

Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 45, NO. 12 December 2007

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DELANO AREA RAPID TRANSIT (DART)

DELANO: Delano is Kern County's second largest city behind Bakersfield and is a small urban area of 54,000 residents, straddling Highway 99 about 30 miles north of Bakersfield and 70 miles south of Fresno.

The city originally implemented **DELANO EXPRESS TRANSIT** back in 1995, a system of two fixed routes and complemented by a DIAL-A-RIDE service within city and surrounding unincorporated areas of Kern County.

Through a 2005 update of the Transit Development Plan, construction of a new downtown transfer center at 1120 Glenwood Street, 23 more bus shelters throughout the city and hiring of added staff, the city transformed **DET** into the new **DART** earlier this year.

DART operates three fixed routes (each on a 30 to 45 minute headway between 630AM and 526PM Monday thru Friday and 857AM to 440PM on Saturday and selected holidays), from the new Delano Station.

Bus routes include — RED Route 1—EAST DELANO, BLUE Route 2– WEST DELANO and GREEN Route 3—NORTHEAST DELANO.

DELANO AREA DIAL-A-RIDE offers complementary demand-response service for disabled persons and seniors in the **DART** service area and to all other riders outside the service within the city and in the county. This area is bounded by State Highway 43 on the west, Pond Road on the south, Kyte Avenue on the east and County Line Road on the north.

The system is directly operated by city employees, members of the Transportation Services Department.

The **DART** fleet includes four 30-foot CNG Bluebird Transhuttles, two GMC Vandura 350 vans, three Ford/ Econoline cutaways and two Dodge Ram Van 3500s.

This past November 1st brought new fares for both fixed routes and demand response. Adults are $1.00, Youth are 75 cents, seniors and disabled are 50 cents. Free transfers are offered. 10-Ride City Passes are available. The system has a 5.8 percent fare box recovery ratio, less than the 10 percent mandated for rural systems in California.

A "Name The Bus" contest is underway to promote the transit system by means of a new name and new colors. The already chosen colors will be burgundy and black. On its website, the city has advised that it "is looking for a short catchy name and logo that tie in with the City's roots, history and heritage. Delano is known for its grapes and its farming agriculture. The city is also known as the "Diamond of the Golden Empire".

Delano Station is also served by **KERN REGIONAL TRANSIT, TULARE COUNY AREA TRANSIT, TRES ESTRELAS DE ORO, EAGLE MOUNTAIN CASINO SHUTTLE** and **TACHI PALACE CASINO SHUTTLE.**

GREYHOUND LINES, ORANGE BELT STAGES and **TRANSPORTES INTERCALIFORNIAS** also serve the city.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Cloud 9 Shuttle, Inc. dba SUPER SHUTTLE OF SAN DIEGO (PSC-9512) for authorization to establish rates and Zone Of Rate Freedom for service provision between specific hotels in San Diego County.

*MAIN EVENT TRANSPORTATION, INC. (*PSC-16020) for authority to establish a Zone Of Rate Freedom for its entire service area.

DECISIONS

Lamia Issa and Sam Maamo dba OAKLAND AIRPORTER authorized to operate as a PSC between points in Alameda, Contra Costa, Solano, Marin, San Francisco, San Mateo and Santa Clara Counties and San Francisco, Oakland and San Jose Airports.

SUPER SHUTTLE OF SAN FRANCISCO, INC. has been authorized to modify its present "On-Call" PSC-1298 to and from San Francisco Airport to add service on a scheduled basis, serving eight downtown hotels over two routes using seven-passenger vans charging the present $16 fare charged to "On-Call" passengers. *SSSF* will not operate scheduled service from SFO as it currently offers on-call service at designated airport curb spaces to those without reservations.

We regret to report that Albert E. (Al) Meier, editor of the Motor Bus Society's magazines (MOTOR COACH AGE and MOTOR COACH TODAY) off and on between 1968 and 2007 passed away from cancer of the spine on December 8.

NEW SUBSCRIPTION RATES FOR 2008

Mail—$35 for 1 year, $60 for 2 years
PDF—$25 for 1 year, $45 for 2 years
Remember to make all checks and money orders payable to EDMUND BUCKLEY
Mail renewals to the WT Business Address, 11112 Ivanhoe St, Garden Grove, CA 92840-1133
You can also renew online at www.western-transit.com
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ISSN 1552-8604
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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)

DECEMBER 2002 – YUMA COUNTY AREA TRANSIT unveiled their new service, fixed routes CENTRAL CITY CIRCULATOR and FOOTHILLS-YUMA-SAN LUIS plus DIAL-A-RIDE focusing on seniors and disabled persons. **YCAT** buses and vans were then emblazoned with graphics of sleek felines.

DECEMBER 1997 – SAN DIEGO TROLLEY extended its NORTH/SOUTH LINE from Old Town across Mission Valley to Mission San Diego and two mid-size bus routes, 990-CARMEL MOUNTAIN RANCH-HILLCREST and 992-DOWNTOWN SAN DIEGO-SAN DIEGO AIRPORT opened.

DECEMBER 1992 – LADOT's SAN PEDRO TROLLEY, a community circulator using three SVMC battery powered trolley style vehicles (a variation of Model 3000T) began operations—every half hour 1100AM-700PM charging a quarter.

DECEMBER 1987 – FOOTHILL TRANSIT assumed operation of former **SCRTD** Lines 492 and 494 in November and the four Pomona local lines (192/194, 291/293) as the first two phases of a three phase takeover of selected San Gabriel Valley bus lines.

DECEMBER 1982 – Former **CITY OF THOUSAND OAKS BUS SERVICE** was renamed **THOUSAND OAKS TRANSIT,** a fourth route was added with all buses operating on two hour headways with The Oaks Mall as the main bus stop/transfer point.

WT STAFF FOR THIS MONTH

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GOLD COAST TRANSIT (GCT)

OXNARD: October 7th brought the annual service change program including three new weekday peak hour commuter lines and two-way and later evening service on weekends on several lines *(WT 9/07)*.

NEW are 30X-OTC - VTC EXPRESS which offers three morning and four afternoon round trips on an alignment between Oxnard and Ventura via Oxnard Blvd, thru Esplanade Center, Hwy 101, Mills Road and Telegraph.

31X-OJAI-GOVERNMENT CENTER-OTC EXPRESS offers one morning southbound and one afternoon northbound trip via Ojai city streets, Hwy 33, Hwy 101, Hwy 126, Victoria, Hwy 101, Vineyard and Oxnard Blvd to downtown Oxnard at OTC.

Using the same bus as 31, 32X-OTC-OJAI EXPRESS also offers one morning northbound and one afternoon southbound trip along Oxnard Blvd, Hwy 101, Hwy 33, Ventura Ave, Ojai Ave and Fox to Ojai Park and Ride.

Two way weekend service is now offered on 10/11-BRISTOL-TELEPHONE/SATICOY and a new loop along Auto Center Drive, Paseo Mercado and Ventura Blvd was added on 15-EL RIO—NORTHEAST.

Later service on weekends (to about 900PM) is now offered on 1-PORT HUENEME, 2-COLONIA, 4B-NORTH OXNARD VIA ST. JOHNS, 5-PARKWEST, 6-OXNARD-VENTURA, 8-OXNARD COLLEGE, 11-TELEPHONE ROAD and 16-OJAI-VENTURA.

PARK LINE SHUTTLE (PLS)

SANTA MONICA: **PLS,** begun in July 2005 to test the concept of a shuttle bus connecting many of the points of interest in the Santa Monica Mountains Recreation Area to make the scenic areas more accessible while reducing traffic congestion, was recently discontinued.

(Ed. Note—originally, Sunday, November 25 was to be the final day of service, but much of the area was closed due to a second fire in the Malibu hills this year the last week of November. As a result, the previous Sunday became the final day).

PLS was a demonstration project *(WT 6/05)* whose funding, along with supplemental funds, was depleted. Patronage was generally low.

The National Park Service has indicated that they will be evaluating future options for the program while they are promoting how customers can travel to some of the sites by other services including **MTA**, **POINT DUME SHUTTLE** and **CALABASAS TROLLEY.**

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: In a series of related events, the *TRANSIT SYSTEMS, INC.* operated, reservation-based GRIFFITH OBSERVATORY SHUTTLE stopped in mid November followed, on November 24th, by the start up of a **LADOT** sponsored/*FIRST TRANSIT, INC.* operated WEEKEND OBSERVATORY SHUTTLE which also saw DASH/LOS FELIZ reduced to weekdays only.

The alignment of the OBSERVATORY SHUTTLE is quite similar to LOS FELIZ—Sunset/Vermont RED LINE Station via Vermont, Hollywood, Hillhurst, Los Feliz, Vermont, Vermont Canyon and Observatory Road to the Griffith Observatory.

Using one of the three SVMC replica trolleys (01001-01003), the line operates every 35 minutes between 1000AM and 1000PM charging DASH fares.

The current COMMUTER EXPRESS contract will expire this coming February *(WT 9/07)*. Current contractor *VEOLIA TRANSPORTATION, INC.* did not submit bids for either new contract and, in fact, has requested an upward adjustment in their current contract due to continually rising costs. *FIRST TRANSIT, INC.* submitted the only bid for Region 1 (South Bay and Westside) while *M. V. TRANSPORTATION* submitted the only bid for Region 2 (San Fernando Valley).

LADOT staff has requested that the City issue emergency interim contracts for continued operation of the CE program on a month-to-month basis, not to exceed one year, at this time.

This time will allow analysis of the proposals received, evaluate the current CE network on a line-by-line basis and explore long-term strategies to reduce costs.

The costs submitted in response to the RFPs are about 60 percent higher than current hourly rates, but they appear comparable with *VEOLIA's* actual costs.

LADOT has requested entering into a Memorandum of Understanding with the **VICTOR VALLEY TRANSIT AUTHORITY** to transfer five used CNG powered buses **(VVTA** 1001-1005, Neoplan AN345As) and transfer funds to purchase the buses and repaint, decal and perform minor mechanical servicing of the buses.

As of January 1, **LADOT** will no longer accept **MTA** passes for fare payment on CE or DASH lines as **MTA** will no longer reimburse **LADOT** for honoring same.

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SILVERADO STAGES, INC. (SSI)

SAN LUIS OBISPO: **SSI** began operation of an airport and cruise ship connector last July 20th offering daily round trips connecting Cal Poly, San Luis Obispo, Pismo Beach, Santa Maria, Buellton and Santa Barbara with Los Angeles International Airport, San Pedro Harbor (Port of Los Angeles) and Port of Long Beach.

Three daily round trips operate, the first two serve LAX and the ports with the final trip of the day to/from LAX—Southbound buses leave Cal Poly at 500AM, 745AM and 445PM. Northbound buses depart Long Beach at 1100AM and 215PM (LAX one hour later) with the final bus departing LAX at 930PM.

Except for restrictions between Cal Poly and Pismo Beach, **SSI** can sell bus tickets between all of its service points. SLO-LAX is $49 one way and SLO-Ports is $59.

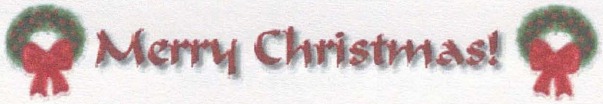
VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: **VVTA** will soon enter into an agreement with the **MASSACHUSETTS BAY TRANSPORTATION AUTHORITY** for the assignment of seven North American Bus Industries Model 040.29 CNG powered, low floor transit coaches.

These buses ($424,860 a copy) will use Boston's specs and also have such **VVTA** features as an extra CNG fuel tank, GFI farebox, video/audio security system and an upgraded bus operator's seat.

The base term of McDonald Transit Associates second contract with **VVTA** for provision of administrative services expires on February 22, 2008. The agreement contains an option to extend the agreement for two additional years (February 2010) which option the **VVTA** Board chose to exercise recently. During the current contract period, responsibilities grew to the extent that an Assistant General Manager position was needed and Nancie Goff, Clerk of the Board (plus many other responsibilities) since 1998, was appointed as AGM.

San Bernardino Associated Governments (SANBAG) will soon apply for a grant to fund a feasibility study on commuter or van pool service between Victor Valley and San Bernardino and has requested **VVTA** and the cities support. *(Ed. Note—based on the results of the VICTOR VALLEY COMMUTER demonstration program (WT 7/05), the members requested additional information and will likely discuss their participation with other staff and political officials first).*



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: December 16th brought the Winter Shake Up including two new RAPID BUS lines—728-OLYMPIC BLVD RAPID and 770-GARVEY-CHAVEZ RAPID, two new local lines and changes to numerous lines including shortening the lines and creating new downtown terminals, generally on the edge of town as the buses enter.

The 28/328/83/84 combination was broken into four individual lines — 28-OLYMPIC BLVD now operates between Century City and 7th & Maple downtown traveling Olympic, Main and 7th. Line 28 is based at D7 and D10. 328-OLYMPIC LIMITED was replaced by NEW 728-OLYMPIC BLVD RAPID that operates weekdays only and travels between Chavez & Vignes and Century City via Chavez, Spring southbound/Hill and First northbound and Olympic. Line 728 is garaged at D3. 83-YORK BLVD-PASADENA AV was extended to Venice & Hill and lays over in Terminal 28. 84-EAGLE ROCK BLVD-CYPRESS AVE was shortened to operate only as far south as 1st & Broadway and is then interlined with the revised 68-CESAR CHAVEZ-MONTEBELLO TOWN CENTER. The downtown routing is via Broadway, 1st, Main northbound, Spring southbound and Chavez. Evening and Owl buses operate to/from 7th and Broadway. 68/84 is based at both D3 and D9.

NEW 35/335-WASHINGTON BLVD. LOCAL/LIMITED replaced segments of former 68 and 368 between Washington & Fairfax and Venice & Broadway. Between 700PM and midnight, Line 35 operates to and from 7th and Broadway. Line 35 is assigned to D7.

Line 38-JEFFERSON BLVD was separated from 71-CITY TERRACE and now operates between Fairfax & Washington and Grand Station (Washington & Grand). Line 38 is assigned to D7.

Line 45/46-BROADWAY-MERCURY AVE was also shortened—the segment of 45 between Huntington & Monterey and Lincoln Park & North Broadway and the segment of 46 between Griffin & Broadway and Ave. 42 & Figueroa were both shifted to the revised 252-SOTO ST-HUNTINGTON DRIVE. Line 252 operates between Olympic & Soto and Huntington & Monterey as before, then continues via Mercury, Sierra, Flora, Lincoln Park, North Broadway, Griffin, Ave. 43 and Figueroa.

70-GARVEY and 71-CITY TERRACE were recombined with 71 now operating as a branch of 70.

Late evening service on Echo Park between Sunset &

(Continued on page 5)

Donaldson on 200-ALVARADO ST-ECHO PARK AVE was dropped—DASH continues to offer daytime and early evening service.

Line 270-NORWALK-MONROVIA was rerouted in Santa Fe Springs and Norwalk to operate via Santa Fe Springs Road, Bloomfield, Civic Center Way, Norwalk, San Antonio, Firestone, Imperial Hwy and Hoxie.

312-LA BREA LIMITED now operates all day on weekdays as far north as Hollywood/Highland Station.

460-LOS ANGELES-NORWALK-DISNEYLAND was rerouted away from the Santa Ana Freeway between Norwalk and Buena Park and now travels as before to Carmenita & Excelsior, then continues via Carmenita, Alondra, La Mirada Blvd and Beach to Artesia and then previous routing to Disneyland. *(Ed. Note—the 460 used to spend much of its time on the 5 Freeway. That has now been reduced to only the segment between Magnolia in Fullerton and Harbor Blvd in Anaheim).*

NEW 770-GARVEY-CESAR CHAVEZ RAPID operates between 500AM and 700PM on weekdays only. From El Monte Station, the line travels via Santa Anita, Garvey, Atlantic, Cesar Chavez, Spring, First, Grand, 18th and Broadway to Washington. Eastbound buses begin at 17th & Hill and operate via 17th, Olive, First, Spring and then the reverse of the westbound route. *(Ed. Note—except for the downtown alignment on Grand/Olive, the overall alignment is very similar to that of the 63B-GARVEY VIA BROOKLYN of days gone by. 63B traveled on Main and Spring).* Line 770, based at D9, replaced former 370-GARVEY LIMITED.

Saturday service was added to the Pasadena-Hollywood segment of 780-PASADENA-HOLLYWOOD-FAIRFAX RAPID.

Weekday express service on 804-LOS ANGELES-PASADENA (GOLD LINE) was converted to local service with peak hour headways of 7/8 minutes and midday headways now at 12 minutes.

Line 620-BOYLE HEIGHTS SHUTTLE was shifted from D3 to D9 as 665-CSULA-INDIANA STREET transferred from D2 to D9.

The last option on the NABI articulated bus contract *(04/07)* was exercised earlier this year for 95 buses, some painted RAPID red, others painted LOCAL orange and numbered 9500-9594. These buses have started to arrive in Los Angeles and many are now in service. When all of these buses are in service, the articulated fleet will total 391 buses, some in METRO LOCAL orange, some in METROLINER silver, but most in METRO RAPID red.

MTA recently issued an RFP for a two-year contract to purchase up to 260 45-foot, composite buses (130 in each of two years) plus options to buy more. 210 will be CNG powered while the remaining 50 are proposed to have a gasoline-hybrid propulsion system, with intended assignment at Ocean Park Division 6.

Federal and state statutes require **MTA** to prepare a Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all surface transportation modes, based on the planning requirements of federal legislation.

MTA accomplishes these requirements, in part, by programming revenues through a Countywide Call For Projects wherein local transit systems apply for funding of regionally significant projects. These projects are usually beyond the fiscal capabilities of local sponsors and the Countywide Call process allows an opportunity for the projects to be funded to meet the needs. The Call implements **MTA's** multi-modal programming responsibilities for both Los Angeles County and the Board-adopted Long Range Transportation Plan.

There are seven modal categories — Regional Surface Transportation Improvements, Signal Synchronization and Bus Speed Improvements, Transportation Demand Management, Bikeway Improvements, Pedestrian Improvements, Transit Capital and Transportation Enhancement Activities.

(Ed. Note—we will only detail applications from the Transit Capital category — these include **GLENDALE BEELINE's** request to fund six 40-foot CNG powered buses, 4 for replacement and 2 expansion; **MONTEREY PARK SPIRIT TRANSIT** to replace 3 diesel with 3 CNG buses; **LADOT** to buy 14 35-foot buses for DASH E to enhance seat availability (original request was for 32 for three downtown DASH lines); **SANTA CLARITA TRANSIT** to replace seven 1998 model Gilligs with 40-foot CNG (original request also included 14 more 40-foot buses and 2 60-foot buses for expansion); **SANTA MONICA** to replace ten 40-foot diesel buses with ten CNG buses (original request was for 20); **BURBANK BUS** for two mid-size CNG buses (original request was for 4); **LOS ANGELES COUNTY** for 4 replacement and 1 expansion mid-size motorized theme trolleys and three 22-foot cutaways (HAHN and WILLOWBROOK); **PALOS VERDES TRANSIT** for ten replacement LPG vehicles for gasoline units over five years; **CULVER CITY** for six 60-foot articulated buses for Line 6; **TORRANCE** for 8 hybrid/gasoline 40-foot buses (original request was for 15); **GARDENA** for six gasoline hybrid electric buses to replace 1995 model diesels; **LADOT** to fund ten (original request of 85) CNG buses.

The approved program will then be forwarded to SCAG and the California Transportation Commission for further processing.

(Continued from page 5)

MEGABUS/COACH AMERICA (MB)



LONG BEACH: The LOS ANGELES-SAN DIEGO route was recently extended southward to San Ysidro with the terminal on the upper level of the MTS Bus Transit Center *(Ed. Note—with all carriers except GREYHOUND LINES and TRES ESTRELLA DE ORO).* Three of the four round trips now serve the Border.

LOS ANGELES-PHOENIX-TEMPE did establish a stop in downtown Phoenix, at Bay 6 of the **VALLEY METRO** Central Station, at Polk and Central. Both daily round trips serve Phoenix but, as of January 7th, this route will be discontinued due to low ridership.

SANTA MONICA'S BIG BLUE BUS (BBB)

SANTA MONICA: The Santa Monica City Council has scheduled a community meeting on January 3rd to discuss pending changes on 6-SMC COMMUTER, 7-PICO BOULEVARD and SUNSET RIDE. *(Ed. Note—since the service expansion earlier this year, neighbors in the 20th Street area have been vocal in their quest to have changes made either in routing, stops or service frequencies).*

They have also scheduled a public hearing January 8th to consider cancellation of the DOWNTOWN MARKET RIDE and PICO MARKET RIDE, in February.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Between December 12 and January 8, **MUNI** is testing the in-service operation of a double deck bus as part of the Transit Effectiveness Program. The two-decker, low-floor, 83 seat bus, including 2 wheelchair positions, has been loaned to the agency by manufacturer Alexander Dennis Limited.

The white with red and blue trim, low-emission diesel, 40-foot bus, numbered 9213, will be tested on 1BX-CALIFORNIA "B" EXPRESS, 14L-MISSION LIMITED, 38L-GEARY LIMITED and 49-VAN NESS-MISSION.

No fares will be charged, but passengers will be asked to complete surveys. **MUNI** staff will also be on board to both collect data and answer questions.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Route 80-SAN FRANCISCO-SANTA ROSA was recently rerouted to serve the new Copeland Street Transit Mall in Petaluma, but continues to serve bus stops along Petaluma Blvd South and East Washington and the "Depot" stop at 4th and C.

Beginning December 9, Route 75-SONOMA COUNTY-SAN RAFAEL was rerouted in East San Rafael and no longer serves stops along East Francisco, Kerner and Bellam Blvd.

BUTTE REGIONAL TRANSIT (B-LINE)

CHICO: **B-LINE** will soon purchase eight new 40-foot, CNG powered, low floor Orion VII buses to replace eight 35-foot Gillig Phantoms, 891-894 and 921-924.

B-LINE is piggybacking on an order placed by the **WASHINGTON (DC) METROPOLITAN AREA TRANSIT AUTHORITY.**

Also planned for this year is the purchase of six replacement and two expansion paratransit vehicles and 38 registering fare boxes.

STATE OF NEVADA TRANSPORTATION SERVICES AUTHORITY

LAS VEGAS, NV: The November **TSA** meeting included action on several tariff modifications for **LAS VEGAS VIP LIMOUSINES, LLC** and **RET SERVICES, INC.**

In December the agenda included the application of **Mammoth Transportation Services, LLC dba MAMMOTH LIMOUSINE** for a certificate to operate as a common carrier of passengers and the application of **Earth Buses, LLC dba EARTH BUSES** for a certificate to provide charter bus service within the state.

A special item was one covering petitions of several fully regulated passenger carriers seeking to deviate from their current Certificates of Public Convenience and Necessity (CPCN's) for a specific purpose and for a specific period of time — related to expected increases in demand related to the International Consumer Electronics Show (CES) to be held in Las Vegas between January 7 and January 10, 2008.

POWDER RIVER TRANSPORTATION COMPANY (PDR)

GILLETTE, WY: (Ed. Note—while there are conflicting news stories about PDR's current owners—it has been a COACH AMERICA company — the service changes listed in this story occurred on December 9 and 10).

With the close of business on December 9th, **PDR** discontinued the operation of its DENVER-CHEYENNE-GILLETTE-BILLINGS and DENVER-CHEYENNE-CODY (YELLOWSTONE EAST)-BILLINGS routes, including its **AMTRAK** Thruway contract.

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BUTTE REGIONAL TRANSIT

(B LINE)

Chico, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
2K1-2K7	Orion	05.501	16501420-426	00/01	1
101	Gillig	C20B102N4	11111311	12/01	2
201	Gillig	C20B102N4	11111312	12/01	2
202	Gillig	C20B102N4	11111313	12/01	2
031-036	Gillig	C20B102N4	31112244-249	08/03	2
712	Gillig	3096TB6V92	K1082535	09/89	1
714	Gillig	4096TB6V92TA	N1084415	03/92	1
891-894	Gillig	3096TB6V92	K1082531-534	09/89	2
921-924	Gillig	35102TB6V92TA	N1084574-577	00/92	2

NOTES:

1. Ex Butte County Transit, same numbers.
2. Ex Chico Area Transit System, same numbers.

However, on December 10th **ARROW STAGE LINES (Nebraska)** began operation of the DENVER-CHEYENNE-GILLETTE route operating a daylight trip using Interstate Highway 25 and Wyoming Highway 387. At Gillette, passengers will connect with buses for Billings or Buffalo and Sheridan. No service will be provided to the western side of Big Horn Mountains, where Worland and Powell are located.

Schedules had remained constant for several years and included a Denver-Cheyenne-Gillette trip, another between Denver, Gillette and Billings and a third trip between Denver and Billings via Cody (Yellowstone East Entrance).

JEFFERSON LINES, INC will take over the BILLINGS-RAPID CITY route (one daily round trip).

*(Ed. Note—While these services are all descended from the **CHICAGO, BURLINGTON & QUINCY RAILROAD,** they were operated by the **TRAILWAYS** subsidiary **DENVER-COLORADO SPRINGS-PUEBLO MOTORWAY** until some time after the August 1987 purchase of **TWI** by **GREYHOUND LINES, INC.** As segments were either discontinued or sold off, Gillette based **PDR** assumed these Wyoming routes and has operated them since. **PDR** has been a **COACH USA**, now **COACH AMERICA,** company for a number of years and the firm plans to continue its mine contract shuttles and to offer charter service. **PDR** had a fleet of 54 including MCI 102DL3s 67007 and 67008, formerly at **ALL WEST COACHLINES**).*

FIRST TRANSIT/LAIDLAW TRANSIT SERVICES

FIRST GROUP, parent company of FIRST TRANSIT, INC, recently announced its October 1st acquisition of LAIDLAW INTERNATIONAL, INC. The resulting organization has 98,000 employees in North America.

FIRST TRANSIT is one of FIRST GROUP's three businesses, these others are FIRST STUDENT and FIRST SERVICES.

Companies within the LAIDLAW organization include LAIDLAW TRANSIT SERVICES, LAIDLAW EDUCATIONAL SERVICES and GREYHOUND LINES.

The combined company ranks first in size in the United States in the school transportation business.

The combined organization now provides transit management services at 235 locations in 45 U. S. states, Canada and Puerto Rico. It is expected that current LAIDLAW contracts will remain under that name, but that all new business will be sought under the FT banner.

Initially, there was talk of possibly selling off the GREYHOUND intercity bus portion of the business, but everything continues for now.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Beach Cities Transit	0531-0534	Ford/El Dorado	Econoline/Aerotech/—	00/06	
-USED-					
All West Coach Lines	64557-64558	Prevost	H3-45/51010179, 184	00/05	1
Pacific Coast/Gray Line	64571	Bluebird	XCEL102/6F248201	10/06	1
	64573	Bluebird	XCEL102/6F248203	11/06	1
	65920	Van Hool	T2140/X2040566	09/98	2
Beaver Bus Lines Ltd	57 II	MCI	TC40102N/L3000249	00/90	3
Charter Bus Lines of BC	1001	MCI	102DL3/SP047001	00/95	4
	1002	MCI	102DL3/VP049401	00/97	4
	1003	MCI	102DL3/—	—	4
All City Lines	8901-8902	TMC	T80206/KR826839, 872	01/90	5
-DISPOSITIONS-					
Sunline Transit Agency	1474	Gillig	4096T6V92/C1080208	00/82	6
San Luis Obispo Transit	128-129	Gillig	3596TB6V92/G1081474-475	06/86	7
UCLA Transit Services	4596	ElDo National	RE-32/WC084041	00/98	7
AC Transit	2915,2956,2968	NABI	416.09/VA140015, 056, 068	00/97	8
Regional Transit Service	301	Gillig	40102TB6V92/N1084563	00/92	9
	1415	GMD	T8H-5307A/M063	04/80	9
	2390	TMC	T8J206/KR826727	00/89	9
Victor Valley Transit Auth	115-116	Ford/El Dorado	Econoline/Aerotech/2HA07916-917	00/02	10
	122	Ford/El Dorado	Econoline/Aerotech/2HA82015	00/02	10

-NOTES-

1. Ex Arrow Stage Lines (Coach America-Phoenix), same numbers.
2. Ex KT Contract Services (Coach America), same numbers.
3. Ex Utah Transit Authority (UT) 9063.
4. Ex Sampaguita Coach Lines 9005, 9006, 9008.
5. Ex Golden Gate Transit 1157, 1124.
6. For sale in Michigan.
7. For sale at Ken Porter Auctions (Torrance) — December 2007.
8. To Mears Destination Services (FL).
9. To Zacher's Bus Sales (Harbor City).
10. For sale on Public Surplus.

DECEMBER PHOTOS





LEFT: *SLO Transit 128 while still in service. Michael Strauch photo.* ***RIGHT:*** *Pacific Coast/Coach America 63107 with the Knott's Merry Farm theme. Andrew Novak photo.*