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Date: Wed Dec 22, 2004 9:20 am
Subject: From the Transit Exchange...

From the December 2004 Annals of the Transit Exchange...

- CNG Diesel conversion running at a rate of one every 2.5 weeks. As CNG buses, they cost 30% more to maintain than their diesel counterparts with negligible improvements to emissions. Each conversion uses a brand new DD S50 engine and total cost is \$56,000 per bus (including \$28,500 for the new engine). When the project is complete, 17 of the buses will be assigned to NVT and 8 to PCT. Upon assignment to NVT, the remaining GM Classics from 1987 at NVT will either be scrapped or put into storage.

- Hybrids 7244 and 7246 to be on the road by Spring 2005. These former Ballard Fuel Cell buses have been sent to Stewart and Stevenson, a Houston, Texas based engineering company, for conversion to hybrid power. The hybrid package will be provided by Allison and utilize a Cummins B5.9 diesel engine with the popular Allison Electric Drive. Once in service, the buses will wear a distinctive ad wrap featuring their hybrid propulsion system. No decision on depot assignments have been made yet. Funding for this program comes from the Federal Government.

- Between December 2003 and April 2004 the ten busiest routes in the system by daily boardings were; 1) 99, 2) 9, 3) 41, 4) 20, 5) 17, 6) 98, 7) 3, 8) 22, 9) 16, 10) 8.

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- Automated Passenger Counters will finally be installed on 185 buses starting in February and will take several months to complete.
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