



The Provincetown commuter bus costs 30 cents and has two routes around Town. The first, which leaves on the hour from the Chamber of Commerce building at the foot of the Town Pier, runs via Bradford Street to the Truro Town line. At ten minutes past each hour, it leaves the Truro line to return via Bradford Street to the Chamber of Commerce. The second route leaves at twenty past the hour and goes from the Chamber of Commerce building to the Herring Cove parking lot. It leaves Herring Cove on the half hour and returns to the Chamber building. Three times a day, at 10:30 a.m., 2:30 p.m. and 5:30 p.m., the bus goes to Race Point Beach from Herring Cove. (Above) bus driver Michael Casselano.

### PROVINCETOWN BUS SCHEDULE

Effective June 22, 1974

READ DOWN Daily Local Service

EAST ON BRADFORD ST.		WEST ON BRADFORD ST.	
CHAMBER OF COMMERCE BLDG	TRURO TOWN LINE	CHAMBER OF COMMERCE BLDG	FIRST LANDING PLACE
Leave	Leave	Leave	Leave
10:00 A.M.	10:10 A.M.	10:20 A.M.	10:30 A.M.*
11:00 A.M.	11:10 A.M.	11:20 A.M.	11:30 A.M.
12:00 P.M.	12:10 P.M.	12:20 P.M.	12:30 P.M.
1:00 P.M.	1:10 P.M.	1:20 P.M.	1:30 P.M.
2:00 P.M.	2:10 P.M.	2:20 P.M.	2:30 P.M.*
3:00 P.M.	3:10 P.M.	3:20 P.M.	3:30 P.M.
4:00 P.M.	4:10 P.M.	4:20 P.M.	4:30 P.M.
5:00 P.M.	5:10 P.M.	5:20 P.M.	5:30 P.M.*
6:00 P.M.	6:10 P.M.	6:20 P.M.	6:30 P.M.
7:00 P.M.	7:10 P.M.	7:20 P.M.	7:30 P.M.

\* = BUS OPERATES VIA RACE POINT BEACH  
Subject to change without notice

## Shuttle bus starts town loop

At 9:45 Monday a woman stepped from the sidewalk in front of the Provincetown Chamber of Commerce building into a school bus bearing the bright green label "Town Loop," dropped a quarter in the fare box, and became the first intra-town bus passenger since 1975.

Provincetown's summer shuttle bus service is in first gear, offering a "town loop" route from the Provincetown-Truro line to the rotary at the moors and a "beach loop" through the National Seashore.

At a fare of 25 cents per zone, the system brought in about \$100 its first day of operation.

Funding Coordinator Jeff Parker, who with the help of the county transit authority designed the system and urged the selectmen to authorize putting the buses to work, said he is happy with the first day's business. He said it would take a week or so for people to begin using the buses. The low ridership the first few days is to be

expected, he said.

Parker will be monitoring the system closely and reporting to the selectmen on the extent to which it's being used. He now has no estimates on the number of passengers transported the first half-week.

The first day's income represents about 400 quarters, the cost of one passenger traveling one zone. The town loop covers two zones, from the East End to the chamber of commerce building on Ryder Street, and from there to the West End rotary. The beach loop, which covers Herring Cove, Race Point, the Provincelands Visitor Center and Beech forest, includes three zones.

If fare revenues don't meet budgeted levels, the selectmen left open the option to cancel the service halfway through the summer.

Parker said the only major problem of the first few days has been getting the buses through bottlenecks created

when delivery trucks park on Commercial Street directly opposite telephone poles.

Police Chief James Meads, at Parker's request, has instructed his police officers to ask truck drivers to avoid parking across from the poles whenever possible.

Parker said it is also possible to move the town loop onto Bradford Street completely, but it is too early to know whether this will be necessary. At this time the buses travel on Commercial Street only from Johnson to Standish Streets and from Ryder to Franklin Streets. Magnetic signs for labeling the buses and bus stop signs are now in production and should be ready to install next week, Parker said. Now, the buses stop every two blocks in the center of town and can be flagged to stop east of Johnson Street and west of Franklin Street.

The chamber has distributed to town business and guest houses 20,000 copies of a brochure explaining the buses' routes and how the system operates. More brochures are on order, Parker said.

Despite the loose ends that Parker agrees must be tightened up, the fact that someone was waiting to take the maiden voyage was encouraging, he said.

Andy Clark, a bus driver, boasted that he had gotten the first two passengers of the year, and beamed as he maneuvered the nearly-empty rig down Commercial Street. He was apparently aware of the two-month chore ahead but still smiled as he said, "Driving a bus through the streets of Provincetown is enough to make a strong man weep."