

TRANSIT UPDATES

Note: For details on the exciting new EZ-Pass and Rail-2-Rail fare programs, please see page 10!

Foothill Transit is introducing five new lines in late September:

- Line 189: From Claremont to Pasadena along Baseline Road and Foothill Bl. (This is an extension of those #187 trips that currently short-line in Glendora)
- Line 281: Replaces the Sunset/Gale/La Puente segment of Line 276 and the Citrus and Cameron segments of Line 274 with 30-minute service along the entire route.
- Line 283: Provides hourly service along Glendora Avenue from West Covina to downtown Glendora.
- Line 284: Replaces the Covina Bl. and San Dimas Av. segments of Line 276 and providing hourly service from West Covina through San Dimas and to Glendora.
- Line 289: From Puente Hills Mall to Cal Poly via Colima Road, Nogales Avenue, La Puente Road, Grand Avenue and Temple Avenue, Replacing Line 179 east of West Covina.

Santa Monica Big Blue Bus #14 will no longer serve the Getty Center, effective Sept 8. Instead, #14 will terminate at Sepulveda and Church Lane, where passengers can transfer to MTA #561.

There will also be minor schedule changes on Big Blue Bus #2,4,5,9, 10, 11 and 12

Omnitrans changes, effective Sept 3:

- Route 2: Service has been extended by one hour on Sundays.
- Route 12: Service to the Jerry Lewis Community Center in Highland has been added seven days a week.
- Route 20: Schedules have been adjusted to improve connections with other Omnitrans routes seven days a week. Additionally, one round-trip has been added to extend evening service Monday through Friday.
- Route 65: Routing and schedules have been modified to connect to Soquel Canyon Road directly from Central Avenue at Fairfield Ranch Road.
- Route 66: Routing and schedules have been modified to stay on Foothill Boulevard through Upland, then realigned to serve Montclair Plaza on Moreno Avenue seven days a week.
- Route 67: Routing and schedules have been adjusted to serve Cherry Avenue between Foothill Boulevard and Baseline Road Monday through Saturday. Additionally, two morning and afternoon trips to Victoria Park Lane have been added Monday through Friday to serve Rancho Cucamonga High School. (Service through the Heritage Park neighborhood has been eliminated.)

Service on RTA #39 (Anza-Temecula and Idyllwild-Hemet) has been discontinued and replaced by Anza Valley Transportation contact them at (909) 763-2007.

BULLETIN BOARD

At our Saturday Sept. 14 meeting MTA Metro Rapid Project Manager Rex Gephart will present a progress report on Metro Rapid's initial implementation and impending expansion countywide. The presentation begins at 2:15 p.m. and there will be a question and answer session afterward.

MTA has begun publication of a quarterly magazine: Metro Quarterly. To be added to the mailing list e-mail woskg@mta.net or write MQ, MTA Media Relations, Mailstop 99-19-8, One Gateway Plaza, Los Angeles CA 90012-2952.

<http://www.transitcabal.org/> contains pointed critiques of transit critics.

San Diego Associated Governments has released its draft Regional Transportation Plan, Mobility 2030. It is available at <http://www.sandag.org> or by calling (619) 595-5347.

The Summer issue of Caltrans newsletter Making Tracks includes \$1 off coupons for food purchases aboard the San Joaquin and Pacific Surfliner.

Updates on the San Pedro Red Car project are now available via an Information Line: 310-732-3473

Dedication of Foothill Transit's new Operations and Maintenance facility will be held Friday Oct. 11 at 10 a.m. at 5640 Peck Road in Irwindale.

Caltrans and MTA are holding community workshops to share with the public what is being planned for the US 101 Corridor and to receive suggestions and comments. The workshops are in the Open House format, where project experts are available to answer your questions (there will be no formal presentation). Arrive anytime between 6pm-8pm.

Workshops will be held:

Thursday, Sept. 12
Encino Community Center
4935 Balboa Blvd., Encino

Wednesday Sept. 18
Hollywood Senior Center
1360 North Saint Andrews Place, Los Angeles

Thursday Sept. 19
Agoura Hills/ Calabasas Community Center
27040 Malibu Hills Rd., Calabasas

For additional information visit the project website:
<http://www.communityspeakup.com/101>
; or call 866-Move-101

We have available a selection of our new T-shirts, for sale at the monthly meeting or via mail. They are Jerzee brand white shirts with teal color printing of our club logo. The logo is on the front of shirts without pockets and on the back of those with pockets. Shirts without pockets are \$16, with pockets \$20. Sizes available (quantity in parenthesis):

medium with pockets (3)
large with pockets (2)
extra large with pockets (3)
3x with pockets (1)
4X without pockets (2)

Our thanks to Regalia Committee members Woody Rosner and John Ulloth for their hard work to make this new shirt a reality.

As always, The Transit Advocate needs articles, letters, Transit Tips, photographs and research from all members and interested non-members. All materials should be sent to 3010 Wilshire #362, Los Angeles, CA 90010. (or e-mailed to transit@lerami.lerctr.org). Material for publication should be received two weeks before the scheduled SO.CA.TA meeting. ■

**PUBLIC &
LEGISLATIVE
AFFAIRS**

Dana Gabbard
(dgabbard@hotmail.com)

Dan Garcia is a former President of the L.A. Airport Commission who I would count as your basic heavy hitter/insider. So Garcia's blunt criticisms in the August Metro Investment Report

(<http://www.ablinc.net/mir/>) of Mayor Hahn's as yet not publicly unveiled LAX modernization plan has the weight of authority. Garcia has reservations about the logistics of the Manchester Square drop-off center, raises environmental justice concerns and questions whether security overly dominates the proposal to the detriment of our region. Most of the major airlines serving LAX outlined similar concerns in a recent letter to L.A. World Airports (reproduced in the same issue of MIR). My gut feeling is Hahn's proposal will undergo major revisions to address these objections. Otherwise the plan is in danger of not attracting the sort of broad consensus of support among key players (regulators, the industry, local business, etc.) it needs to be viable.

I'm glad I attended the August 9 appearance by Roger Snoble before the Pacific Railroad Society. Watching him go thru his paces made me aware of how he is exactly what MTA has long needed: a can-do manager that will build bridges and carry the MTA's message directly to the media, stakeholders, etc.

Congresswoman Juanita Millender-McDonald's hastily held session with Transportation Secretary Mineta in Carson August 9 is indicative of the quickened pace of activity occurring in preparation for TEA3 reauthorization next year. Another

sign is the MTA and the L.A. Area Chamber of Commerce sponsoring a Transportation Summit Nov. 18 with only three months advanced planning. I am a member of the steering committee for the event and involved in the drafting of a white paper on options for transportation funding enhancement. August 19 I spent an hour with Marisa Yeager of MTA Government and Board Relations discussing reauthorization issues. One chief concern I raised centered on the Gold Line Phase II project. Project Manager Paul Taylor was quoted in the Pasadena Star News stating they are seeking \$9 million in the current federal transportation appropriation for preliminary environmental and engineering work. Yeager confirmed this is creating confusion with our funding partners in Washington, D.C. as to what our true regional priorities are. Hopefully the summit will facilitate consensus building to forestall further confusion.

surprise of the month: Foothill Transit is in the process of issuing a Request for Proposals to hire a consultant to analyze, "whether Foothill's policy of contracting out for everything, including staff support, is the appropriate path to follow in the future". WOW!

Remember Neil Peterson, Ex-chief of the L.A. County Transportation Commission and father of the since discredited 30 Year Transportation Plan of the early 90s? Ever wonder where he landed after his campaign to be MTA's first CEO fizzled? Turns out he is now Founder, CEO and President of Flexcar (<http://www.flexcar.com/>), a club in several metropolitan areas across the U.S. where members have access to new cars, trucks, and minivans by simply paying an hourly rate.

MTA's unions have asked to be represented on the Sector Councils.

Knowledgeable observers have raised some interesting questions about this:

1) how does the Union person deal with having access to confidential labor relations information? Seems like a conflict

of interest.

2) are the labor reps ready to file the required statements outlining their finances, etc.

"An Evaluation of Maglev Technology and Its Comparison With High Speed Rail" by Vukan R. Vuchic and Jeffrey M. Casello in the Spring issue of Transportation Quarterly is the best analysis of this technology I have seen. And it reinforces my strong opposition to the SCAG proposal. An abstract of the article is available at http://www.enotrans.com/Publications/Transportation_Quarterly/Abstracts/2002_Transportation_Quarterly_/2002_transportation_quarterly_.html

A few months ago Charles Powell, Woody Rosner and I took the Pacific Surfliner train to San Juan Capistrano. Our plan was to connect with an OCTA bus as part of an informal trip. Before going to the nearby bus stop Charles and I wanted to

use the bathroom at the station. To our dismay there were no signs or maps at the station to guide us. By the time we were able to find the restrooms we had to rush in using them before hustling out to the bus stop to barely catch the bus we wanted (which ran once an hour). I wrote the city of San Juan Capistrano suggesting signage for the restroom facilities at the station. I was delighted in a August 21 letter Jack Galaviz, Public Works Manager for the city, informed me city staff had made a site visit and as a consequence three signs had been installed at the station. Kudos to San Juan Capistrano for addressing the situation post haste!

I'll conclude this month by noting two local transit agencies recently hired new General Managers: Jerry Davis for MARTA of Big Bear and Stephanie Negriff for Big Blue Bus. Welcome aboard! ■

MEMBERS IN ACTION

Mark Panitz has been elected 2nd Vice-Chair of the MTA Accessibility Advisory committee (formerly the MTA Access Advisory Committee). Congratulations, Mark!

Nate Zablen's letter "Don't Just Throw Buses at the Transit Problem" appeared in the August 18 L.A. Times criticizing the stance of Bus Rider Union regarding bus overcrowding: "Simply adding more buses into heavy traffic will only worsen our growing street congestion."

Cecil Carpio submitted comments on the 2002/02-2007/08 Regional Transportation Improvement program for L.A. County to SCAG plus provided public comment at the July 11 and August 1 meetings of SCAG's Transportation and Communications Committee.

Jane Reifer, Mark Strickert and Bart Reed spoke at the June 28 Metrolink Board of Directors meeting on double tracking in Orange and Santa Ana.

Bart Reed and Tom Rubin were quoted in the Aug. 28 L.A. Times regarding the east/west busway ("Safety of Busway Assailed").

Among those present at MTA CEO Roger Snoble's appearance at the Aug. 9 meeting of the Pacific Railroad Society were: Sam James, Lionel Jones, Mark Strickert, James Gusky, Jerry Pass, Ken Ruben, Dan Dalke, Chaffee Yiu, Kirk Schneider, Craig Weingarten, John Ulloth and Dana Gabbard.

The San Fernando Valley MTA Service Sector held a community meeting August 28 in Van Nuys. Attendees included Roger Christensen, Kymberleigh Richards, Nate Zablen, Bart Reed, Anthony Curzi, Dana Gabbard and Lionel Jones. ■

This is the story of a well-intentioned study tour gone awry.

Our goal was to ride from the south Orange County line to the Ventura County line (almost, anyway) using the transit services on Pacific Coast Highway. And while we did cover much of that route ... well ...

I should have known we were doomed when we met at Union Station to catch the Amtrak Surfliner 772, departing at 9:40. I arrived in plenty of time, having ridden the Red Line in from the Valley, and Woody Rosner arrived not long afterwards, followed by Frank Schroder, who had come in via Metrolink. But our fearless leader, Dana, who should have been waiting for us all, was conspicuously absent.

Dana turned up, limping, around 9:00, informing us that due to a household accident, he had spent most of the night before in the emergency room having his leg tended to; he was still sporting bandages and was in no shape to take the trip with us (in fact, he told us he was taking a cab back home after giving me the extra copies of the itinerary). So the three of us got on Amtrak and Dana went home to recuperate).

When we got to the train, we had difficulty getting to the upper level of the cafe car (where we had advised everyone joining en route to find us) because Amtrak had the lower level of the car closed for restocking. So we got on one car back, went upstairs in that car, then got to the cafe car on that level. This also slightly discomfited Frank, who had hoped for a cup of hot coffee before we left the station; he did get one when they finally opened the cafe level right before we entered Orange County.

Kirk Schneider, Mark Strickert, and Tina Erickson joined us at Fullerton. We left

there on time at 10:12, but it was to be the only timepoint Amtrak kept to on our trip south. We were delayed twice en route, and arrived at San Clemente at 11:25 (scheduled at 11:08). This caused us to miss the OCTA 191 we had intended to take to PCH ... it had left at 11:17.

We were rather pleasantly surprised that the OCTA stop is only steps from the Amtrak platform (Dana had thought we had about a block to walk when planning the itinerary). After consulting Mark's copy of the Bus Book, we decided to catch the southbound 191 at 11:39 (El Dorado cutaway 8426), which took us to the San Diego County line and the start point of OCTA 1.

While waiting to depart at 12:15 (an hour behind schedule, on New Flyer low floor 5212) we encountered another glitch. Dana had asked me to keep him posted on our progress via cell phone so that he could relay information to Ken Ruben, who intended to join us en route, in the vicinity of LAX. However, I discovered that my cell phone had gone dead; guess who forgot to charge the battery overnight?

We did discover that our original schedule would have caused an extremely tight connection had we attempted a transfer from the 191 at El Camino Real & Calle de los Molinos; the cutaway was literally right in front of us, when we had expected a six-minute connection window! Presuming the timing had been the same an hour earlier, we might have been out of luck.

While continuing north, Frank and I started checking the schedules for Long Beach Transit 94 and MTA 232 to see if we could get back on schedule by eliminating the segment on Torrance Transit. We determined that we would be able to catch the same 232 run at Long Beach Transit Mall that we would have connected to from

Torrance 7 on our original schedule. We didn't have Torrance timetables with us, but remembered that their Saturday service didn't run on a clock headway, so the modification was decided upon.

We did note that ridership on OCTA 1 is good, even on a Saturday. We picked up 9 passengers (as is customary, any ridership counts exclude ourselves) and we had a bicycle rider board early on who stayed all the way to the end of the route at Cal State Long Beach. We did get to see the strange dogleg loop this line makes to serve the K-Mart Plaza; the bus literally does a u-turn in an intersection!

After losing a large number of passengers at Laguna Ave., the bus proceeded to the Laguna Bus Station (utilizing a very narrow street with diagonal parking on one side to get there). Armando Avalos joined us there, having ridden MTA 460, OCTA 205, and OCTA 91 to connect with our originally scheduled OCTA 1. Not finding us on board, he got off at the station and hoped for us to turn up eventually. He groaned at our tale thus far, and also confirmed the conclusions of Frank and myself about the Torrance schedules (as you know, Armando is famous for carrying every timetable known to mankind in his backpack).

Continuing on (with a new operator ... Laguna Bus Station is the relief point for OCTA 1), we lost all but 4 passengers at Newport Transportation Center. We suffered another bad omen when Mark and Kirk left us at Promenade Point, having decided not to continue the entire trip. They headed for Balboa Island, and we continued toward Long Beach.

Another comment on the ridership of this line: At PCH & Superior, a group of boogie board-toting young men were disappointed that because the bike rack was already full, two of them were

unable to board with their bikes. Unfortunately, they would have an hour wait for the next bus (as we knew all too well).

We arrived at Cal State Long Beach several minutes early, and as we crossed the street to the Long Beach Transit stop, a LBT 91 (RTS 9209) was approaching. This put us eight minutes ahead of schedule (or 52 minutes behind schedule, depending on your point of view) since we now were in front of the LBT 94 we had planned on catching. Thankfully, our OCTA daypasses served as transfers to Long Beach Transit.

This still didn't allow us to catch up to the erratic Torrance Transit schedule, so we got off ahead of the Transit Mall, at 7th St. & Long Beach Blvd., allowing us to have lunch at the McDonalds conveniently located at the same corner as the MTA 232 stop. (Up until that point, we had no idea when we were going to reclaim our lunch break!)

We caught the 232 (Orion 11023) with no problem shortly after it left the Transit Mall at 4:05, and it quickly became apparent that this line has ridership that should disqualify it from being a contract line. We had standees by the time we reached Pacific, although we lost about a third of the passenger total at Avalon. But the schedule isn't designed around that level of ridership, and Armando's checking en route determined that we were never on time, at one point being eight minutes down.

The 232 has an operator change in the one-way loop in El Segundo, at Mariposa/Nash Green Line Station. From there, we made good time to LAX Transit Center, and almost caught an earlier Santa Monica 3 than planned (except Frank needed a bathroom break and was away from the bus bays when it came). (*cont'd on page 10*)



TRANSIT ADVOCATES OF ORANGE COUNTY - Mark Strickert and Jane Reifer - 866-476-2282 ext.4, or zineland@yahoo.com

2 + 2 = 24

...Hours, that is. All night service now on 4 OCTA routes. As of one week before the service change, OCTA had only scheduled routes 43 and 60 for 24-hour service. The 50 and 57 were only scheduled for 21-hour (baby owls). After several confusing reports of 4 routes to run 24 hours, they decided to add 8 runs, bringing all 4 routes to 24-hours. Needless to say, bus riders are extremely pleased. Happy owls, and we look forward to more!

20/131

Yorba Linda city officials would not grant OCTA permission for the new route 20 layover zone, on Lakeview at Yorba Linda Blvd. The city did not want big buses sitting in what is essentially a right-turn lane. OCTA came up with a clever alternative, moving the 20 layover to Lemon & Main and transferring the 131 little bus layover to Lakeview.

SEPTEMBER 2002 SERVICE CHANGE

- 20 (Imperial Hwy.) extended east to Yorba Linda and Imperial, weekday-only
- 29 (Beach Blvd.) - re-attached to the Brea Mall with Beach/La Habra portion of route 116.
- 43 (Harbor Blvd.) - combined with route 111 (north Harbor Blvd.), with "short turns" north to Fullerton North Court at Harbor & Berkeley. Major downtown Fullerton reroute.
- 47 (Fairview/Anaheim/Lemon) - combined with the Fullerton-to-Brea part of route 116. Short turns at Fullerton

Transportation Center, and major downtown Fullerton reroute

- 59 (Grand/Glassell/Kraemer) - extended on weekdays to UC Irvine, via Dyer, Von Karman and Campus, and will now directly serve Santa Ana train station
- 62 - new route, from Golden West Transportation Center to Grand/1st via Goldenwest, Hazard, 5th, Civic Center and Grand. Weekday only Line Extension - 463 Change to weekdays only - 131, 164, 173 Eliminate - 203

BRT STATIONS AND ROUTING

OCTA is planning on adding Bus Rapid Transit service next year, on the Harbor Blvd. and 17th/Westminster corridors. The Harbor Blvd. route would start at Balboa & 23rd, restoring beach service lost in the Straightlining of September 2000. After reaching the Fullerton Transportation Center, the long turns will go to Cal State Fullerton and Brea Mall. There is discussion as to whether to run the Harbor BRT on Chapman or Commonwealth. Headways will be 10/20. The Westminster route will start at Santa Ana Transit Terminal (restoring service lost in the Straightlining!) with short turns ending at Westminster & Goldenwest, and longs going to the Long Beach Transit Mall. There may be a few more stops in Long Beach, but right now, they are only planning stops at the VA and the Transit Mall. Headways will be 12/24. To their credit, OCTA will not be eliminating any local service in the corridors the BRT will serve, and BRT and local buses will share stops.

TIP 2003

TAOC will soon be making plans for their 2003 Transit Improvement Proposal. New ideas for this year include adding proposals for cities to implement. We will continue to ask for:

OCTA:

- a staff person for non-motorized transportation
- more fully unified weekend schedules
- better pass-by, clock headway, and timed transfer policies

• solutions to increased boarding time caused by the new fareboxes

MTA:

• later service on the 460

Norwalk Transit:

• 4 to go to Brea Mall, and 5 to go to Rosecrans & Beach.

TAOC invites all SOCATA members to submit ideas for the 2003 TIP!

BUS BOOK - BINGO!

The OCTA Bus Book came out pretty darn good this time, after heroic efforts by James Williams and his staff. We challenge anyone to find 2 substantive errors. (Overlook the system map; it will be gone through with its fine-toothed comb next service change. Member Kirk Schneider redesigned the graphic layout of the map, but the data is OCTA's domain.) The new book will have to last, as the next service change will not be until March 2003. The next Bus Book will incorporate a completely new, easier-to-read layout, and will include interregional information such as MTA 460, IEC 149, Norwalk 4, Metrolink and Amtrak.

BUS STOP SIGNAGE

Would you like to know when the next bus leaves the stop you're at? By March, we should be seeing departure times listed at all OCTA bus stops. Times given will be for the previous checkpoint and there will be indications as to whether a trip is a short or long turn.

OC AMTRAK COMINGS AND GOINGS

Farewell to the Amtrak Thruway Bus that served Laguna Beach and Newport Beach. They will be cancelled October 6th. As a consolation prize, there will be new northbound Thruway Bus service in Fullerton twice nightly to complement the recently added southbound night service.

TAOC AND RAOC MEMBERSHIP DRIVES - OR, IS THAT RIDES?

This is the first week of the TAOC membership drive. An intern is helping us recruit members at heavily-used transit

terminals. We will then add them to our database, to keep in touch with our new newsletter. A new membership benefit is assisting members with getting their transit problems resolved. Thanks to our APTA grant, TAOC will soon be the proud parent of 5,000 new brochures, explaining what we do. RAOC is updating theirs, as well. Check them out at the next SOCATA meeting. Better yet, send one to an Orange County bus-riding friend.

MEET JOHN BYRD + NEW MEETING DAY

Our next Santa Ana meeting will feature John Byrd in an informal discussion on OCTA rail. Here's your chance to ask all your questions about future CenterLine operations. RAOC now meets 1st THURSDAYS (not Wednesdays) in the Santa Ana train station, at the Arts Council office on the 1st floor. We continue to meet on 3rd Wednesdays at Spectrumotion in the Irvine train station.

CENTERLINE, THE BRAIN TRAIN

By the time you read this, the city of Irvine and OCTA will probably have agreed to truncate the CenterLine at UC Irvine.

NIGHT OWL EXCURSION

The first-ever OCTA Night Owl tour (now that there are owls to tour!) is on for Saturday night, September 21st. Check out OCTA's 4 new all-night bus routes, hosted by TAOC. Meet at Fullerton Transportation Center (at Pomona and Santa Fe, near Commonwealth & Harbor). Bring \$5.00 for bus fare, and money for snacks. Details available at the SOCATA meeting.

EZ PASS AND RAIL-2-RAIL

Ever wish that your MTA bus pass was valid on Santa Monica's Big Blue Bus? Or that your Metrolink pass was also valid on Amtrak?

Two new fare programs have made it easier for transit users to get around.

The first is the EZ-Pass. This pass, which costs somewhat more than the regular MTA pass (\$58 vs. \$42 for a regular pass, or \$29 vs \$12 for a senior/disabled pass), is valid for full fare on the following transit systems:

- MTA (Metro Bus and Rail)
- City of Commerce (aren't they free???)
- Culver CityBus
- Foothill Transit
- Gardena
- LADOT (DASH and Commuter Express)
- Long Beach Transit
- Montebello Municipal Bus
- Norwalk Transit
- Santa Clarita Transit
- Santa Monica Big Blue Bus
- Torrance Transit

The EZ-Pass will replace the current joint MTA/Long Beach and MTA/Foothill passes.

In addition, regular MTA passes will continue to be accepted on Montebello buses until June 2003.

Remember that express buses (including those run by Santa Monica, Gardena and Torrance) will require an express stamp; these start at \$15 each (\$7.50 s/d).

Future plans are for this regional pass to be valid on all LA County bus systems, as well as on Metrolink and even on systems in other counties, such as Orange, San Bernardino, etc.

In the meantime, Metrolink monthly pass holders on the Orange and Ventura lines can now take advantage of the new Amtrak/Metrolink Rail-2-Rail program:

- Metrolink monthly passes are valid on Amtrak Pacific Surfliner trains (not Coast Starlight!), for trips within the limits of the pass
- Amtrak tickets are valid on Metrolink trains, again, for trips within the limits of the ticket.
- For travel between Burbank Airport and Union Station, any type of Metrolink ticket will also be valid on Amtrak trains along the same route. ■

(PCH, from page 7)

So we watched several southbound runs come through, finally boarding a northbound run (New Flyer 3820) at 5:30. We noted as we made the turn from Sepulveda onto Manchester that one of the buses we saw southbound was already at that stop, with the shortline "4th/Wilshire" headsign; apparently that run deadheads from Aviation Station to that timepoint and shadows the run we were on. (I know not why.)

We arrived at 4th & Broadway at 6:05, and took another food break (I opted only for some ice cream, and quickly became glad of the decision, as Frank commented that he shouldn't have had another meal, not being able to finish it). By that time, we were weary of the ordeal, and no one had

the desire to do a back-and-forth on MTA 434 to and from Trancas.

Instead, we walked down to Ocean Ave. and caught Metro Rapid 720. I left at Westwood to catch MTA 561 back into the Valley (since the next run made a good connection with MTA 163); Frank, Armando and Tina made their connections to home from downtown.

Ken Ruben never did get information on where to join us, and Lionel Jones told me when I saw him a week later that he had tried to find us but apparently the removal of the Torrance segment made it impossible for him to figure out where we might be.

But it was interesting nonetheless. ■