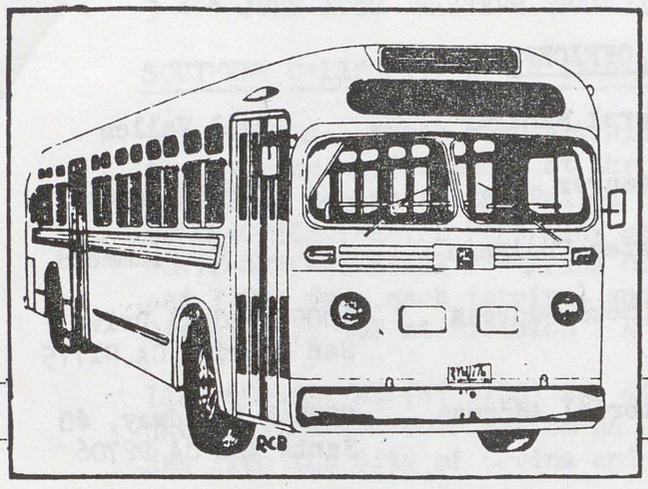


Western Transit

Monthly Publication of The Western Transit Society

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CITY OF LAS CRUCES, NEW MEXICO and WHITFIELD BUS LINES, INC.

LAS CRUCES: In reaction to growing citizen interest in public transportation and faced with a long lead time and high cost of developing a municipal bus system in an untested market, City Commissioners welcomed the offer of the local school bus operator, WHITFIELD BUS LINES, INC., to establish a privately financed demonstration project. Robert E. Crewes, President of WBL, in his presentation to the city, underscored the importance of testing public interest and to provide data for future decisions regarding public transit in Las Cruces. The project is a Saturday only operation since that is the only day when businesses are open that school buses are available. In addition to WBL underwriting the project lasting for thirteen weeks (March 22, 1980 - June 14, 1980) the City of Las Cruces contributed $1700 to provide bus stop signs which are in colors corresponding to the route being served. The routes are five loop type lines running on thirty minute headways. Hours of operation are 830AM to 630PM. The fare is 50 cents with half fare charged senior citizens, children and students through college age. An initial projection of 500 daily riders was shattered the first Saturday when 1249 persons rode. All lines have a common terminus at the Lorette Mall in the downtown area:

ROUTE A - PURPLE-- Loretto Mall, Lohman Ave, Bellamah Loop, Idaho Ave, Solano Square, Missouri, Telshor, University, El Paseo, Main to Loretto Mall
ROUTE B - BLUE -- LM, Amador, Alameda, deviation for Neff's Trailer Park, Hoagland, Valley Dr, Avenida de Mesilla, Idaho, Amador, Main to LM
ROUTE C - GREEN -- S Main, University Ave, Telshor Blvd, Amador Ave to LM
ROUTE D - ORANGE-- S Main, University Ave, Espina, Wells, Locust, University, Espina, Idaho, El Paseo to LM
ROUTE E - BLACK -- Church, N. Main, U.S. 70, Camino del Rex, Desert Dr, Madrid, Debra, Mulberry, Solano, Mesquite, Amador to LM

On May 10 the fare was reduced to 25 cents to attract a wider range of riders and Route C was dropped and replaced with another, ROUTE F- RED - from Loretto Mall, Lohman, Solano, U.S. 70, Devondale, Hillsdale, Elks Dr, U.S. 70, N. Main, Water, Lohman to LM.

The City of Las Cruces is located in south central New Mexico some 45 miles north of El Paso on the Rio Grande River in the Mesilla Valley. The estimated population is 51,000 with an annual growth of three per cent.

The results of this transit test will be watched from a number of smaller communities which will eventually need to make a decision concerning the supplying of public transit where none presently exists.

WT STAFF

Editor	Edmund Buckley
Senior Staff	Robert Higginbotham Warren F. Quon Bob Burrowes
Reporters	Marvin Martin Ed Von Nordeck Lazear Israel Eli Bail

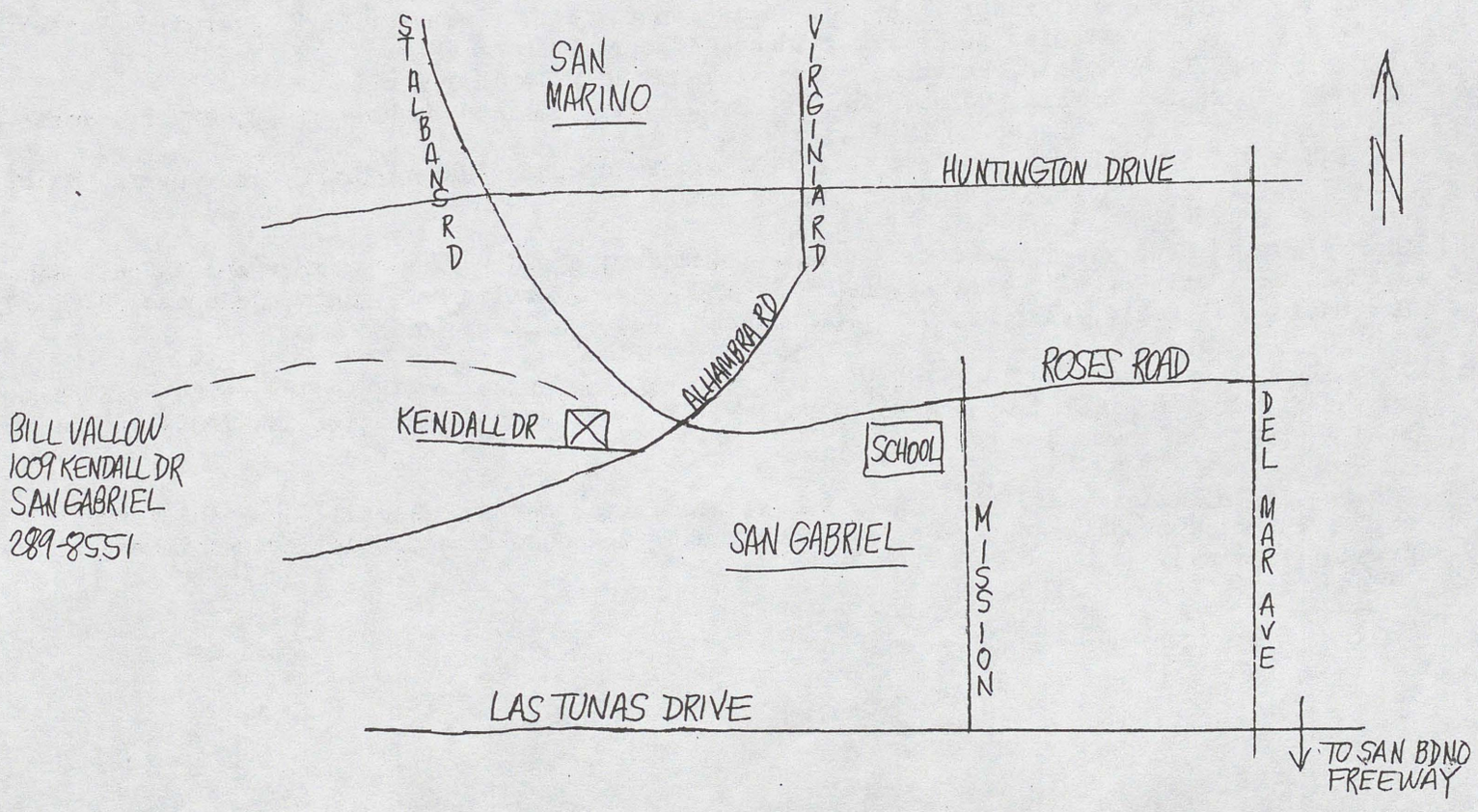
WTS OFFICERS

General Manager	Bill Vallow
Treasurer	Todd Terpening
Program Chairman	J. K. Drummond
Business Address	1009 Kendall Drive San Gabriel CA 91775
Editorial Address	2225 N Broadway, #G Santa Ana CA 92706

"AS THE GM SEES"

Thanks are due to Robert Higginbotham and Dave Ullrich for some outstanding slides at the June meeting. Bob showed some beautiful slides of Santa Rosa and San Bernardino equipment while Dave presented some views of his recent San Francisco visit. If you have something to share do attend a meeting.

July 13 1980 will be our 200th Regular Meeting so members are especially encouraged to attend. Meeting will begin at 700 PM and will be held at my home in San Gabriel - 1009 Kendall Drive. DIRECTIONS: From San Bernardino Freeway - North on Del Mar, left on Las Tunas, right on Mission Dr, left on Roses Road (by the school), left on Alhambra Road to an immediate right on Kendall. From Huntington Drive - Right (south) on Virginia Road straight to Alhambra and Roses Rd, cross Roses, immediately turn right and you are there. By Bus - 483 or 485 to Huntington and Fremont, 432 to Virginia Rd. Also 423 to Huntington and transfer to 432. From Virginia and Huntington it is about a half mile walk. Any problems - call 289-8551.



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Three new Park/Ride lines were inaugurated May 23 providing service to the evening performances at the Greek Theatre. 571-SAN FERNANDO VALLEY-GREEK THEATRE PARK/RIDE begins at the Balboa Park (17015 Burbank Blvd in Encino), 572-WEST LOS ANGELES-GREEK THEATRE PARK/RIDE starts at Rancho Park (Pico & Beverly Glen) and 573-EL MONTE-GREEK THEATRE PARK/RIDE begins at the El Monte Station. Buses depart at 655PM and 710PM from each terminal and a 75 cent fare is charged each way. 571 is based at Division 8, 572 at Division 7 and 573 from Division 9.

Line 609-COVINA (WT 3/80) was discontinued with the close of service on May 23rd. The service was operated on an experimental basis for twelve weeks with partial funding from the City of Covina and its main ridership consisted of area senior citizens.

The first of the Grumman Flxible 870s went into service on May 29th on 5-HAWTHORNE BLVD-UNION STATION (from Div 3), 26-WEST PICO-EAST FIRST (from Div 1), 39-L.A.-GLENDALE-BURBANK (from Div 15) and 50-FLORENCE-SOTO (from Div 5). The buses feature the new paint scheme of white with a red over orange over yellow belt, digital headsign and sidesign, kneeling feature, lift equipped, 48 seats including 2 wheelchair positions, brown interiors except black drivers compartment, brown tweed and leatherette seats; air conditioning, two way radios, microphone, four digit Bus Pun Number box, windshield card roll sign, push doors, light over each passenger door, touch tone buzzer cord, clear plastic ticket box, one roof hatch and a sign which lights up and reads "Stop Requested" when a passenger pushes the buzzer strip. As the buses are prepared they will continue to be placed into service..

Following another r und of public hearings the RTD Board adopted a new fare structure to take effect July 1st which is estimated to raise about $30 million which is intended to offset a porjected deficit in the FY 80/81 budget. The basic fare will be raised from 55¢ to 65¢, elderly and handicapped will rise from 20¢ to 30c, students from 45¢ to 50c. Regular Monthly asses will rise from $20 to $26 (with $8 instead of $6 Distance Step stamps), elderly and handicapped passes from $4 to $6 and present $4 Student passes will be divided into $16 passes for elementary and high school students and $20 for full time college and vocational school students. Riders who are 62 and retired will be eligible for senior citizen rates. The present 5¢ transfer was increased to 20¢ for regular riders and 10¢ for seniors, handicapped and students. Under the new plan a passenger will pay 20¢ for a transfer when boarding the first bus. When boarding the second bus the passenger will either surrender the transfer (if this is the final bus to be ridden) or pay another 20¢ to transfer to the third bus. The transfer will have to be surrendered on the third and final bus. Beginning August 1 will be a "no paper money" policy under which dollar bills will no longer be accepted for fare and passengers will have to either use coins or purchase ticket books which will be available at customer service centers and other outlets. The issue of transfers and how to handle payment and usage was one area where board members were openly divided. After compromising on transfers and increasing the Basic Monthly Pass one dollar to $26 which generated ab ut $900,000 the final vote was unanimous.

June 15th is the General System Shake Up nd the start of the summer schedules. A number of changes proposed in the 1980 Service Improvement Program will be instituted including five new or dramatically changed lines plus shortening of 873 from Long Beach to LAX Terminal with extension of SANTA MONICA MUNICIPAL BUS LINES 3-LINCOLN from Marina Del Rey to LAX Terminal over the present alignment and discontinuance of service along East Fourth Street with extension of MONTEBELLO MUNICIPAL BUS LINES 40/45/50-BEVERLY BOULEVARD lines from 4th and Indiana to the financial area at 5th and Figueroa.

SCRTD Continued

Line 6-SOUTH VERMONT-HIGHLAND PARK Monday-Friday base service will terminate at Florence & Vermont, rush hour service will end at Manchester and alternate trips in Highland Park will end at York & Figueroa. 20-EAST GLENOAKS-KENNETH RD will be extended west from Burbank via Magnolia to Laurel Canyon replacing that portion of 163 and the new 20 is assigned to Division 15. 24-LOS ANGELES-SAN FERNANDO will be extended to Venice and Main and 35-WEST VALLEY FREEWAY EXPRESS will be extended to Venice & Hill and both will terminate at Terminal 28. 25-W 9TH-NORTH FIGUEROA will be discontinued west of 9th and Francisco replaced by a revised 47. 29-SAN PEDRO ST-WEST 7TH will be discontinued west of Vermont replaced by a revised 47. 47-OLYMPIC BLVD-EAST 4TH will be replaced along East 4th by an extension of MMRL service but will operate its present route from Whittier & Garfield to 8th & Main continuing on 8th to Western. 9th Street will be used on eastbound trips over the one way part of 9th. The new 81-VENTURA BLVD will be that part of present 81 between Woodland Hills and Hollywood. The Hollywood Way leg will be served by a new 212. Present 85 will be replaced by a new 210-CRENSHAW BLVD from South Bay Center via present 85 alignment to Hollywood and Highland while La Brea service will be part of a new 212. 212-HOLLYWOOD WAY-LA BREA AVE will begin at Lincoln & Empire in Burbank follow present 81 alignment to Vine & Hollywood, then Hollywood, La Brea, Overhill, Slauson, La Brea, Manchester, Market to Hillcrest in Inglewood. 210 will be based at Div 5 while 212 will be based at both Div 5 and 15. New 142-LORENA-HUNTINGTON PK-120TH is the present 142 extended south and west from Olympic & Lorena via Grande Vista, Downey Rd, Vernon, Boyle, Gage, Santa Fe, Nadeau, Grape, 83rd, Fir, 97th, Grape, 103rd, Gorman, Santa Ana Blvd, Mona, 119th.120th and Western to Imperial replacing portions of 305 and 359. New 142 will be based at both Div 1 and 18. 232-LAX TERMINAL-LONG BEACH will replace present 873 and operate over same alignment except via Figueroa in lieu of Wilmington Blvd to serve Harbor College and will be based at Div 12. The revised 359-108TH STREET will now operate from Imperial and Alameda via Imperial, Mona, Santa Ana Blvd, 108th, Vermont, 110th, Normandie, 108th, Crenshaw, 110th, Prairie (108th eastbound), 108th/Lennox and Hawthorne Blvd to 120th (Hawthorne Plaza). 480-L.A.-POMONA VIA FREEWAY will now operate to Wilshire & Western only wee day rush hours and terminate at Wilshire & Union at other times. New Line 481-EASTLAND-EL MONTE STATION-WILSHIRE DISTRICT will be operated as a branch of 480 and begin at Eastland Center and operate over same alignment as 480 to Hospital Busway Station, then via Busway, Santa Ana Freeway, Harbor Freeway, Wilshire to Western bypassing downtown Los Angeles. 481 will run weekday rush hours only. 491-LA-EL MONTE-SIERRA MADRE will operate to downtown only during weekday rush hours otherwise terminating at El Monte Station. 492-SAN DIMAS-SO. ARCADIA-LOS ANGELES, 493-MONROVIA-EL MONTE-LOS ANGELES and 494-GLENDORA MONROVIA-LOS ANGELES will now operate only to Wilshire and Union. A new Line 495-EL MONTE STATION-LOS ANGELES will be started operating daily (20 minute headway weekday and half hourly weekends) from El Monte Station via Busway, Freeway, Arcadia or Commerical, Spring, Main, 11th or 12th and Hill to 18th terminating at Terminal 28. Present 802 will be merged into 800 and one routing established - 800-LOS ANGELES-NORWALK-DISNEYLAND-SANTA ANA will operate as now from RTD Station to Beach & Manchester, then via Beach, Crescent, Stanton, La Palma, Magnolia, into Fullerton Park/Ride Lot, Orangethorpe, Magnolia, Santa Ana Freeway, Ball West, Katella, Santa Ana Freeway, Garden Grove Freeway, Main, 1st and Flower to 6th in Santa Ana. Half hourly headways full length will be operated daily with additional rush hour service between Norwalk and Los Angeles. Line 800 and Terminal 22 (Santa Ana) will be assigned to Div 1 instead of Div 2. 820-LOS ANGELES-PUENTE HILLS-LA HABRA will be extended from La Habra via La Habra Blvd/Central Ave and State College Blvd to the Brea Mall

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: June 15th the Summer Shake Up and the start of three new lines, improved frequencies on seven lines and six weekends, introduction of lift equipped buses and placement into storage of twenty TDH 5303s. New Lines, all based at Div 4 (Garden Grove) include 22-TUSTIN-ROSE-LAMBERT operating between Mall of Orange and La Habra Fashion Square via Tustin/Rose, Imperial, Valencia, Birch (Brea Mall), Brea, Lambert, Idaho and Imperial to Beach. Hourly service Monday thru Saturday is offered, New 36-SEAL BEACH-N.E. ANAHEIM COMMUTER follows the alignment of the former 38 but operates only a few rush hour weekday trips and during the school year some school trips. The third new line, 176-HUNTINGTON BEACH INTERCEPT SHUTTLE, operates on weekends only from the Golden West College parking lot (where riders are encouraged to park their autos) via Gothard, Heil, Golden West, Coast Highway, Huntington, Atlanta, Lake, Adams, Main, Yorktown, Golden West, Heil and Gothard to the college. Half hourly service 9AM-6PM is provided and the fare is 25 cents to encourage families to ride. Four TDH 5303s (1001, 1006, 1007 and 1037) have had their front longitudinal seats removed and beach racks installed for the storing of riders gear. 21-VALLEY VIEW now has all trips operated along Graham in Huntington Beach Industrial Area and via Valley View and Artesia in Buena Park with no service on Crescent. 30-ORANGETHORPE now operates only between Cerritos Center and Mall of Orange, the segment south to Santa Ana assumed by an extneded 53. 37-EUCLID was rerouted in Fountain Valley from Slater to Ellis between Beach and Euclid. 38-LA PALMA was changed on both ends - east of La Palma and Tustin buses travel La Palma, Imperial, Santa Ana Canyon, Lakeview, Riverdale and Tustin to Mall of Orange while west of La Palma and Moody buses travel La Palma/Del Amo, Pioneer, South and Gridley to Cerritos Center. 42-LINCOLN was revised to travel to Seal Beach via former 38 routing west of Lincoln and Moody instead of to Hawaiian Gardens. 46-BALL ROAD operates between Bloomfield & Ball and Carson & Norwalk via Denni and Lincoln/Carson. Both 51 and 53 were extended north of Santa Ana to Mall of Orange, 51 via Civic Center, Main, Collins, Glassell, Taft, Cambridge and Meats and 53 via former alignment of 30. Line 141-NEWHOPE-SEGERSTROM/SLATER received several changes. The former rush hours service between Alton & Jamboree and Euclid & Westminster was extended north to Disneyland by abandoning the Hazard, Euclid, Westminster loop and running buses up Newhope, Garden Grove and West St. to Disneyland, still peak hours only. An all day weekday branch was also established from Alton & Jamboree via Alton, Red Hill, Dyer/Segerstrom/Slater, Edwards and Warner to Golden West using two buses running hourly. A Saturday only new service is a combination of the new legs - Disneyland to Warner and Golden West via West, Garden Grove, Newhope, Slater, Edwards and Warner to Golden West. Weekday headways were decreased on 25-KNOTT/GOLDEN WEST, 29-BEACH, 46-BALL ROAD, 51/53-MALL OF ORANGE-BALBOA, 65-TUSTIN-BALBOA and 75-EL TORO. Weekend improvements include 29-BEACH, 35-BROOKHURST, 57-LAGUNA BEACH, 60-WESTMINSTER, 64-BOLSA, 70-EDINGER and new Sunday service on 35 and 54-CHAPMAN. Fifty nine of the new GMC RTS II buses were placed into service as planned (WT 4/80) and twenty TDH 5303s were placed into active storage. Fleet numbers of both groups are scattered. Dial-A-Ride on a countywide basis is planned for implementation over the next few years. The county will be divided into five Regions, each region having a number of zones. Each region will have numbers for twenty service areas and within each region the numbers will generally be lowest in the northwest section and highest in the southeast. 900-999 will be used for Dial-A-Ride on the following basis: Region 1 North County 900-919, Region 2 West County 920-939, Region 3 East County 940-959, Region 4 Central County 960-979 and Region 5 South County 980-999. Regions 1 and 2 already are operating, Orange/Villa Park is operating in Region 3 and Laguna Hills/Mission Viejo/Laguna Niguel is operating in Region 5. The entire Region 4 which includes Santa Ana, Costa Mesa, Newport Beach, Fountain Valley, Huntington Beach, Seal Beach and Los Alamitos is scheduled to begin September.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: MMBL is making some substantial routing changes effective June 15. Line 10-WHITTIER BOULEVARD will be cut back to Atlantic and Whittier instead of operating to Whittier and Indiana from the Pico Rivera Terminal near Whittier and Passons. 20-MONTEBELLO BLVD-GREENWOOD will be extended from San Gabriel and La Merced to Garvey and San Gabriel (6/10 mile). 30-BROOKLYN/BRADSHAWE and 35/BROOKLYN/GARFIELD will also be shortened and terminate at Brooklyn and Atlantic (East Los Angeles College) instead of operating along Brooklyn terminating at Dozier and Rowan. While political boundaries have not shaped the MMBL service, at least in recent years, the service being dropped on both roadways is in the unincorporated County territory and is already served by RTD lines and these changes will eliminate duplication and the resources saved will allow extension of Lines 40-BEVERLY BLVD, 45-BEVERLY-LA MERCED and 50-BEVERLY-NORWALK which operate on a combined coordinated schedule from Third & Indiana via 3rd, 4th, 3rd, Hill, 5th to Beaudry returning via Beaudry, 4th, Figueroa, 6th, Hill, 4th and 3rd to Indiana and onto Montebello and West Whittier. On order for fall delivery are ten 35 foot GMC RTS II buses and nine 40 foot RTS IIs also. The City Council has called for bids on four additional vehicles which will be used in the City's Dial-A-Ride service.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI placed its 25 Grumman Flxible lift equipped 870s into service on four lines in response to suggestions made by the nahdicapped community - 15-THIRD, 17-PARK MERCED, 26-VALENCIA and 31-BALBOA. In the fall 43-MASONIC will be made more accessible as part of the second phase of the Five Year Plan. Beginning June 7 76-FORT CRONKHITE expanded its service to weekends and added later evening service. Service at either end departs 930AM and every hour until the last trip at 730PM. MUNI Metro was extended thru Twin Peaks Tunnel beginning June 4. Initially service is limited to a Line K MUNI METRO SHUTTLE operating between Embarcadero Station and St. Francis Circle. Between Embarcadero and West Portal the only stops are at MUNI Metro subway stations but between West Portal and St. Francis Circle street stops remain the same. Service on the outer portion of the K and L lines is being provided by a new rail line named K-L SHUTTLE operating between 46th & Wawona and the Balboa Park Station. M-OCEAN VIEW service is being provided by buses operating between St. Francis Circle and Broad & Plymouth. Deputy City Attorney Edmund Bacigalupi has issued an opinion the SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT is legally bound to put up $433,000 to pay for the removal of streetcar tracks on Market Street although the city retains the right to determine when and if it wishes to order track removal. Funds earmarked for track removal are slated to be transferred to a project to construct a $900,000 stairway from Powell Street station to the currently vacant former Penney's store which store may become a Bullocks under renewal work presently underway.

REDWOOD TRANSIT SYSTEM (HUMBOLDT TRANSIT TRANSIT D/B/A)

EUREKA; HTA began service between Trinidad and Orick (Redwood National Park) May 27. The 22 mile extension of the 55 mile route is operated by NORTH COAST REDWOOD TOURS under a contract funded by Humboldt County. Four round trips per day are operated with a 50 cent fare. NCRT has a fleet of five or six vans and is the contract operator for the National Park Service within the park. HTA's five Transcoaches are currently for sale with an asking price of $12,500. HTA service will be shown in Russell's Guide for the first time this month.

KINGS AREA RURAL TRANSIT (KART)

HANFORD: Another new system will be added to the long list of California public agencies June 16th as KART will commence fixed route operation between Hanford and Lemoore also serving Armona and will also operate demand-responsice service in Lemoore and Hanford each weekday while Avenal and Corcoran will have demand-responsive service three days per week and intercity service to Hanford the other two weekdays. Trips to Hanford will depart in the morning returning in the afternoon. D-P hours will be 830AM-430PM. The HANFORD-LEMOORE service will depart Hanford 700AM, 1030AM, 300PM and 500PM while the bus will depart Lemoore 730AM, 200PM, 330PM and 530PM. Demand-Responsive fares will be 50 cents, Hanford-Lemoore fares will be 75 cents and Avenal or Corcoran to Hanford will be $1. Five 16 passenger buses and one lift equipped will be operated by ABBEY TRANSPORTATION COMPANY of Fresno, the firm selected to provide the service under contract with the Kings County Area Public Transit Agency, a joint powers organization representing each of the cities and the county. ABBEY has set up a service facility in Hanford and John Loogman in the Manager. ORANGE BELT STAGES had submitted a bid to operate but withdrew at the last minute.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: May 19th brought several route and schedule changes: OILDALE was disconnected from the south route and headways improved from hourly to 40 minutely. NORTH OILDALE was also disconnected from the south route and headways decreased from 60 to 45. NILES STREET now has a 30 minute headway and CAL STATE began Saturday service. KING-OWENS now operates every 20 minutes Monday thru Saturday. The GET Board recently voted to increase fares as follows: Basic fare from 25¢ to 35¢, seniors and handicapped from 10¢ to 15¢, Ride-N-Shop pass from 15¢ to 25¢ and monthly card from $8 to $15. Student rates would be increased from seven days for a dollar to 25¢ a ride. Sunday service in the next fiscal year is being proposed to begin in October with 28 buses operating hourly 9AM-5PM on all lines. Dramatic ridership increases has made it felt Sunday service may now be feasible.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: Directors have approved, in principle, commuter bus service between the Beaumont-Banning (or Pass) area and Palm Springs expected to begin in August if enough riders can be attracted. STA General Manager Lee Norwine stated that two week rider tickets at $25 with 40 passengers would be required to make the service possible. Representatives of the Palm Springs business community have requested service from the Pass area as well as Yucca Valley-Twentynine Palms and the Eagle Mountain area plus Sunday service. Directors have also approved an outside study of present STA routes with an eye toward revisions in the 81/82 fiscal year although minor changes would be made if required. The two local lines in Indio have performed very poorly and they will be especially scrutinized to tailor them to community needs.

SOUTHERN PACIFIC TRANSPORTATION COMPANY (SP)

SAN FRANCISCO: An agreement between SP and CALTRANS to continue commute train service between San Francisco and San Jose for at least ten years has been reached. The California Public Utilities Commission, Interstate Commerce Commission and three transit agencies still need to approve the pact but this is expected. No fare increases are expected but the current discount Santa Clara and San Mateo County riders get on ticket purchases will probably be discontinued July 1st as the transit agencies in those counties along with the City and County of San Francisco and the state will pay the deficits involved in operating the trains. SP will guarantee its trains will be on time at least 90% of the time, it will pay $400,000 for five years for real estate and other taxes, it will lease present equipment to CALTRANS until the state purchases new trains and that the number of daily trains can be increased to 52.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW				
Airport Service, Inc.	(4901-4906	TMC	MC9/	4904 is U34481, S14353
Nava-Hopi Tours	(89	TMC	MC9/S13820	47, RR
	(91-92	TMC	MC9/S14840-41	47, RR
Riverside Transit Agency	(850-863	Dodge	Maxiwagon	8 seats plus lift sedan doors
USED				
Airport Service Inc.	(4305,4309	MCI	MC8/S10642, S10646	ex Gray Line-Miami
	(4401-4403	MCI	MC8/-	"
Humboldt Transit Authority	(12,14	GMC	TDH4517/1357,1361	Nev Transit 17, 19
	(15-16	GMC	TDH4509/037,041	Monterey 115,116
Utah Transit Authority	4101-4113	GMC	TDH4517/-	4113 is serial 1538, DC 2566

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: A joint transfer agreement between ACT and SANTA CLARA COUNTY TRANSPORTATION AGENCY became effective April 7 which allows the honoring of the other agencies transfer at the BART/Fremont Station as full fare on the second bus. This makes possible a bus trip from Gilroy in southern Santa Clara County all the way to Crockett on the Carquinez Strait for th price of a single fare (35¢ ACT and 25¢ SCCTA).

ALBERTO RICO

CALEXICO: The PUC has granted Alberto Rico authority to provide bus service for students between Imperial Valley College and Calexico, Heber and El Centro. Rico filed the application last November, the PUC met in Brawley in January and GREYHOUND LINES filed a protest which was later withdrawn when Rico agreed to limit his service only to students. The service will operate hourly from Calexico to the College from 7AM to noon and from the college from 11AM to 2PM. Fares will be 75 cents each way.

OMNITRANS (OT)

SAN BERNARDINO: Lines 56-NORTHWEST ONTARIO and 60-CHAFFEY COLLEGE were changed on March 24th. 56 now operates its two directional loop over a different alignment that includes service to Montclair Plaza. From the Ontario terminal at D and Sultana the line travel via Sultana, G, Euclid, 4th, Mountain, 7th/Moreno, into Montclair Plaza, Central, San Bernardino, Benson, B, Elderberry, D, Mountain, G and Sultana to D. Every other trip operates over the reverse of this routing or a 40/80 headway. Sunday service was improved from 120 minutely to 80 minutely. 60 was changed to operate only between Chaffey College and Montclair Plaza over its former alignment with portions of the segment between Montclair Plaza and Ontario taken over by the revised 56. 40 minut instead of hourly service is now operated on Line 60 still using two buses.

IF YOU MOVE SEND US YOUR ADDRESS SO YOU DO NOT MISS WT AS THIRD CLASS MAIL IS NOT FWD