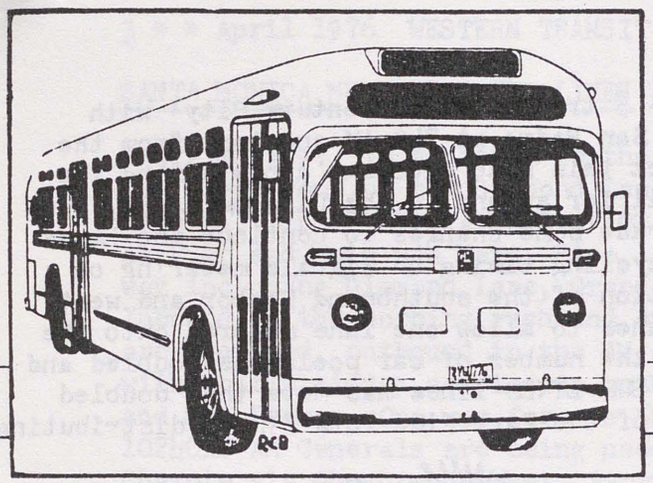


Western Transit

Monthly Publication of The Western Transit Society

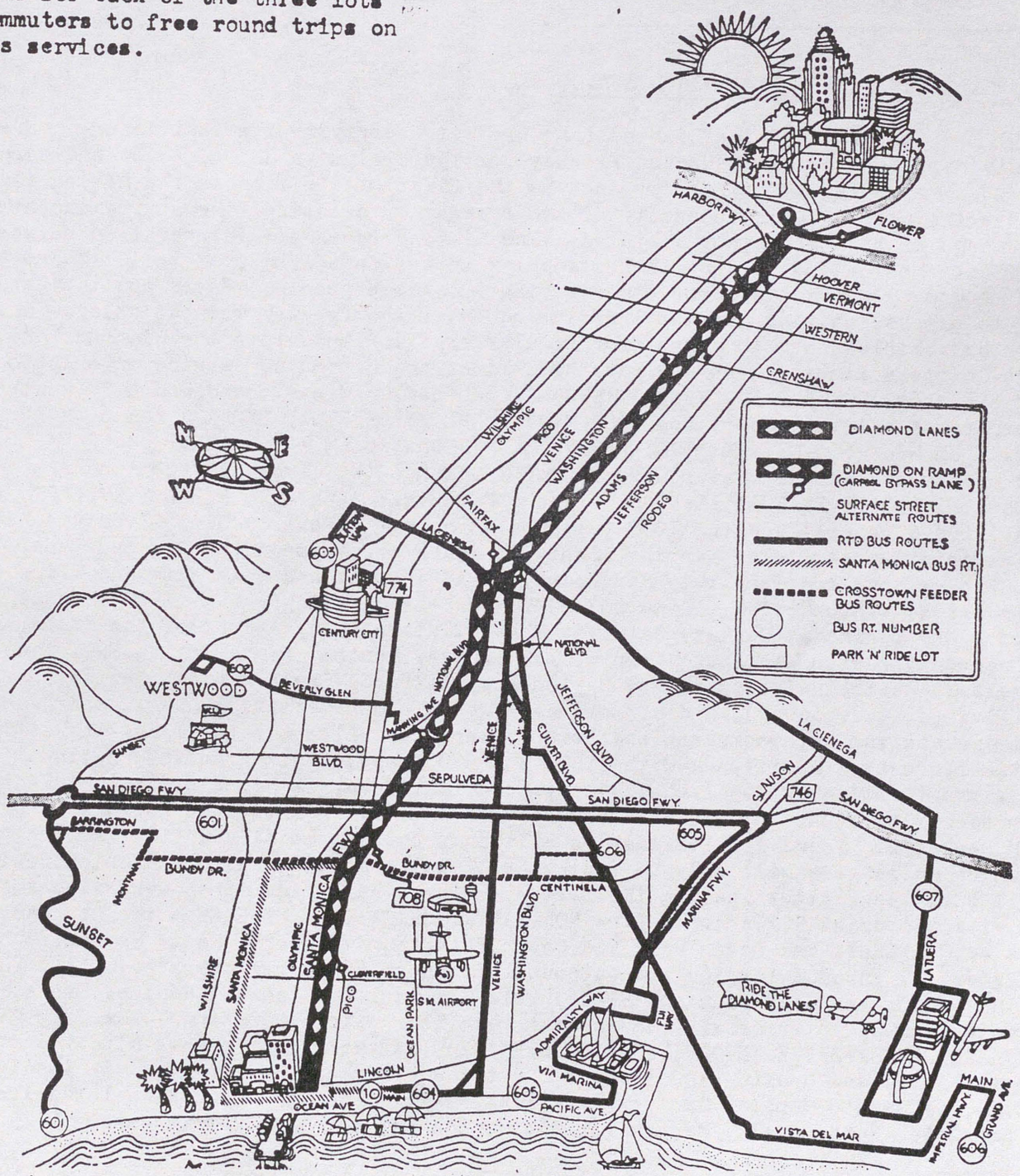
Vol. 14 No. 4 April 1976

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The Santa Monica Diamond Lane Project (reserving the fast lane - nearest to the center divider - of the Santa Monica Freeway for the exclusive use of buses and carpools) began operation on March 15, 1976. The project is the first of its kind in the nation and is designed to enhance the people moving capacity of the freeway by creating time saving incentives for increased usage of high occupancy vehicles. The Diamond Lanes are in operation between Lincoln Blvd in Santa Monica and Vermont in Los Angeles on weekdays from 6 AM to 10 AM and 3 PM to 7 PM limited to use by buses and cars/vans carrying 3 or more people. Buses and the cars/vans are allowed to by-pass waiting on ramp traffic and enter the freeway without delay. Once on the freeway the vehicles need to merge from regular traffic lanes into the Diamond Lane. RTD started three new express lines, three new Park/Ride lines and beefed up service on existing Lines 601, 605 and 606. 601-SUNSET BLVD FREEWAY EXPRESS now has 4 AM eastbound and 4 AM westbound trips with comparable afternoon service. 605-MARINA DEL REY FREEWAY EXPRESS has 6 AM EB, 3 AM WB and 3 PM EB, 7 PM WB. 606-CULVER BLVD FREEWAY EXPRESS has 6 AM EB, 0 AM WB and 2 PM EB, 6 PM WB. Weekday midday and all day Saturday service El Segundo to Culver City continues as before as does 604-VENICE BLVD FREEWAY EXPRESS. Line 602-BEVERLY GLEN BLVD FREEWAY EXPRESS, operating from Division 6 generally using 1000s, begins at Sunset & Beverly Glen Blvds via Beverly Glen, Pico, Patricia, Butterfield, Manning, Santa Monica Freeway including Diamond Lane, Grand, 8th or 9th, Flower/Hope and Temple to San Pedro. 6 AM inbound and 3 AM outbound trips are provided with similar afternoon trips. Line 603-BURTON WAY-LA CIENEGA FREEWAY EXPRESS uses 5300s out of Division 7 and begins at Century City via Constellation Blvd, Avenue of the Stars, Santa Monica Blvd, Crescent, Burton Way, San Vicente, La Cienega, Venice, Santa Monica Fwy, then as 602 into Los Angeles. Westbound trips travel Burton Way, Rexford, Santa Monica, Century Park East, Santa Monica Blvd (south roadway), and Century Park West to Constellation. 6 AM eastbound, 4 AM westbound trips are run with comparable afternoon service. Line 607-LA TIJERA BLVD-AIRPORT FREEWAY EXPRESS works out of Division 4 with 1000s and 5200s assigned. From International Airport buses travel airport roadways, Sepulveda, Manchester, La Tijera, La Cienega, Venice, Santa Monica Fwy as then as 602 to downtown. 15 minute rush hour and half hourly base service is provided 6 AM to 8 PM weekdays. Bound for Los Angeles all lines operate locally until reaching the freeway after which passengers will only be discharged. Outbound trips will only pick up in Los Angeles and will work local after leaving the freeway. Three Park/Ride lines were also instituted. From Division 6 using 5225s comes Line 708-SANTA MONICA PARK/RIDE from the Douglas Aircraft parking lot at Centinela and Ocean Park via Ocean Park, Bundy, Pearl, Santa Monica, then as 602 to Los Angeles. 7 inbound morning and outbound afternoon trips are operated. Line 746-FOX HILLS PARK/RIDE begins at Buckingham and Slauson via Slauson, La Cienega, Venice, Santa Monica Fwy as same route as 602. 8 trips are run in each rush hour using 1000s and 7000s from Division 4. Line 774-SEPULVEDA DRIVE IN-CENTURY CITY PARK/RIDE is the first to have midday service. Operated from both Divs 7 and 8 using 1000s and 7200s, trips begin at the Drive In via Sepulveda, Burbank, San Diego Fwy, Santa Monica, Century Park East, Galaxy (serving Park/Ride lot), Ave of the Stars, Pico, Patricia, Butterfield, Manning, Santa Monica Fwy and as 602 to downtown. 15 minute rush

RTD Continued

hour headways are maintained (3 trips to/from Van Nuys - 5 trips to/from Century City) with hourly midday service (first outbound bus from Temple & San Pedro at 7:40 AM and last from the Drive In at 4:40 PM). As might be expected with a project this size problems arose during the first weeks of operation which caused some people to call for an end to the Diamond Lanes, but California Department of Transportation officials have made some changes to continue the Lanes but make them more accessible including changes in red cycling timing on signals metering on ramp traffic and removal of barriers placed at the junction of the southbound Harbor and westbound Santa Monica Freeways and restriping of traffic lanes to allow one lane metered onto the freeway during the peak hours. Since the project began the number of car pools has doubled and ridership on the ten RTD and one SANTA MONICA MUNICIPAL BUS LINES lines has more than doubled with 1746 riders on April 1st. To further increase use of the Park/Ride lots RTD is distributing 30,000 coupons for each of the three lots entitling commuters to free round trips on Diamond Lanes services.



— DIAMOND LANE PROMOTIONAL MAP —

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: In addition to the new and expanded RTD services SMMBL instituted two new lines, one on the Diamond Lane and one a local crosstown line on Bundy and Centinela. Line 10-SANTA MONICA-LOS ANGELES BLUE DIAMOND EXPPESS begins in Ocean Park at Pier and Main via Main, Pico, Ocean, Santa Monica Blvd, Bundy, Santa Monica Freeway including Diamond Lane, Grand, 8th or 9th, Flower/Hope and Temple to San Pedro. Inbound in the morning rush and outbound in the afternoon rush 20 minute headways are operated, outbound in the AM and inbound in the PM 30 minute headways are run with hourly midday service in both directions between 4th and Santa Monica & Temple and San Pedro. One way fare is 50 cents cash or two tokens and 4926 series Model 10240A8 AM Generals are being used. Line 14-BUNDY-CENTINELA begins at Barrington & Chayote via Chayote, Sunset, Barrington, Montana, Bundy/Centinela, Washington, Inglewood, Culver and Centinela to Washington. Half hourly headways weekdays 700AM/540PM and hourly Saturday headways 730AM/530PM are maintained using 4206 series Model 9635A6 AM Generals.

FILLMORE CITY BUS (FCB)

FILLMORE: On February 16th FCB began a new service to Piru, a small community seven miles east on California Highway 126. The new schedule is dove-tailed into the regular city service, one trip in the morning leaving downtown Fillmore 1005A, downtown Piru (Center & Main) 1020A to Fillmore and returning from Fillmore at 205P. Service operates Monday thru Friday. Senior citizens are the favored passengers as they make a donation, but all other riders must pay $2.50 each way provided there is room on the bus. Home pick ups are made upon one hour advance notice on both the Piru run and the city service as they can be fit into the regular two hourly schedule. (Ed. Note - It is our understanding that the FCB extends himself as much as possible to honor all home pick up requests).

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: An agreement with YELLOW CAB OF NORTH ORANGE COUNTY has been reached and calls for a $10,000 payment from OCTD to YC clearing the way for continued Dial-A-Ride service in La Habra and expansion into Brea. The agreement is an outgrowth of a Superior Court decision that OCTD is required to buy out any existing, competing transit system, but the money is only purchasing the rights to operate within the cab company's territory. OCTD is purchasing an additional 24 TDH 5303s from DALLAS TRANSIT SYSTEM, very similar to 1001-1020 of the present fleet and brand new Flxible coaches, 1101-1155 - model 53102-8-1 with 47 forward facing seats, are due on the property later this spring. The three Transcoach buses, equipped with hydraulic lifts, extra wide doors and able to accommodate 5 wheelchairs, will be delayed indefinitely because of production problems.The buses are scheduled to be used in the Dial-A-Lift program to provide transportation for handicapped persons.

AIR CREW TRANSIT, INC dba GREAT AMEPICAN STAGELINE (ACT)

THOUSAND OAKS: ACT is requesting authority to extend its present route (Los Angeles International Airport to Thousand Oaks) to Port Hueneme and Point Mugu. Service to be via Ventura Freeway and an alternate route via Pacific Coast Highway serving no intermediate points except those presently authorized. One way fares would be $9 to Point Mugu and $10 to Port Hueneme. Four trips each way each day would be run using two 12 passenger Dodge Sportsmans, one 20 passenger Dodge Overland and one MC8, now on order.

REGIONAL TRANSIT (RT)

SACRAMENTO: Handy-Ride service started March 15th using a fleet of six Transcoaches especially equipped with wheelchair lifts. The buses have front, side and rear line number sign boxes and are equipped with two way radios as the service is operated in a semi ial A Ride fashion with patrons calling in 24 hours in advance to make reservations. The service is geared principally to those in wheelchairs and will run 7AM-6PM Monday-Friday. Adjustments in service were scheduled to begin April 4 including discontinuance of evening service to Colonial Village after 635PM on Line 53, combination of Lines 4 and 8 at night and reduction of evening service either thru adjustments in headways ar removal of selected trips on Lines 1, 17, 20, 23, 24, 71, 72 and 93.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: A number of route and service changes took place during March. Weekday midday headway on 91-CASTRO VALLEY-SOUTH HAYWARD was reduced to 30 minutes and Sunday service begun, 1020A-620P on an hourly headway. Lines 90/92-SOUTHLAND CENTER-CHABOT COLLEGE now have a 20 minute midday weekday headway and Lines 93A-HESPERIAN BLVD and 62A-HESPERIAN BLVD were consolidated and minor reroutings were affected in Newark and Fremont.

SUBURBAN COMMUTER SERVICE (SCS)

COMMERCE: The Public Utilities Commission, at SCS' request, revoked authority to operate Line 3-SIMI VALLEY-LOS ANGELES and 7-SIMI VALLEY-WILSHIRE-LOS ANGELES. Service was suspended last fall on the remaining schedule on Line 7. SCS' certificates for race track and Zuma Beach operations remain intact and the firm recently moved into new quarters in Commerce at Greenwood and Slauson.

TRUCKEE AIRPORT TRANSIT SERVICE (Donna Goodner and W. Anthony Sparks dba

TRUCKEE: TATS is proposing to operate from Truckee-Tahoe Airport over three regular routes and several "On Call" services. Route 1 to Truckee via California Highway 267 and 89 also including Squaw Valley and Alpine Meadows. Route 2 to Kings Beach via California Highway 28 and to Incline Village, Nevada (Nevada points are exempt from ICC regulations as being under the "Aircraft Exemption Clause, ICC Act, Part II, Section 203(b) (7a)."). Route 3 to Kings Beach via California Highway 267 to Tahoe City. Additional "On Call" service to all points in Nevada County, California. The project, which will use three new FMC coaches, has the "blessing" of the Regional Transportation Planning Agency of Nevada County.

FOSTER CITY TRANSIT (FCT)

FOSTER CITY: This small system was reorganized on Feb 9th so that all 3 lines connect Hillsdale Shopping Center and S. P. Depot with various parts of Foster City. All lines originate from El Camino Real & Hillsdale terminal with A still serving the west side but extended further east to also serve Marlin Cove Shopping Center and the Civic Center on Foster City Blvd, line B rerouted from Beach Park Blvd to Catamaran St and Marlin between Barkentine and Foster City Blvd and rerouted off Comet Dr to serve Matsonia and Lurline Drs and Line C rerouted to roughly follow a reverse (clockwise) loop of Line B, about half of which parallels and half overlaps the B routing. Each line uses one Fleetwood with the fourth in reserve. Revised Service Table is as follows:

Line	Headway	Weekdays	Saturday
A	40-45	600A-700P	850A-615P
B	45-50	600A-700P	820A-600P
C	45-50	620A-730P	930A-545P

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: Special fares have been introduced on the system in the form of "Blue Key" passes good for 1 month of unlimited adult rides at $10, "Orange Key" passes for seniors, youth and handicapped at $4, a 1 month 22 ride adult commute tickets at $5, 10 ride tickets for youth, seniors and handicapped at $1 and "Day Passes" good for 1 day of unlimited rides at 50¢ for adults and 20¢ for others. In an effort to muster voter support in the March 2nd election for a ½% local transit sales tax (which was approved) which would finance a Transit Improvement Plan (TIP) and allow continuance of existing operations by qualifying for matching state gas tax funds, the County staff published a detailed Peak Hour Deployment Plan for the "Bus Element" of the TIP (there is also a "Light Railway Vehicle Element" which proposes a pilot surface trolley line project in the West Valley over existing SP freight trackage right-of-way). The number of bus lines would increase from the present 36 (9 off peak only) to 46 full time and peak hour headways on 25 of these would be improved from the present 30 to 15 (21/22 and 23/24 combined headways would be 7½) by increasing the fleet to 516 from 236. Equipment assignments show 370 on arterial routes, 25 in bus commute pools, 18 in express service, 10 on South County Dial-A-Ride, 42 spares and 51 for maintenance. System route mileage would increase from 860 to 1300. Key features of the TIP: Present all day routes (20 thru 80 series) would be changed as 25-WILLIAMS RD-STORY RD would be extended from Saratoga Ave to De Anza College replacing a substantial part of off peak Line 95, 56-SUNNYVALE/LOCKHEED-PRUNEYARD TOWERS would be increased to an all day basis and rerouted onto Miller Ave in Cupertino absorbing the central part of off peak Line 96, 58-SARATOGA-ALVISO would split in North Santa Clara via Bowers Ave to new Marriott Great America Theme Park. Present leg to Alviso via Lafayette St would continue while present North 1st leg to be replaced by new Line 111 from downtown San Jose, 60-SANTA CLARA-LOS GATOS extended north from Scott and Central Expressway to Marriott Theme Park, 64-SANTA CLARA-ALMADEN VALLEY to be routed to more direct via Almaden Rd-Almaden Ave/Vine St with new Line 110 operating on Bird/Coe/Lincoln, 70-MILPITAS-EDENVALE would have minor adjustments including extension to Cambrian Park district, 81-SANTA CLARA-EAST SAN JOSE westbound portion of south leg serving Kaiser Hospital extended along Homewood, Tantau and Stevens Creek past Valley Fashion Park to Blaney Ave replacing eastern part of Line 96. Eastbound return loop on Benton St replaced by portion of new Line 104 and north leg (Cabrillo & Warburton Aves) from Calabazas Blvd to Monroe replaced by east end of new Line 100. 82-ROSEMARY GARDENS-PRUNEYARD TOWERS would be extended from Pruneyard along Hamilton to Westgate Shopping Center, 83-SOUTH 10TH-BIRD AVE abandon southerly split leg on Vistamont/Kimberly/Willowmont and replace with extension of Line 70, 87-PARK AVE-22ND ST extend eastern end from 22nd & San Antonio to Jackson & Mabury and loop on William,7th,San Carlos,2nd replaced by part of new Line 114. The 90 series off peak weekday only lines would either be extended to full time operation or absorbed by other lines. 90-McLAUGHLIN AVE-SENTER RD reroute to run only on Senter (new 114 on McLaughlin), serve more residential areas in Edenvale and extend a new northern leg from downtown via North 11th, Commercial, No. 4th, Brokaw, Junction and Trimble to North 1st. 93-ALMADEN & CAPITOL EXPRESSWAYS absorbed by new Lines 107 and 110, 94-WESTGATE-PRUNEYARD TOWERS rerouted to serve more homes in San Tomas district, 95-CAMPBELL-DE ANZA COLLEGE abosrbed by Line 25 with leg on Payne Avenue abandoned, 96-KAISER HOSPITAL-DE ANZA COLLEGE absorbed by changes on 25, 56 and 81, 97-EL CAMINO HOSPITAL-PENGSTORFF PARK absorbed by 100 and 113 with Grant Road routing abandoned, 98-SUNNYVALE/DUANE extended on north end to Marriott Theme Park and extension on south end from Community Center via Remington and Saratoga-Sunnyvale Rd to Homestead Rd (Cupertino-Sunnyvale city limits) 99-SUNNYVALE/WASHINGTON/SO. MARY/HOMESTEAD replaced by extension of 98 and new Line 105. With the successful passage of the election it is believed the plan can be operational by the end of 1977.

SCCTD Continued

Areas or lines which are considered in the TIP as having express service potential are 21/22-MENLO PARK-ALUM ROCK/HILLVIEW, 23/24-SAN JOSE-PALO ALTO/STANFORD, 66-SAN JOSE-BART/FREMONT, 68-SAN JOSE-GILROY and new service along the Lawrence, San Tomas and Almaden Expressways. Sixteen new lines are also envisioned: 100-S. PALO ALTO-SANTA CLARA VIA MIDDLEFIELD RD, 101-MOUNTAIN VIEW-CUPERTINO VIA SPRINGER/HOMESTEAD, 103-FOOTHILLEGE-LOS ALTOS HILLS, 104-LOS ALTOS-SANTA CLARA VIA FREMONT, 105-WESTGATE-DE ANZA COLLEGE VIA STELLING/PROSPECT, 106-SANTA CLARA-MILPITAS VIA AGNEWS, 107-WEST VALLEY COLLEGE-EDENVALE VIA BRANHAM LANE, 108-SAN JOSE-ALMADEN VALLEY VIA MERIDIAN, 109-SAN JOSE-OAKRIDGE MALL VIA CHERRY AVE, 110-SAN JOSE-SANTA TERESA HOSPITAL VIA LINCOLN/PEARL, 111-SAN JOSE-ALVISO VIA NORTH 1ST, 112-ALEVIAN BPOS HOSPITAL-EAST-RIDGE VIA JACKSON ST, 113-MOUNTAIN VIEW-MAYFIELD MALL VIA CASTRO/CHARLESTON, 114-Mc LAUGHLIN AVE (San Jose) and 150-LOS GATOS-REDWOOD ESTATES VIA SANTA CRUZ HIGHWAY.

FRESNO TRANSIT (FT)

FRESNO: The Fresno City Council has awarded The Flxible Company a contract for 50 49 passenger, air conditioned buses as the lowest of two bidders, the other being AM General with delivery slated for early next year. The buses are part of a federal grant that also includes 50 ra ios, 50 bus shelters and 79 fare boxes. FT officials are now conducting a series of community meetings to get citizen input on levels of bus service desired and new routing proposals.

T G & T INDUSTRIES, INC. (TG&T)

WESTCHESTER: TG&T has filed an application seeking a certificate to operate between Hollywood-Burbank Airport and Glendale, Pasadena and Los Angeles serving no intermediate points with five daily trips operated daily with additional service Fridays and Sundays using three Dodge B-200 vans. AIRPORT COMMUTER SERVICE, INC. now holds a similar certificate, but ended all operations on January 6 in financial problems.

TOPANGA OVERHILL STAGE (TOS)

MALIBU: The Urban Environmental Alternatives, a Malibu based public service planning group, at the request of Herbert Rhodes, Director of the State Department of Parks & Recreation, is planning an experimental bus service linking the San Fernando Valley with beach communities to start this summer. The program, named "TOS" will be tailored to community needs is expected to be self supporting. UEA sees the service as providing public access to Topanga State Beach Park, Trippet Ranch, Los Liones State Parks, Malibu and Santa Monica beaches, the Getty Museum, creating a transit system for the community of Topanga, creating a link between Valley RTD lines and Line 175 and providing shopper transit from Pacific Palisades-Malibu to Topanga Plaza and Warner Center. In the summer of 1973 UEA successfully operated a system, "The Bus", along Pacific Coast Highway from Santa Monica northward chartering PACIFIC SCENIC LINES TDH 5301s on a routing similar to that now traveled by RTD Line 175.

SERVICE CAB COMPANY, INC. (SCC)

STOCKTON: SCC is seeking a PSC to conduct service between the Stockton Metropolitan Airport and the Central Business District of Stockton using 5 passenger vehicles. (taxicabs) charging a $1.65 per person one way fare. This application is a duplicate of that filed by YELLOW CAB COMPANY OF STOCKTON. Both firms have a "paired" operation on business originating at the Stockton Airport for the five to seven flights per day serving Stockton and both carriers should have PSCs in order to fully implement the "paired" operation from the airport.

NORTHGATE TRANSIT COMPANY, INC. (NGT)

DALY CITY: The Public Utilities Commission issued a decision in January covering the application of DALY CITY TRANSIT SYSTEMS, INC. seeking a PSC to operate basically over NGT routes and a case brought against NGT by the City of Daly City seeking to have the firm's operating rights revoked contending NGT failed to maintain liability insurance and to maintain its schedules and buses in satisfactory condition. NGT was incorporated in 1955 and until November 1974 owned no buses but conducted operations with buses leased from its drivers. On November 18, 1974 as a result of a dispute with NGT, 90% of NGT's owners-drivers refused to submit to the control and management of NGT and became affiliated with DCTS and continued to operate over NGT routes, but conducted the operation under the DCTS banner, which firm had no operating rights. On December 2, 1974 DCTS filed for a PSC to operate over NGT routes. DCTS was quickly ordered to cease and desist, on December 10, 1974, until a PSC was obtained and DCTS ceased all operations. NGT purchased and leased 19 buses and was attempting to assemble and train a competent team of drivers. A hearing was held in January 1975 at which the California Highway Patrol testified that much of NGT equipment failed to pass their inspections. The Commission found that a lot of NGT's troubles were caused by the disruption of service and that it would be unfair to judge NGT entirely on the period following November 1974. The PUC then revoked NGT authority and replaced the PSC with a 6 month probationary certificate and covers six routes only, the balance of NGT operation eliminated. Routes include 1-WESTLAKE-SERRAMONTE-JUNIPERO SERRA LOOP, 2-BROADMOOR-HILLSIDE LOOP, 3-PALISADES, 4-SKYLINE COLLEGE-SERRAMONTE, 5-STONESTOWN-WESTLAKE and 6-DALY CITY-SOUTH SAN FRANCISCO. The request of DCTS was held for six months depending upon the performance of NGT.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Service to the Live Oak-Capitola-Soquel area which had been revised last April 1 was again reorganized January 5. New Lines 21-LIVE OAK RED ROUTE and 22-LIVE OAK GREEN ROUTE were created by extending the former 11/12 Live Oak loop routes from 41st & Capitola into downtown Santa Cruz via Capitola Rd, Soquel Ave, Water and Front Sts. 21 operates hourly leaving downtown 630A/630P and 22 leaves hourly 7AM/6PM. Line 17-41ST AVE EXPRESS now makes all local stops east of Soquel & Park rather than 7th Ave & Capitola and along with 21 and 22 is now operated thru with 1-UNIVERSITY on weekdays during UCSC school term improving Line 1 headways from 20 to 15 minutely. The new 1/11/12/17/21/22 combination requires 7 coaches as opposed to a total of 5 for the former 1, 11/12/17 and 11/12 Live Oak lines. Weekend and UCSC vacation schedules call for termination of 17, 21 and 22 at Pacific & Soquel with 2 buses on 11/12/17 and 1 each on 21 and 22 and existing weekend, vacation and night thru-routings of 1 with 16-SEABRIGHT-BEACH loop continue. Right hand front window number sign boxes were recently added to all buses so that route numbers, formerly shown only on schedules and maps, are now displayed on the buses themselves.

YELLOW CAB COMPANY (Jimmie Willis and Phenton Willis dba)

MARYSVILLE: YCC is seeking a certificate to operate as a Dial-A-Ride passenger service in the urbanized area of Marysville and Yuba City. A 50¢ fare would be charged, however, where there are 2 persons traveling to a common destination the fare would be 25¢ each. The service would be provided by contract with the HUB AREA TRANSIT AUTHORITY, a Joint Powers Agency comprised of Marysville, Yuba City, Sutter County and Yuba County. Equipment consists of 1 Dodge van, 1 Chevrolet van, 1 lift van and 18 cabs and service would be offered 8AM/5PM weekdays, 9AM/3PM Saturdays and 8AM/3PM Sundays. At present there is no local service in this area.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD) (Non Diamond Lane Material)

LOS ANGELES: Beginning March 28th Lines 7-EAGLE ROCK-SOUTH BROADWAY, 8-WEST 54TH-NORTH MAIN, 25-WEST 9TH-NORTH FIGUEROA and 75-VENICE BLVD-ECHO PARK AVE were rerouted from Broadway (7 & 25) and Main (8 & 75) in the downtown area to operate along Spring Street. Northbound buses will operate via the Spring Street Contra Flow Lane while southbound buses will operate via the regular traffic flow lanes.

Additional buses sporting the "black window effect include 1403, 2144, 2249, 2250, 2258, 2259, 2270, 2275, 2343, 2360, 2371, 6510, 6588 and 6594. All the buses which sported the "Street Fleet" paint scheme beginning in the summer of 1974 have been splashed in the black window design. These coaches included 2343, 2346, 2360, 2361, 2500, 2501, 2503, 2504, 2506 and 2508.

The final phase of the San Bernardino Freeway Express Busway, a 700 space parking area adjacent to the El Monte Station on the site of the former Division 9 maintenance facility, was opened March 22. This facility brings the total capacity of the lot to 1400. New, larger Division 9 operating and maintenance buildings and facilities, just south of the former location and adjacent to the San Bernardino Freeway have been open for several months.

The RTD Board has given preliminary approval to placing a 232 mile regional rapid transit plan, developed by Supervisor Baxter Ward, financed by a 1 cent sales tax increase on the June 8 election ballot. The system would be built on a pay-as-you-go basis. The plan calls primarily superimposing a rail network over existing freeways with lines built in medians, on freeway shoulders, along flood control channels and on existing rights of way with lines to Long Beach, San Gabriel and Pomona Valleys, Santa Monica, San Fernando Valley, South Bay and the International Airport.

The Los Angeles City Council has approved funding of the Westwood Shuttle (RTD Line 205-WESTWOOD VILLAGE MINI-BUS LOOP) until the end of the calendar year, $40,000 for operation of the buses and $15,000 for maintenance and operation of the free, supervised parking lot. Some 1000 patrons have ridden each weekend. The Santa Monica City Council has approved granting RTD three more months to operate after which they want to run the buses.

The County Board of Supervisors is asking the hiking of Mini-Bus fares in July to 25¢ as more than 1.3 million passengers have ridden the buses since last July paying only $133,762 in fares while a $730,806 deficit developed.

RTD and MANHATTAN BEACH MINIBUS SYSTEM instituted a reciprocal transfer agreement on March 22 allowing riders on both systems (which each have a 25¢ fare) to transfer to the other for the usual ten cent fee. MBMS operates a fleet of three Argosy buses (Airstream trailer parent company) over two routes within the beach community.

The San Gabriel Valley Bus Improvement Plan is scheduled to begin Sunday April 11th

The "Culture Bus" is coming May 9th, a pilot project of the Los Angeles BiCentennial Committee's Museum Team, supported by a $15,000 grant from Pioneer Take Out Corporation. Bus service will be provided for 8 Sundays from 10AM until 4PM beginning at the Broadway Plaza (7th & Flower) with buses departing every half hour over a two directional loop stopping at Otis Art Institute, Skirball Museum, USC Fisher Gallery, Museum of Science & Industry, County Museum of Natural History, County Museum of Art, La Brea Tar Pits, Craft & Folk Art Museum, Municipal Art Gallery, Griffith Observatory and the Los Angeles Zoo. Many of the museums will have special cultural exhibits for the Sunday tours with the Los Angeles Zoo offering a 20% discount to Culture Bus riders