa, Los Mochis, Guasave, Guamuchil, Culican, Mazatlan, El Rosario, Acaponeta, Penas, Tepic and Guadalajara.

Presently, one daily round trip is offered between Los Angeles and Guadalajara leaving here at 930AM.

TUFESA has a bi-lingual website that is quite informative. (www.tufesa.com.mx)

Fares are shown for all cities served. The fare between Los Angeles and Guadalajara is $177 ($152 for students or teachers) and $124 for children. Fares are quoted between Los Angeles, Phoenix and Tucson.

PBL, with offices on Florence in Bell, operates three routes. LOS ANGELES-LAS VEGAS, NV departs at 600AM every Saturday with turnaround trips. Casino trips are also offered on LOS ANGELES-AQUA CALIENTE-SPOTLIGHT 29-FANTASY CASINOS with buses departing daily at 730PM. The third route is LA-YAKIMA, WA with stops in Red Bluff and Dorris, CA and Sunniside, Pasco, Othello and Yakima, WA.

LA-MEX TOURS, INC. is now offering one daily round trip on its LOS ANGLES-LAS VEGAS, NV route.

FOOTHILL TRANSIT (FT)

WEST COVINA: The **FT** Board recently awarded *M. V. TRANSPORTATION* a three year contract, with two one -year options, to operate the services based at the Irwindale Division.

(Continued from page 5)

FIRST TRANSIT, INC. had been providing this service, obtaining the contract following *FTI's* 2004 purchase of former contractor *COACH USA TRANSIT SERVICES. FTI* continues to operate the Pomona Division contract.

The **FT** Board also voted to donate four retired Gilligs to the City of Benicia for the **BENICIA BREEZE.**

SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: **SCT** is operating, initially for a three month trial, new midday service between their three *METROLINK* Stations and Union Station downtown.

Line 747-MID-DAY FLYER begins at the Via Princessa Station at 1100AM, stops at Santa Clarita and Newhall Stations and arrives Union Station at 1220PM. The return trip departs Union Station at 1235PM and is scheduled to arrive Via Princessa at 150PM.

The regular cash fare is $4 and reduced fare is $2. Both the 20-Ride Punch Pass and EZ Transit Pass are valid.

Using their Chance brand replica trolley (0101) obtained from Bridgeport, Connecticut *(WT 12/06),* **SCT** started the free-fare, two-route SANTA CLARITA HOMETOWN TROLLEY last December 4th.

On Monday, Wednesday and Friday, the two-direction VALENCIA INDUSTRIAL CENTER route operates every 15-20 minutes between 1030AM and 230PM serving the major eateries in the northern part of town.

On Tuesday and Thursday, the VALENCIA TOWN CENTER route operates generally as a one-way loop on the same schedule as INDUSTRIAL.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: As part of the plans to correct some of the service problems created by operation of new Line T-THIRD streetcar line *(WT 04/07),* **MUNI** made several changes starting June 30.

Among the changes — restoring the service pattern of operating N-JUDAH to/from 4th & King, J-CHURCH to/ from Embarcadero Station, S-CASTRO SHUTTLE and now interlining T-THIRD with K-INGLESIDE.

10-TOWNSEND weekend service was restored and NEW trolley coach Line 20-COLUMBUS began.

First proposed about twenty years ago, Line 20 operates between Van Ness & North Point and Main & Howard traveling over the route of 30-STOCKTON north of Union Street and 41-UNION south of there.

Line 20, based at Potrero Division in the morning and Presidio in the midday, offers a 10/15 minute headway between 700AM and 400PM on weekdays with a mix of standard and articulated trolley coaches. The service is officially considered as a trial.

The 8401-8456 Orion VII hybrids (with about 30 delivered) entered service May 15 from Woods Division and have been seen on 16-NOREIGA EXPRESS, 23-MONTEREY, 29-SUNSET, 30-STOCKTON EXPRESS, 44-O'SHAUGHNESSY and 54-FELTON.

The initial order had an option for up to 56 more buses. **MUNI** exercised that option for 30-foot buses to replace the 9001-9045 series Orion I diesels and these buses are now coming off the production line. 8503 was spotted on 37-CORBETT on June 25th. *(Ed. Note – it is believed that 30 mid size buses were ordered).*

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: June 10th brought the summer changes including the creation of NEW Line 91-SAN RAFAEL-LARKSPUR FERRY that operates midday (900AM-230PM) on weekdays between the San Rafael Transit Center and the Larkspur Ferry Terminal to help address the current midday parking shortages at the Terminal.

Passengers can pay their ferry fare when boarding 91 buses and receive a transfer for the boat. Returning passengers should obtain a transfer from ferry staff to board Route 91 buses.

Other June changes included rerouting 80-SANTA ROSA-SAN FRANCISCO buses to serve the Copeland Street Transit Mall and no longer serve stops on Petaluma Blvd. North between Highway 101 and East Washington Street. The first four morning southbound trips on 54-MARINWOOD-SAN FRANCISCO now serve Highway 101 bus pads at Marinwood, Lucas Valley and Terra Linda.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: Changes, confined to the bus routes, took place on April 2 and May 21.



Route 19-INLAND EMPIRE/ IMPERIAL VALLEY had one of its two Indio trips extended to serve Brawley (Police Dept Headquarters), El Centro (future transit center site at 7th & State) and Calexico (**IMPERIAL COUNTY TRANSIT** bus stop at 3rd & Paulin). The trip leaves Bakersfield 155PM arriving Calexico 945PM and departs Calexico 715AM arriving Bakersfield at 330PM.

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GLENDALE BEELINE
Glendale, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
B24-B25	Bluebird	QBRE2903	TF069030-031	1995	
B26-B31	Bluebird	QBRE2903	WF079546-551	1997	
B32-B36	ElDo National	TRE-32	XC084060-064	1999	
B44-B57	New Flyer	C35LF	1U023334-347	2001	
B58-B59	New Flyer	C40LF	5U0—	2005	
B62	Gillig	S50T4096	S1087165	9/95	Ex Foothill F1030
B63	Gillig	S50T4096	S1087157	9/95	Ex Foothill F1022
B64	Gillig	S50T4096	S1085397	8/94	Ex Foothill F1015
B65	Gillig	S50T4096	S1087158	9/95	Ex Foothill F1023
LC-1	Bluebird	QBRE2903	XF089032	1999	LA CANADA-FLINTRIDGE SHUTTLE bus,operated for LCF by **BEELINE**.

The Gilligs are diesel powered, all other buses are fueled by CNG.

The Palm Desert stop was replaced by one in Thousand Palms (Jack-In-The-Box) at I-10 and Varner Road to use the freeway instead of Highway 111 through Palm Springs and speed up travel times.

Last December, Route 23-LAKE TAHOE (now 20C) was combined with 20-HIGH SIERRA/SIERRA FOOTHILL and the segment of the route between Lake Tahoe and Carson City, NV was discontinued. **ALL-WEST COACHLINES, INC.** is the Route 20 contractor.

Two new stops were added on Route 3-STOCKTON-MEDFORD, OR in Vacaville and Fairfield that are served by a branch route linking Suisun, Fairfield, Vacaville, Davis and Sacramento with two round trips.

Last fall **AMTRAK** began financially supporting Route 15-YOSEMITE (changing it from an interline feeder to mixed mode) because the limit on bus size needed to travel on the temporary bridge on Highway 140 *(WT 12/06)* made it more difficult for operator ***VIA ADVENTURES, INC.*** to break even. As of June 1, the service became part of **YOSEMITE AREA REGIONAL TRANSIT SYSTEM** with ***VIA*** as contractor. **AMTRAK** will continue to support the trips connecting with Trains 712 and 717 and **YARTS** will honor **AMTRAK** tickets.

MIDLAND-ODESSA URBAN TRANSIT DISTRICT (MOUTD)

MIDLAND/ODESSA, TX: Since its inauguration on October 20, 2003 (*WT 12/03),* the eleven route, nineteen bus **MOUTD** system has transported over one million passengers (as of April 2007, it is 1,056,549).

The system's six routes in Midland carry about 60 percent of the total ridership with the remaining 40 percent traveling within Odessa.

Prior to **MOUTD,** Midland was served by public transit **(MID TRAN)** that ended operations in 1986 while Odessa last had transit service in the mid 1960s.

FORT WORTH TRANSPORTATION AUTHORITY (THE T)

FORT WORTH, TX: **THE T** has begun an environmental process for a new commuter rail line on the proposed Southwest to Northeast Rail Corridor.

The 11 station line would operate from Fort Worth's Granbury Road/South Hulen area through downtown Fort Worth, then northeast to downtown Grapevine and to the north entrance of the Dallas-Fort Worth Airport.

Connections would be made with the **TRINITY RAILWAY EXPRESS** in downtown Fort Worth.

OCTA STRIKE

Following a 10 day work stoppage, **OCTA** bus operators, members of Teamsters Union Local 952, returned to work July 16th upon ratification by both the Operators and the **OCTA** Board of Directors of a new three-year labor agreement. Over the life of the contract, there will be a 14.6 percent increase in wages and benefits.

During the strike, **OCTA** supervisory staff provided weekday service between 600AM and 600PM on portions of 43-HARBOR, 57-BRISTOL-STATE COLLEGE, 60-WESTMINSTER/17TH and rail feeder lines 453, 454 and 462. Contract operated lines continued uninterrupted as bus operators employed by *VEOLIA TRANSPORTATION, INC.,* although represented by Teamsters, work under a different labor contract.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
LADOT (MV Transp)	07301-07305	ElDo Natl	EZ Rider II/7C084191-195	2007	1
Petaluma Transit	33-36	Gillig	G27B102N4/71077482-485	2007	2
Visalia City Coach	6260-6262	Orion	07.502/66702489-490, 502	2006	
	6263-6266	Orion	07.502/66702505, 508, 511, 514	2006	
-USED-					
Pac Coast Sghtsng Tours	65596-65597	MCI	102DL3/XP052373-374	6/99	
	66705	MCI	102EL3/WP060405	6/98	3
Jefferson Lines (MN)	1832-1834	Van Hool	C2045L/22045311-312, 314	2002	4
	1835-1836	Van Hool	C2045L/22045351-352	2002	4
-DISPOSITIONS-					
Santa Cruz MTD	8109	Ford ElDo	Econ/Aerotech/NHA99369	1992	5
Duarte Minitrans	104-105	ElDo Natl	RE-26/NC084024-025	1992	6
Utah Transit Auth (UT)	9496	ElDo Natl	TRE-32/RC084118	1994	7
UCLA Campus Transit	4593	ElDo Natl	TRE-32/WC084045	1998	8
	4598	ElDo Natl	TRE-32/WC084050	1998	8
	4601	ElDo Natl	TRE-32/WC084049	1998	8
	4606	ElDo Natl	TRE-32/WC084234	1998	8
OCTA	3001-3175 (29)	GMC	T8H203/A1196-1370	1980	9

-NOTES-

1. Bus 560204/27636 — Bus 560208/27640 (National).
2. Correction to model number.
3. Ex Ace Express (CO) 705.
4. Ex unknown.
5. For Sale – Nationwide Auctions – Industry.
6. Sold at General Auction – Buena Park.
7. For Sale on e-bay.
8. For Sale at Ken Porter Auctions – Torrance – June 07.
9. Sold – General Auction on 6/30/07 – Buses 3004, 3005, 3009, 3010, 3011, 3013, 3015, 3021, 3025, 3033, 3036, 3037, 3038, 3039, 3043, 3047, 3048, 3054, 3055, 3059, 3064, 3074, 3076, 3081, 3083, 3084, 3091, 3100, 3134.

July Photos





LEFT: *A Sequoia Shuttle Ford Econoline/El Dorado Aerotech on May 23, 2007 (Gerald Squier photo).* ***RIGHT:*** *LADOT 07305, one of the new 2007 El Dorado EZ-Rider II's on the DASH El Sereno Shuttle on July 17, 2007 (Craig Barnes Photo). Photo of OCTA 5520 on Page 2 by Eddie Anthony).*