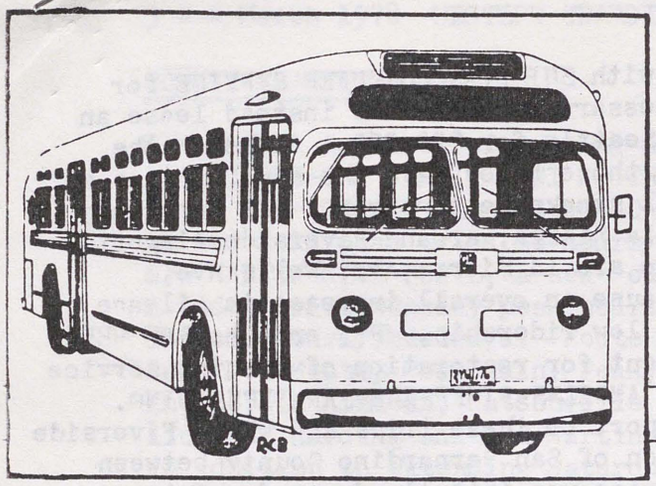


Western Transit

Monthly Publication of The Western Transit Society

Vol. 16 No. 3 March 1978

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: LBPTCo, now going by the name LONG BEACH TRANSIT, instituted a number of route and schedule changes on February 5. Buses on Lines 1-EASY AVENUE-PACIFIC COAST HIGHWAY-CERRITOS CENTER, 6-ATLANTIC AVENUE, 8-BELMONT SHORE-EAST 10TH STREET-QUEEN MARY and 10-CARSON STREET CROSSTOWN were changed from a 20/40 headway to 15/30 on weekdays, weekend service remaining as before. Line 1 was also rerouted in the downtown area away from Pacific Avenue and as follows: existing route from Gale and Maddox to Pacific and PCH, then continue on PCH, Long Beach Blvd, 3rd, Pine, 1st, Long Beach to PCH and existing routing to Cerritos or Wardlow and Norwalk. Line 8 has been extended into Belmont Shore and also serves the Queen Mary all day long seven days per week instead of only evening service Sunday thru Friday. The new routing is from the Queen Mary via Shoreline Drive, Linden, Seaside, Pine, 1st, Pacific, 10th, Park, 3rd, Nieto, Broadway, Bayshore, 2nd, Claremont, The Toledo and Santa Ana to Broadway. Line 13-PACIFIC AVE-EAST 3RD-CAL STATE LONG BEACH has been extended northward from Pacific and Spring via Pacific, 40th, Magnolia and Wardlow to Pacific during certain hours each day, 730A-530P weekdays, 930A-630P Saturday and 730A-630P Sunday. Line 15-DEL AMO BLVD. CROSSTOWN was cut back in Lakewood to operate east along Del Amo as far as Norwalk Blvd, then south to Centralia and west to Studebaker and regular routing. At this same time Line 1776-BELMONT SHORE-NAPLES LOCAL and 1976-NORTH LONG BEACH LOCAL, two lines using nine passenger Dodge Vans were discontinued due to very light patronage. These changes were described as the first step in plans for improved transit service for the Long Beach area.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: Since September 7 two daily round trips, one a San Francisco-Chico schedule and the other a Los Angeles-Redding trip have been serving the City of Paradise which has a population of 14,539 including a large number of retired persons. Armed with a demonstration grant from UMTA the City of Rio Vista has contracted with GLW to operate two round trips weekdays only between Fairfield, Rio Vista, Lodi, Delta College and Stockton. If this test proves successful it is planned to add weekend service at a later date. On 1-4-78 the single through trip between Los Angeles and Lake Elsinore also serving Norwalk, Anaheim, Santa Ana, Corona and Alberhill was discontinued. This trip left Los Angeles at 1100AM and Elsinore at 130PM. Lake Elsinore is now only served by schedules on the SAN DIEGO-SAN BERNARDINO route while Corona is served by the TORRANCE-LONG BEACH-SAN BERNARDINO route and Alberhill is not accessible by bus. Although planned for 1-4-78 the overnight trip between Los Angeles and Reno via Highway 395 is still running its full length. Plans called for operation only between Ridgecrest and Los Angeles at the same times as now. Although WT does not have the specifics a number of MC 7s renumbered in the 0700 series and equipped as combo buses have been oberserved operating on Albuquerque and El Paso destined schedules and it has been quite a while since any combo PD 4501s have been spotted.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA Directors have voted to break their lease with SUBURBAN COMMUTER SERVICE for three TDH 4801 buses ($21,370 for 15 months lease plus necessary repairs) and instead lease an equal number of TDH 4517s from NATIONAL COACH SERVICES of Seattle for $20,250. Although the SCS buses have a cheaper per month cost than the NCS buses, those buses have the same engines as others in the RTA fleet and the SCS buses require a special stockpile of parts. RTA announced that routing changes were being proposed for three areas, La Sierra, around Riverside Airport and Blaine and Iowa. Streets slated for increased coverage are La Sierra Ave, Wells Ave, Arlington Ave and Blaine Ave. The new services will not cause an overall increase in mileage as they will replace portions of existing lines which have low ridership. RTA and the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT have concluded an agreement for restoration of evening service which was discontinued January 1 as a part of Line 496-LOS ANGELES-RIVERSIDE-SAN BERNARDINO. San Bernardino County officials discontinued financial support of these trips and while Riverside County officials agreed to support the trips in that portion of San Bernardino County between Riverside Road/Mulberry Avenue and Montclair Plaza the service was initally dropped. Trips restored will operate between the Riverside Station and Ontario International Airport over the regular route, then via Holt Boulevard to Holt and Indian Hill for direct connections to/from Line 480-LOS ANGELES-WEST COVINA-POMONA VIA FREEWAY. Three trips Monday thru Saturday and four on Sunday are involved.

RIVERSIDE COUNTY SHORT RANGE TRANSIT PLAN 1979-1983

The SRTP foresees no dramatic increases in ridership over the next 5 years although more service will be geared to those who cannot afford cars, those who cannot ride regular transit and those who voluntarily swithc to the bus. Foreseen are three new lines in Riverside, the linking of Riverside with other cities in the west county and complete replacement of the present RTA fleet through federal grants. Major highlights include: service from Palm Springs to the San Gorgonio Pass area to Riverside and from Corona to Riverside to San Bernardino in 1979; RTA Dial A Ride in Riverside's Canyon Crest area in 1979; Beaumont's bus service converted to DAR and extended into Cherry Valley in 1979; beginning of transit in Blythe and the Palo Verde Valley in 1979 and to Indio in 1981; inauguration of DAR in Norco in 1979; expansion of Perris DAR in 1979; an RTA line serving Highgrove and Hunter Park Industrial area in 1980; service between Perris and Lake Elsinore and Hemet/San Jacinto to Riverside via Perris in 1980; BANNING MUNICIPAL TRANSIT SYSTEM to add one, yet unspecified route, in 1980; SUNLINE TRANSIT AGENCY conversion of Desert Hot Springs local line to DAR, fixed route service to 1000 Palms, Palm Desert Country Club and La Quinta and area wide DAR service for elderly and handicapped in 1980; expansion of the Corona DAR fleet in 1980 and RTA lines serving La Sierra, Arlington, Arlanza, Tyler Mall and Riverside Airport in 1981. Some reactions to the proposal have been received indicating Banning and Beaumont believe transit above that presently offered is unnecessary and unwanted and that DAR is presently not necessary in Beaumont. The Canyon Crest DAR plan has been side-tracked because of the affluency of the area.

CITY OF BLYTHE/COUNTY OF RIVERSIDE

The Blythe City Council has approved a joint powers agreement with the Riverside County Road Department setting a mass transit board for the Palo Verde Valley such board to include two city councilmen, a citizen appointed by the council, a county supervisor and a person from the unincorporated area appointed by the Supervisors. The County has now approved the agreement as described in the SRTP (see above).

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: Line 9/10-COACHELLA-DESERT HOT SPRINGS has been extended (one morning, one midday and one afternoon trip) from Coachella southward to the lower valley communities of Thermal, Mecca and 100 Palms from Avenue 52 and Highway 86 via Avenue 52, Highway 111, Avenue 66, Tyler and Highway 86 to Coachella. Northbound were also extended in Desert Hot Springs along Dillon Road from Palm Drive to Bennett and return prior to going to end of line at Palm and Pierson.

COUNTY TRANSIT (CT)

SAN JOSE: A number of routing and service changes took place on January 3rd including 15G-GILROY-SAN MARTIN MINI ROUTE (Weekday peak only) afternoon trips increased from 3 to 4; 15M-MORGAN HILL-JACKSON OAKS MINI ROUTE (weekdays only) Service improved from 2 AM and 5 PM peak trips to hourly from 630AM until 630PM using 1 bus; 15U-MORGAN HILL-SAN MARTIN MINI ROUTE, a new South County mini route using coaches diverted from Dial A Ride during weekday peak hours (as with 15G) operates 2 AM and 5 PM trips on approximately hourly headways. Route from Main & Monterey in Morgan Hill CBD via Monterey, 2nd, Del Monte, West Main, Peak, W. Dunne, Parnall, Spring, Dewitt, Edmundson, Sunnyside, Encino, La Alameda, Watsonville Rd, Olive, W. Middle, Native Dancer, Santa Teresa, California, Harding and San Martin to Monterey (San Martin CBD) using 1 bus. 21-ALUM ROCK in addition to extending Saturday service from 10 to 11 operating hours and Sunday from 8 to 11, all weekend trips between 945AM and 445PM were changed to thru-route with the west end of 81-EAST SAN JOSE-SANTA CLARA from 1st and Santa Clara to Kaiser Hospital instead of continuing west as 21 via Santa Clara, The Alameda, Santa Clara CBD and El Camino Real to Kiely Blvd duplicating 22. 81A service from Cabrillo and Calabazas in Santa Clara continues to operate east of list & Santa Clara over 81 to Toyon & McKee. 22-MENLO PARK-HILLVIEW Saturday and Sunday operating hours extended from 11 and 10 to 12. 66-SAN JOSE-MILPITAS-BART/FREMONT Saturday service extended north from Milpitas to BART to coincide with full time start up of BART Saturday operation. 91-CAMBRIAN PARK-SANTA TERESA: Service over the large loop extension on the eastern end of this midday only line (added 1/2/77) from Santa Teresa Hospital counterclockwise via Santa Teresa Blvd, Bernal, Monterey Hwy, Cottle and Santa Teresa was reduced to 4 trips (12C minutely) due to lack of patronage. All other trips terminate at Santa Teresa & Berna and return to the Hospital directly via Santa Teresa instead of the loop. Bus requirements reduced from 4 to 3. 97-MOUNTAIN VIEW CENTRAL DISTRICT: Based on recommendation from the City this little used midday only line was completely revised dropping all service south of El Camino Real and north of Villa Street and emerged as a large counterclockwise loop serving primarily the city's CBD and older residential neighborhoods. New route is from Villa and Hope (1 block south of SP Depot) via Villa, Dana, Moorpark, Sylvan, El Camino Real, Calderon, Church, Bailey, Latham, Escuela & ECR to Showers, then returning east via California, Rengstorff, Crisanto and Villa to Hope. A 30 minute headway is maintained but the smaller route requires only 1 instead of 2 buses. A further ten leased buses were pressed into service in December to ease the equipment crisis. They are SCRTD TDH 4801s #2380-2389 which retain their owner's paint scheme and fleet numbers (only the CT logo being added to sides and ends) and they join the three TDH 5105s from San Diego (#4501-4503) and 25 Dodge Maxiwagons from PINETREE on the "emergency" 6 month lease roster. In view of the recent CT Board decision to purchase diesel instead of prppane buses henceforth the Transportation Commission has recommend that the final 200 buses for the 300 bus expansion program be 40 feet long by 102 inches wide instead of a mix of twenty 20-25 foot, 155 35 foot and 25 articulateds as planned. The first 100 buses plus two replacements for scrapped Twins had already been contracted to Gillig/Neoplan for a propane powered 35 x 96 unit before the decision to switch power plants was made. Although the articulateds would have been diesel, lack of a proven propane power plant for a 40 foot bus had limited conventional coach length to 35 feet. Effective 1/1/78 CTs' "Rail Rider" program allows SP commuters residing in Santa Clara County to purchase rail commute books from the District at a 30% discount in the same manner as San Mateo County's "Sam Trains" plan. SP, not satisfied with the PUC's delay in ruling on their petition to abandon the San Francisco-San Jose passenger service, has taken the matter before the ICC. An engine compartment fire destroyed a set Twin Coach (#485) during its morning pull out trip on January 23. #474 was similarly demolished last June. The Board on th same day determined to refuse acceptance of further Gillig/Neoplan deliveries until the company can "clean up problems on the new coaches". From late August to mid January only 18 of 81 buses in the order had been delivered and they were breaking down on the average of every 700-900 miles. This action also casts a cloud over the follow on order for 102 Gillig/Neoplans.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: In addition to the Peninsula Mainline changes effected 12/12/77 commuter line 2S-BART-SAN BRUNO VIA SKYLINE, which replaced GLU's Route S and operates two AM northbound and two PM southbound trips weekdays only was extended from its former BART terminal via John Daly, Mission, San Jose, Randall, Mission, 26th, South Van Ness and Van Ness to Grove (San Francisco Civic Center). Evening trips begin at 7th & Market via 7th, McAllister, Van Ness and return route to Skyline & San Bruno. Correcting the last SAMTRANS equipment information in addition to Mercedes 0309Ds #220-228 and Minibus MBS 3055s #250-257 (handicapped lifts) the following small buses have been retained on the active roster: 1974 Minibuses MBS 3020S #234, 237 and 240 (ex Menlo Park), 1976 Dodge/Wayne 310Bs #258 & 259 (Ex Brisbane Transit) and the lone 1976 Transcoach 2411 #260. All other mini types (Minibuses, Gilligs and Fleetwoods) have been removed from the roster and are up for disposition along with pre "New Look" GMCs 200-210 and 242-3. Most were still on the property in mid January along with about 15 ex NORTHGATE TRANSIT COMPANY buses acquired 1/1/77 but never refurbished or operated by SAMTRANS. By January 20 only AM General 10240s #500-505 had been delivered with the remaining 24 units of the order being delayed at the factory for installation of front door handicapped lifts. Of these #510-529 are to be assigned to the Peninsula Mainline service operated under contract by GREYHOUND LINES. In addition to the aforementioned buses and new AM General 10235s 400-443, the current active roster includes TDH4517s 100-111, TDH4519s 112-115, TDH4518s 116-122 and 132-137, TDH4519s 123-131, Flxible F2D6V401 150, TDH5301s 151-159, TDH5303s 160-167, T6H4523Ns 175-181 (ex San Mateo), Twin TC 25Rs 282-285 (ex San Carlos) and 290-294 (Ex San Mateo) for a total of 145 buses plus the 50 TDM5303s (0800s) owned and operated by GREYHOUND on the Peninsula Mainline service. All are diesel except 234, 237, 240, 282-285 (propane) and 258-260 (gasoline).

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Effective December 16 new hourly night service was added to Lines 3-MISSION, 15-SAN LORENZO VALLEY and 17-41ST AVENUE EXPRESS. 3 and 17 are turh routed with one bus departing the Santa Cruz Transit Center on 3 at 745 to 1045 and on 17 from 715 to 1015. Line 15 uses two buses departing Santa Cruz and Boulder Creek termini 715 to 1015. Service is offered every night of the week. Pending delivery of six new AM General 9635-B8s which have been delayed at the factory for installation of front door handicapped elevators, SCMTD has leased three buses from MONTEREY PENINSULA TRANSIT in order to have sufficient backup equipment for the September 1977 service improvements. They are MPT 105, 106 and 108 (TDH 4517/725,756,761).

SALINAS TRANSIT SYSTEM (STS)

SALINAS: Assumed to be Line 7 (it is presently unnumbered) STS began a new service to Toro Park on December 21st. Service operates hourly 7AM to 6PM weekdays and 9AM to 5PM Saturday. From Salinas and Gabilan buses travel via Salinas, John, S. Main, Toro Park Estates, Serra Village to San Benancio Rd (Ambler Park). Returns direct via Highway 68 to South Main with a stop at Toro Regional Park northbound only. From South Main via South Main, John, Monterey, Market, Salinas to Gabilan.

ALAMEDA CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: Full transit service was restored in the East Bay on January 30 after ratification of a contract which brought Bus Operators wages to $8.35 an hour (was $7.03). Similar wage hikes reflecting Cost Of Living increases were paid to clerical and maintenance workers. AC negotiators twice reworked the provisions in their $12 million offer so that benefits would not exceed the top limit and finally on the second vote Members of Amalgamted Division 192 accepted the package. Pension benfits for present retirees and future retirees was the major stumbling block.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning on Sunday January 29th Saturday and Sunday service on new Line 170-GRANADA HILLS LOOP was instituted operating every half hour between 800AM and 700PM. Weekday service remains as before.

Line 202-CHINATOWN-OCCIDENTAL CENTER MINI-BUS was rerouted at both ends of the line. Northbound buses will now travel via 1st, Los Angeles, Arcadia, Main, Alameda, Alpine, Hill and Bernard to Broadway bypassing one block to the west the Union Station. At the other end southbound buses will travel 7th, Spring, Main, Olympic, Olive, 12th to Hill returning via Hill, Olympic, Main and 7th. Headways and hours of service remain as before.

Line 127-LONG BEACH-MARINELAND has been permanently cancelled. This service has traditionally been implemented in June and discontinued in September and in the last few years has offered one round trip daily departing Long Beach and San Pedro in the morning and Marineland in the afternoon. The service was inherited from CROSSTOWN SUBURBAN BUS LINES in 1961 when that firm was purchased. In those years the line began at Disneyland and served other points enroute to Marineland. SOUTHLAND BUS LINES, CTSBL predecessor, actually started a twice a week service for tourists from Disneylan to Marineland in about 1956/7 which formed the basis for this line.

In order to provide additional service between downtown and the Union Station without adding additional buses to service the new San Diegan "County Train" which began on Valentines Day, passenger restrictions on a number of lines coming from the San Gabrie Valley have been altered. Westbound buses on Lines 480,482,483,484,485,486,487,488, 489,490,491,492,493 and 494 will receive passengers at Aliso and Alameda Streets and charge the normal 40¢ fare plus transfer charge if transfer is requested. Eastbound buses on those same lines will receive passengers at any stop destined to the Union Station stop at Aliso midblock between Los Angeles and Alameda. Buses on Lines 428 and 432 which serve Macy and Alameda in both directions will handle passengers in the same manner.

Line 496-LOS ANGELES-RIVERSIDE-SAN BERNARDINO began operating several short line trips between the Riverside Station and Pomona on February 26 as a result of an agreement between RTD and the RIVERSIDE TRANSIT AGENCY to restore late evening service which had been discontinued January 1st. Buses operate from Riverside via the regular route of Line 496 to Ontario International Airport, thence directly via Holt Blvd to Indian Hil Blvd and connections with Line 480-LOS ANGELES-WEST COVINA-POMONA VIA FREEWAY which location is also the Los Angeles/San Bernardino County line and a fare zone limit in both directions. Schedules have been coordinated to assure direct connections will be made in both directions. Transfers will not be issued or received between Lines 480 and 496 and operators will collect applicable fares for the respective lines.

All of the 1100-1118 and 1121-1160 series Minibuses are now assigned for service. 1100-1118 have all been renovated and repainted in the black window scheme and have been reassigned to Line 202-CHINATOWN-OCCIDENTAL CENTER MINI-BUS. Along with those buses at Division 3 are 1121-1123 and 1153-1154 for Line 430-GLASSELL PARK-HIGHLAND PARK-EL MONTE. 1124-1141 are at Division 9 for Line 430, 451/453, 452/454 in Pomona. 1142-1144 are assigned to Division 8 for Line 170-GRANADA HILLS LOOP while 1145-1152 are used on 205-WESTWOOD VILLAGE MINI BUS LOOP and 206-AIRPORT SHUTTLE from Division 6 1155-1160 are assigned to Division 12 for use on 872/874 in San Pedro.

Latest buses appearing the black window paint scheme include 1103, 1107, 1108, 1109, 1110, 1113, 1115, 2345, 5511 and 5514.

OMNITRANS (OT)

SAN BERNARDINO: A major increase in transit services for the elderly and handicapped seemed assured as SANBAG (San Bernardino Associated Governments) approved an out of court settlement against itself and SCAG (Southern California Association of Governments) over actions which allowed the county and its cities to spend more than half of their $6.5 million SB 325 "local transportation fund" revenues on street and road projects. The plaintiffs, Rolling Start, a San Bernardino organization for the handicapped represented by the Inland Counties Legal Services, charged that there were still "unmet transit needs" of the E & H groups which should have been addressed prior to the SANBAG/SCAG action. The settlement ensures that at least 15 vehicles equipped for E & H needs will be on the road by mid year. OT now operates a single van labeled Medi-Van for the E & H (Ed. Note - presumed to be one of the 20720-20723 series Dodge Vans with Far West high headroom conversion) and has seven medium size buses, the Minibus manufactured by Chance, slated for delivery by the end of April. The settlement provides for funding for operation of three vans in the West Valley and three in the East Valley and for installation of wheel chair lifts on two full size OT buses by June 1 and purchase and installation of two way radios on all lift equipped vehicl OT plans to rotate the lift buses among its lines with timetables notated to advise o the use of lift equipped buses. A special services transportation coordinator must be hired to mesh OT's services for the handicapped with those of the county whose community services department operates 18 vans, all without lifts, primarily for transporting the elderly to and from senior citizens nutrition centers and medical offices and with those of several private social welfare organizations which run an estimated 12 to 15 vans for varying services for the handicapped. Also included as part of the agreement is State of Califomia approval of a grant for purchase and operaion of two dial a ride vans with lifts for the Morongo Basin communities and a similar van for the Pig Bear area. The HIGHLAND AVENUE CROSSTOWN BUS, which is a fixed route line al Highland between Victoria and Muscott operated by Yellow Cab Company using an all whi Checker station wagon, will soon have the vehicle painted with yellow and blue stripi like OT buses to make the service more visible and hopefully increase patronage. Some suggestions of rerouting the line onto Gilbert to serve the County Medical Center have been suggested as a way to improve ridership. Labor contracts including pay increases totaling 21 per cent over a three year period for OT Bus Operators have been approved by the OT Board. Operators at the top of the pay scale received increase of about 10 percent - from $13,212 to $14,532 including average overtime payments. A six per cent hike on 1/1/79 and 4 per cent on 1/1/80 round out the pact which will expire on 6/30/8 Operators are represented by the Teamsters Union Local 122 of Long Beach. Pay hikes from 5 to 12½ per cent for the 27 management, clerical and dispatching personnel are included in their one year contract. Additional negotiations are scheduled on the subject of working conditions for that group represented by San Bernardino Public Employees. OT monthly health insurance contributions per employee were increased to $65 and overtime compensation for any hours worked in excess of 90 during a two week period is increased from straight time to time and one half.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: Sunday service on Lines 1 and 2 was altered beginning January 15th. Line routing is maintained but service will be increased. Buses will depart Fashion Square at 525A, 725A, 925A, hourly until 525P, 725P and 925P using two buses instead of one bus on a 120 minute headway. Line 2 will continue two hourly over a new route - from Manhattan Beach and Crenshaw via Crenshaw, Artesia, Hawthorne, Del Amo Center, then a combination 1/2 via Del Amo Circle, Sepulveda, Western, Lomita, Narbonne, Newton, Pacific Coast Highway, Hawthorne to Del Amo Center.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: TDH 5303s #346-350 have been equipped with front door wheelchair lifts and have been assigned to specific Bus Runs on Lines 3-MISSION HILLS-OCEAN VIEW BOULEVARD and 7-UNIVERSITY AVENUE-LA MESA with public timetables appropriately noted. Forty buses (T6H5307A #401-415 and T8H5307A #801-825) have been equipped with bracke to accommodate five position bicycle racks locally called Transit Bike Rank. Buses are assigned to Line 9-CORONADO-PACIFIC BEACH (800s) and to 41-FASHION VALLEY-DEL MA and 80-GROSSMONT CENTER-PACIFIC BEACH (400s). The public timetables are noted to indicate bicycle equipped bus trips and the map is notated with a symbol of a bicycle to indicate stops at which the bikes will be handled. When the buses are used on other lines the "bike rack" is removed. Line 38-THE PARK LINE was reinstated January 29th (WT 2/78) over a different routing and on a different schedule than before. Fr Pacific Highway and Broadway buses travel Broadway, 2nd Ave, E Street, 3rd Ave, Cedar 5th Ave, Fir, 6th Ave, Laurel, El Prado, Pan American Rd, Presidents Way, Park Blvd, Morley Field Dr, Alabama, Upas to 30th. Westbound routing is same to 6th and Fir, thence 6th Ave, Elm, 4th Ave, F Street, 3rd Ave and Broadway to Pacific Highway. Mercedes Benz 0309Ds (#142 and 150) have been repainted in a special scheme to draw attention to the service - a cream body with two aqua belt rail stripes and Balboa Park settings drawn on the sides and back. The line operates daily except the six major holidays on a 30 minute headway between 815AM and 1115PM using two buses. Regular fares apply.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: September 11, 1977 saw the establishment of a new line, 8-ESCONDIDO-RANCH BERNARDO operating from the Escondido Village Mall via Grand, Escondido Blvd, Sunset, Bear Valley, Via Rancho Parkway, Interstate 15, Pomerado Road and Rancho Bernardo Road to Bernardo Center Drive and a connection with SDTC Line 20-RANCHO BERNARDO, The line operates hourly 615AM-815PM Monday through Saturday. Line 7-RAMONA-ESCONDIDO MALL was renumbered 97 and extended within Pamona to operate via Main, 2nd, Main, Farham, Main, 3rd, D Street, 5th and regular route to Ramona High School terminal. Service now operates two hourly from 7AM until 1PM, then hourly until the last trip from Escondido at 5PM and from Ramona at 6PM. On January 15 a number of other changes were instituted including extension of Line 11-PLAZA CAMINO REAL-EMERALD DRIVE-VISTA BROADWAY CENTER to serve Mira Costa College, establishment of 90 minutely Sunday service (where there previously was none) on Line 16-OCEANA-FRANCINE VILLAS-PLAZA CAMINO REAL and realignment of Line 60-VILLAGE PARK-CARDIFF-LEUCADIA-ENCINITAS to operate as a two directional loop by connecting the previous gap between Sidonia and Leucadia Blvd & Mountain Vista and Village Park Way in Village Park via Saxony, Encinitas, Delphinium Sunflower, Rosebay, Encinitas, El Camino Real and Mountain Vista.

MEXICOACH, INC. (MC)

SAN DIEGO: On January 12th MC began their SAN DIEGO-CALEXICO service which begins at the San Diego AMTRAK Station and operates over California Highway 94 and Interstate 8 to Calexico stopping at the El Rey Hotel and continuing across the International Boundary to Mexicali to the Railroad station, some two miles south of the border. The one way fare is $12.50 and a 41 seat non restroom PD 4104 painted in MC's yellow and white scheme has been observed on this schedule. GREYHOUND LINES, INC. has appealed to the Public Utilities Commission to reconsider its approval of the MC authority in view of GL's direct and connecting service between San Diego and Calexico, but no decision has been reached at this time.

WTS MEETINGS ARE HELD SECOND SUNDAY OF THE MONTH AT 730PM, PASADENA CHAMBER OF COMMERCE

LOS ANGELES COUNTY COMMUNITIES LOCAL SYSTEMS

The City of Compton is currently negotiating with the M & J CAB, the only area firm expressing interest in a Dial A Ride in Compton and the unincorporated 'islands' with the city. A flat fee of 50 cents would be charged and, initially, the service would be limited to seniors and handicapped. The planned contract calls for the taxi firm to provide three vehicles marked "Community Transit Service" weekdays from 730AM to 630PM, also Saturdays, and from 9AM to 5PM Sundays. Responses would be within a 30 minute time period. The program is funded by the Los Angeles County Transportation Commission for one year.

Dial A Ride began in Monterey Park February 6th using one wheelchair lift equipped small bus transporting handicapped persons or senior citizens on a 24 hour advance reservation basis charging a 25¢ one way or 50¢ round trip fare. The service is designed to stay primarily within Monterey Park but will also transport persons to medical offices in Alhambra, Rosemead and East Los Angeles.

A Dial-A-Ride program is now being offered by the City of Lynwood for those over 50 and handicapped persons of all ages. Fare is 25 cents and service operates weekdays 9AM to 3PM to any destination within the city limits. An 8 passenger van has been leased from the California Department of Aging and the Lynwood Parks and Recreation Department is paying the drivers' salaries with a grant provided by the Transportation Act for Community Transit Services.

The Southbay area City of Lawndale, located between Hawthorne and Redondo Beach, has received a $10,000 grant from the Older Americans Act and will contribute $3500 from general funds to purchase a van from the state which unit will be equipped with a wheelchair lift and two way radio and will be used to transport seniors from the Prairie Avenue Community Center to medical appointments and shopping trips within and outside the city limits.

MADERA COUNTY TRANSIT STUDY

The Madera County Local Transportation Commission recently issued a report to the State Department of Transportation stating that at least 5000 people living in the county are in need of some sort of public transit. 1000 are now served by government subsidized Senior Ride programs. Hearings were held during January to determine if a transit program would be feasible and if so, develop methods of serving transit needs and establishing the kinds and levels of service. William Venturi, mayor of the City of Madera has said the city will eventually have to establish bus service.

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WTS MEETING SCHEDULE: 730PM, Board Room, Pasadena Chamber of Commerce, 181 South Los Robles, Pasadena, CA, April 9, May 14, June 11