

AC TRANSIT
HISTORY OF LINES
BY LINE

MAJOR CHANGES SINCE 1960

July 17, 1978

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Routes Included:

- A - Z Service District #1 & BART Express
- 1 - 99 Service District #1 & 2
- 201-212 Mini Routes Service District #2
- DAR 1-20 Service District #2
- 301-315 Concord
- 350-351 Moraga/Orinda
- 360-363 Pleasant Hill
- 380-382 Pittsburg-Antioch-Brentwood (Tri-Delta)

GENERAL GUIDELINES FOR HISTORY BOOK ENTRIES

The purpose of the AC TRANSIT HISTORY OF LINES BY LINES is to create and maintain a permanent record of particularly important actions and events affecting the service lines, individually and collectively.

An item is of particular or major importance if it has:

1. Been part of a Board Project
2. Received approval by the General Manager
3. Represented a policy change or an exception to policy
4. Generated a strong public or civic response
5. Substantially affected the operation of a line

Under individual Routes By Line, the following categories of items should be listed

1. Route extension (including summer park service)
2. Substantial service curtailments (including cancellation of summer park service)
3. Reroutes (including turn-in & pull-out reroutes) and route reversals
4. Substantial time changes or schedule adjustments (including changes in school hours)
5. Pertinent street information, such as a street over which part of a route travels becoming designated for one-way traffic.
6. Line transferred to another division.
7. Any other items of major importance in relation to the line (possibly including Contract-line Holiday Service)

Items it is generally not necessary to include consist largely of:

1. Frag or tripper adjustments
2. Gold Card or Handicapped Identification Checks
3. Service cancellations due to an annually-observed holiday
4. Minor time changes or schedule adjustments
5. Individual trips extended over portion of a route already in use by other trips on same line
6. Routine Holiday Service (on AC-Transit non-contract lines)

(Among other items to be included in the "Chronology of Service Related Events" are Transfer Surveys and possibly special parades but not parades which are an annual-holiday custom in a specific area; also variable-date holidays and certain unusual or very special occurrences.

When beginning a 2nd, 3rd, or 4th, etc., page under any individual route heading, "Continued on Rt. __, Page __)" should be typed at the bottom of the foregoing, completed page. The Route Designation should be repeated at the top of each page referring to any individual line, and the 2nd page for each Route should be numbered "--2". The word "(Continued)" is shown after "MAJOR CHANGES SINCE 1960" on the 2nd, etc., page bearing each individual Route heading.)

Section II: TRANSIT SYSTEM AND URBANIZED AREA
DESCRIPTIVE INFORMATION - 1977

A. Transit System Overview

1. Description of the Operator's Service Area

The Alameda-Contra Costa Transit District (AC Transit) furnishes local and/or express bus services in twenty-five cities and twelve major unincorporated areas in the counties of Alameda and Contra Costa on the east side of San Francisco Bay. The service area is made up of two transit service districts which together serve more than one million people in an area of 218 square miles.

Special Transit Service District No. 1 includes portions of both Alameda and Contra Costa Counties and encompasses the cities of Alameda, Albany, Berkeley, El Cerrito, Emeryville, Hayward, Oakland, Piedmont, Richmond, San Leandro, San Pablo, and the major unincorporated areas of Ashland, Castro Valley, El Sobrante, and San Lorenzo. AC Transit provides an extensive local transit network covering this area. It is estimated that better than 90% of the population of AC Transit Special Transit Service District No. 1 lives within one-half mile of transit service. Further, it is estimated that 85% of this population lives within one-fourth mile of transit service. Additionally, AC Transit operates transbay service to a terminal in San Francisco from each of the above named cities and unincorporated areas. A route map of the AC Transit District No. 1 is included as Attachment 1 to this Exhibit.

Special Transit Service District No. 2 is contained within the boundaries of the cities of Fremont and Newark in Alameda County. A new system design including mini-fixed routes and selected non-commute hour Dial-a-Ride zones was inaugurated on October 17, 1976, in this two-city area. The design complements an existing seven-route network with twelve mini-fixed routes, operating on a 30-minute frequency during the morning and evening commute hours. Off-peak Dial-a-Ride operates on a zonal basis, with the 17 zones into which the area is divided. Dial-a-Ride offers a 20-minute response time during midday/weekdays and 40-minutes during all other off-peak times.

2. Types of services provided

AC Transit offers a broad range of transit services to complement the complete societal opportunities available to this metropolitan area.

a. Eastbay Local Service consists of 1034 one-way route miles operated over 91 basic routes which expand to a total of 97 peak hour routes serving the entire area. This

service focuses primarily on the city centers of Oakland and the other twelve contiguous cities in Special Transit Service District Nos. 1 and 2.

b. Eastbay Express Service consists of a total of 133 one-way route miles operated over 10 routes, three of which are basic routes. These lines generally provide an interurban type service connecting the various outlying cities with downtown Oakland.

c. Transbay Service to San Francisco is provided from each of the cities and unincorporated areas in Special Transit Service District No. 1. This service consists of 12 basic routes which expand to 42 peak hour routes on weekdays. Public transit in the area now accommodates approximately 55 percent of all transbay commuters in the weekday peak hour.

d. Express Bus Service to BART Stations was inaugurated on five special routes on December 2, 1974. The service is being operated under a contract agreement between BART and AC Transit to provide service to BART stations from 14 outlying communities within Alameda and Contra Costa Counties. Please refer to Exhibit C of the AC Transit CA-03-0066 Application, dated December 12, 1973, for a complete description of this service.

e. City of Concord Service began on September 8, 1975, on a contract basis with seven basic routes primarily oriented to BART during the weekday commute period with service extensions to serve a major shopping area during the midday and on Saturday. The City of Concord has contracted with AC Transit to operate this service using local funds and available Section 5 Federal operating assistance monies.

f. City of Pleasant Hill Service was inaugurated on December 8, 1975, on a contract basis, and, as with Concord, the service is funded through local monies and available Section 5 Federal operating assistance. The Pleasant Hill service consists of two routes oriented to the Pleasant Hill BART station during the weekday commute period, and two different routes serving the same general area with extensions to serve a college and a major shopping center during the midday.

g. Towns of Moraga and Orinda began receiving AC Transit service on September 13, 1976, on a contract basis, and is funded by local monies and available Section 5 Federal operating assistance. The Moraga/Orinda service consists of two routes oriented to the nearby Lafayette and Orinda BART stations during the commute and midday hours. Service connects the BART stations with commercial centers and college.

h. Cities of Antioch, Brentwood, and Pittsburg was inaugurated on June 6, 1977, on a contract basis to the Eastern Contra Costa Transity Authority, with operations being funded by local monies and available Section 5 operating assistance. This service consists of three routes, designed to provide direct local service in Antioch, Brentwood, Pittsburg, and adjacent unincorporated areas of Eastern Contra Costa County, with connections to AC Transit express buses to BART. Direct service is provided from Brentwood to Los Medanos College.

i. Charter Service is operated by AC Transit throughout California from points originating or terminating within the service area of AC Transit. Revenues from this source for the twelve months ending June 30, 1977, total \$618,864 on 329,533 miles. AC Transit's charter bus service policy and agreement with the UMTA Administrator has been approved by the Urban Mass Transportation Administration.

j. Summer Tours are operated in June, July, and August to over twenty points of interest in the greater Bay Area.

k. Special Services include express buses to the Oakland Coliseum for special events and service to Golden Gate Fields Race Track in Albany. Also, an extensive Special Park Service operates during the summer months to serve local and regional parks. This consists of special lines operated from BART stations and community centers where AC Transit's extensive local service focuses.

3. Hours of Operation

AC Transit operates 24 hours daily.

4. Institutional Characteristics of the Operator

AC Transit was created in 1956 pursuant to the Transit District Law of the State of California adopted by the State Legislature in 1955. The District is governed by a Board of Directors consisting of seven members elected by the voters for four year terms. The Board has full power to conduct the business of the District which includes the right to acquire, construct, own, operate, and control transit facilities including the fixing of rates and establishing of routes and levels of service. In addition, the Board has the power to impose taxes on property within the District's service area and may accept contributions or loans from the United States, the State of California, or any agency thereof. It has the power to incur indebtedness and to exercise the right of eminent domain.

Lease arrangements with other public bodies include contracting service to municipalities, the Bay Area Rapid Transit District and regional transit authorities, as detailed in Types of Services Provided in this Exhibit.

Mass Transportation began in the East Bay when the first horse car moved up Broadway in Oakland on October 30, 1869. Horse cars soon spread out into every area, mostly linked to real estate promotion and development. In 1891, the first electric street railway connected Oakland and Berkeley, and soon one line after another switched from horsepower to electricity. By 1903, Francis M. "Borax" Smith had acquired all local operating routes, built a number of extensions, and constructed a three-mile pier into San Francisco Bay. In October, 1903, an electric powered train began picking up commuters in Berkeley, carrying them to the end of the pier, where a ferry boat picked them up and delivered them to the Ferry Building in San Francisco. It was a 35-minute ride compared to the available hour-long train ride.

Smith laid out branches from his main trunk line, which had become popularly known as "Key Route." Eventually, Smith over-extended himself and went bankrupt, but everything that rolled "in-transit" became known as the Key System. Key System Transit Company operated until 1946 when National City Lines purchased controlling interest and moved into bus operations changing the name to Key System Transit Lines.

In 1948 the last of the electric streetcar lines were converted to bus routes. Due to rising costs and declining patronage, Key System was forced to cut service and increase fares.

Its public image suffered, principally in 1953 when a strike was called over a contract dispute that closed public transit service for 76 days. The public soon turned to the solution of a transportation system they could own.

In 1955, the California State Legislature passed an enabling act providing for the creation of a special transit district in portions of Alameda and Contra Costa Counties, and citizens of the two counties voted in 1956 to establish the Alameda-Contra Costa Transit District. In 1959, voters approved a \$16,500,000 bond issue, and in 1960 AC Transit acquired the Key System and went into service with an improvement program that ranged from new service and line extensions to the acquisition of 250 new "transit liners."

Since 1960, AC Transit has grown significantly, as ridership statistics show. The number of passengers carried in fiscal year 1976-77 totalled 61,304,908 and in 1960, when AC Transit commenced operations, the total count was 48,411,106. In 17 years, ridership has increased 26.6 percent.

Annual mileage has increased from 19,713,149 operated in 1960, to 30,261,027 miles operated in fiscal year 1976-77, a 53.5 percent increase. One way route miles have increased 154.9 percent since 1960, from 842 to 2,146.2 in 1977.

STRIKE SUMMARIESAC TRANSIT - (Unless Otherwise Noted)

- 1953 - July 24 to October 7 inclusive.
- 1958 - June 2 to June 8 inclusive.
- 1970 - May 15 Wildcat Strike. Service restored after 4:00 pm.
- 1970 - June 1, to June 19 inclusive.
- 1974 - March 13 - one day only. Transbay service affected by San Francisco City Employees' strike. (AC Transit employees refused to cross picket lines).
- 1974 - July 1 to August 31 inclusive (62 days).
- 1976 - February 24, no PM pull-outs out of Division #3.
(Extra service Rt. G, H, L. out of Division #2).
- 1977 - July 8, BART Wildcat Strike - one day only.
- 1977 - August 25 to September 7, 1977. BART Police Officers Strike. BART continued operations. 80% of passengers with 10% of personnel.
- 1977 - November 21, 1977, 12:01 am - January 28, 1978 inclusive - (ATU)
- 1978 - January 29, 1978 - First Day of Operation - ATU Strike settled.
21 coach cancellations in effect.

FARE ADJUSTMENTS

(From 7/14/68)

- 7/14/68 Ready Fare Plan in effect.
- 7/1/69 Fare increase in effect - tokens 4/\$1.00 - all transbay .05¢, basic local rate 25¢ discount rate on 20 or 40 ride book. Inaugurated.
- 1/1/70 Senior Citizen Special Fares/- 10¢ on local and express lines - weekdays 9.00am to 3.00pm, 7.00pm to 3.00am. All day Saturday and Sunday. No zone charges. 65 years of age with proper I.D.
- 7/15/70 Fare increase on Oakland Coliseum Special Service.
- 1/1/71 Senior Citizens Fare extended one year.
- 12/5/71 Downtown shop-a-round pass effect 9.00am to 5.00pm Sundays during Yuletide Season. 12/27/71 last day.
- 1/24/72 Transbay W.B. hat checks discontinued on Rts. G, RCV, S,S-W, V and W.
- 1/28/73 Fare Zone extension.
- 7/1/74 San Leandro Gold Card Program inaugurated.
- 7/1/74 Transbay fare increased.
- 9/12/74 Gold Card Program extended thru 12/31/74.
- 12/18/74 San Leandro Gold Card extended.
- 1/27/75 BART personnel provided free transportation on BART contract express bus service.
- 1/29/75 BART childrens fare changed on Lines D, M/P, Q and U as follows: children 5-12 10¢ per zone, 20¢ 2 or more zones; children under 5 may ride free when accompanied by a fare paying passenger.
- 6/30/75 San Leandro Gold Card program extended through 6/30/76.
- 7/1/75 New senior citizen & handicapped fares applicable.
- 7/1/75 Zone fares eliminated on local lines only. Zone system to remain in effect on bridge and express lines.
- 7/1/75 New tariff effective this date. Zone fares on local lines eliminated.
- 7/1/75 Fremont/Newark tariff change--handicapped fare.
- 7/1/75 Handicapped fares on BART express extension lines reduced.
- 11/ 3/75 BART fare increase (AC Bridge Lines increase).
- 6/1/76 San Leandro Gold Card extended until further notice.
- 9/6/76 BART Express. Free Fare when originating at a BART station only.
- 11/25/76 Thanksgiving Day. BART Holiday Service-Special 30¢ fare within the system. Free passage to any point on BART Extension Service.
- 7/28/77 Golden Gate Fields - Change in tariff - L to \$1.75; Route 94 raised to 35¢.
- 8/8/77 Tariff changes-Raiders Football Service: All special fares increased 50¢.
- 1/30 thru 2/28/78. BART Express. Weekdays & Saturdays. Free service, transfers issued.
- 6/19/78 Berkeley Routes. Weekdays & Saturdays. Berkeley Shop Around Pass effective this date. Shattuck & Adeline from Rose & Alcatraz 9:00am-3:00pm. (See Trans. Dept. Bul. 32-78).

(FARE ADJUSTMENTS CONTINUED ON PAGE 11)

FARE ADJUSTMENTS (CONTINUED FROM PAGE 10)

- 5/29/78 Memorial Day. Free fare on BART Express buses at BART stations only. (All BART extensions operating except Rt. Q.)
- 7/23/78 NEW TARIFF EFFECTIVE THIS DATE for Service District #1 and #2. 25¢ basic fare increased to 35¢. Transbay fares increased to approximately equal BART fares. No change in zone fares or Senior Citizen and Handicapped fares. No change in Contract Service fares.

CONTRACT SERVICES
DATES OF INAUGURATION AND
(IF APPLICABLE) CANCELLATION

(Includes (AC Transit-operated) BART Express Bus
and Non-AC Transit, Miscellaneous Services)

9/11/72 BART Fremont Inaugurated
1/29/73 BART Richmond Inaugurated
5/21/73 BART Concord Inaugurated (To MacArthur Station)
9/16/74 BART Transbay Inaugurated
9/16/74 Richmond DAR Inaugurated. Cancelled 9/5/75.
11/12/74 Fremont (Now Service District #2)
12/2/74 BART Express Inaugurated (D,M,P,Q,U)
12/16/74 Newark Inaugurated (Now Service District #2)
9/8/75 Concord Inaugurated
12/8/75 Pleasant Hill Inaugurated
2/2/76 Hayward Subscription Inaugurated. Cancelled (5/11/76?).
5/27/76 BART Embarcadero Station opened.
9/13/76 Moraga/Orinda inaugurated.
10/17/76 Fremont/Newark Dial-A-Ride Inaugurated.
10/18/76 Fremont/Newark Mini Routes Inaugurated.
6/5/77 Pittsburg/Antioch Inaugurated
9/7/66 CalTrans Bicycle Commuter Service Inaugurated.
11/21/77 SaMTrans San Mateo to Hayward/BART service Inaugurated.

B A R T - SPECIAL INFORMATION
 Also Included in
 "Chronology of Service Related Events "
 (Pages 16-24)

9/11/72 BART Fremont-Oakland leg inaugurated. Revenue serv.aprx.noon
 9/27/72 BART emergency service (Rt.89) 10:30am - 12.30pm
 due to President Nixon's visit and ride from
 BART/San Leandro to BART/Merritt.
 11/24/72 Evening service to BART stations began (temporary).
 1/29/73 BART/Richmond service inaugurated.
 5/21/73 BART service to Walnut Creek & Concord inaugurated
 from BART/MacArthur Station.
 5/21/73 Route booklets & schedules available for
 BART Emergency Service.
 7/2/73 BART shut down due to strike. (10 am & 13 pm AC Transit
 coaches added.)
 7/2/73 Supplement service on Rt. 31, 32, 33, 34C AC Transit,
 to pre-BART service.
 8/6/73 BART strike over (Rts. 31, 32, 33, 34C resumed regular
 service on 8/8/73.
 11/23/73 BART service extended to 10.00pm for holiday season.
 9/16-74 BART Transbay service inaugurated.
 12/2/74 BART Express Bus Service inaugurated (Lines D,M,P,Q,U).
 1/27/75 BART personnel provided free transportation on BART
 Contract Express Bus service.
 1/29/75 BART Children's fare changed on Lines D, M/P, Q and U
 as follows: Children 5-12 10¢ per zone, 20¢ 2 or more zones;
 children under 5 may ride free when accompanied by a
 fare paying passenger.
 2/17/75 BART holiday service operating Saturday schedules.
 7/1/75 Handicapped fares on BART Express Extension lines reduced.
 11/ 3/75 BART fare increase.(AC Bridge Lines Increase).
 11/28/75 BART to operate night service beginning this date.
 12/6/75 BART Saturday service operated 12/6, 12/13, and 12/20,
 8.00am-6.00pm.
 9/6/76 BART Express. Free Fare when originating at a BART
 Station only.
 11/25/76 Thanksgiving Day. BART Holiday Service-Special 30¢ fare.
 Free passage to any point on Extension Service.
 8/25/77 BART security police on strike in spite of court order.
 to
 9/7/77 Trains operating X pattern on approximately 15 minute peak
 and 30 minute midday from 6:00 am to 7:00 pm with
 management personnel. Strike not 100% as some employees
 crossing picket lines.
 5/29/78 Memorial Day. BART extensions except the Rt. Q will
 operate Holiday schedule. BART Express buses free at
 Stations only.
 7/1/78 BART Saturday service from 7.00am to 9:00am added.
 7/2/78 BART Sunday service inaugurated 9.00am to 12 midnight.
 7/4/78 BART to operate Saturday service on all lines except Q.

(BART Special Information continued on Page 14)

B A R T - SPECIAL INFORMATION
Also included in
"Chronology of Service Related Events"
(pages 16-24)

(CONTINUED FROM PAGE 13)

BRIDGE TOLL LANE HISTORY

1960 Bus tolls \$1.50 round trip.

9/1/66 Bus tolls \$1.00 " "

9/1/69 One way toll collection inaugurated.

4/1/70 Bus tolls 65¢ round trip.

4/15/70 Exclusive Bus Lane W.B. (no toll)

10/1/70 Bus tolls reduced to 50¢ round trip.

Late/71 Carpools Included.

11/1/72 Bus tolls reduced to 10¢ round trip.

3/12/74 Toll area Metering Signals inaugurated.

7/1/74 Exclusive Bus Lane W.B. extended to PM, 3p-6p. (no toll)

12/1/75 " " " " " " include midday. Week-
days 6a-6p. (no toll)

S. F. TERMINAL: (CHARGES)

Terminal - 1960	\$ 290.00 Month
Loop - 1960	1,568.68 Month
" - 1964	1,600.00 Month
Permit Fee (loading & unloading)-1960	1,000.00 Year

BRIDGE TOLLS:

1960 - Roundtrip	\$ 1.50
Sept. 1, 1966-Roundtrip	1.00
April 1, 1970 "	.65
Oct. 1, 1970 "	.50
Nov. 1, 1972 "	.10

8/13/75

CHRONOLOGY OF SERVICE RELATED EVENTS

- 1960 -

2/1/60 Greyhound to use Lane 3 Elevated Terminal for Contra Costa Service.
 4/12/60 Transbay coaches operate directly into Elevated Terminal in AM.
 5/31/60 Transbay coaches operate directly into Elevated Terminal all times.
 9/6/60 San Leandro Unified School District subsidized service inaugurated.
 10/1/60 A/C Transit takes over. Child and School fares adjusted. Thru 12 years of age all hours. Thru 16 years of age School Days Only.

- 1961 -

1/30/61 500 and 600 series coaches placed in service.
 4/26/61 Piedmont Station discontinued as Passenger Terminal.
 8/1/61 2500 series coaches restricted to local service.
 10/7/61 Family Rosary Crusade at Golden Gate Park, San Francisco. Approximately 200 chartered buses used.
 10/8/61 New A/C Tokens in circulation.
 11/5/61 Children Fares (10¢) under age 17 ride local any hours.
 11/10/61 Wesley Avenue - Lake Park extension in operation -- all westbound buses rerouted over extension.

- 1962 -

1/15/62 Elevated Terminal parking for all S.F. coaches (3rd and Perry Temporarily discontinued.)
 1/15/62 Exclusive Bus Lane eastbound in PM on Bay Bridge inaugurated.
 2/13/62 School Days Only Hayward Unified School District subsidized service inaugurated.
 3/23/62 President J.F. Kennedy guest speaker at University of California Charter Day.
 4/9/62 Express flags to be displayed on Routes 30, 32, 33, 34.
 6/1/62 Children Fares (10¢) local-under 5 free, 17 year olds I.D. Card School Days Only. Transbay--under 5 free. Zone 1 - 20¢; Zone 2 and 3 - 25¢; Zone 4 - 30¢ -- 17 years old regular transbay adult fares.
 6/4/62 Berryman and Henry Street Station "Park & Ride" in effect.
 7/1/62 Sunday and Holidays Summer Fun Pass inaugurated. 60¢ local service only -- no zone restrictions.
 9/11/62 Hayward Unified School District subsidized school service not renewed (See 11/26/62).
 9/15/62 & 9/16/62 - Dedication of New Oakland Airport Passenger Terminal. Special service provided from Oakland via Alameda and special shuttle between Old and New Airports.
 9/24/62 Routes K, N, and R to store coaches at 3rd and Perry temporarily.
 9/25/62 Section of MacArthur Freeway to Park Blvd. opened.
 11/15/62 Berkeley "Ride & Shop" ticket inaugurated. Berkeley Merchants validated ticket provides free ride.
 11/16/62 Transbay Fares - 3rd & 4th Zones reduced-Federal Tax eliminated. 3rd Zone 65¢ - \$1.20 round trip; 4th Zone 75¢ - Round trip 1.40.

CHRONOLOGY OF SERVICE RELATED EVENTS (CONT).

- 1962 - (Cont.)

- 11/26/62 Hayward Unified School District subsidized school service inaugurated.
- 11/26/62 Routes K, R, & N to park coaches at Elevated Terminal.
- 11/30/62 Exclusive Bus Lane on Bridge to be used by U.S. Mail Trucks.

- 1963 -

- 1/21/63 Fragmentary Run assignments inaugurated at Div.2.
- 2/1/63 Exclusive Bay Bridge lane discontinued.
- 2/13/63 Oakland-Alameda new tube opened. Posey Tube closed for alteration.
- 3/4/63 Fragmentary Run assignments inaugurated at Div.3 and Div.4.
- 9/18/63 Marin School Charter from University Village inaugurated.
- 10/12/63 Bay Bridge-one way operation on each deck inaugurated.
- 11/21/63 Posey Tube reopened. One-way traffic each tube.
- 11/25/63 Emil H. Miller Transit Lines suspended operations.

- 1964 -

- 1/14/64 Cleaning and painting of interior of Transbay Terminal started-change in loading locations during weekday nights.
- 3/2/64 "Shop-A-Round" transfer inaugurated in Downtown Oakland; weekday and Saturday 9am to 3pm.
- 3/14/64 Berkeley "Ride and Shop Convenience Plan" discontinued.
- 4/16/64 Routes G, H, & L - Temporary change in loading zone to Natoma Street for approximately 6 weeks due to S.F. Terminal resurfacing.
- 5/25/64 Routes G, H, & L - return to regular terminal locations from Natoma Street.
- 6/22/64 Transbay Transit Terminal renovation completed.
- 9/1/64 Free "Welcome Aboard" introductory round trip tickets issued to new Albany, Berkeley and El Cerrito residents.
- 9/8/64 Free "Welcome Aboard" introductory round trip tickets to new San Leandro residents.
- 9/10/64 "Ride and Shop" pass transfer for San Leandro inaugurated.
- 9/10/64 Change in fares for Skyline High - 15¢ fare for any student boarding coach at Skyline High, in afternoon only.
- 9/14/64 MacGregor School Special Charter trips from U.C. Village inaugurated. (Trips performed during Route "F" layover at Solano).
- 9/28/64 Berryman Street park and ride (Berkeley) abandoned (Street Program).
- 10/2/64 LaVista School - Hayward Unified School District to provide own service (A.C.T. to abandon.)

CHRONOLOGY OF SERVICE RELATED EVENTS

- 1965 -

- 2/4/65 Coach 2510 - Last Mack Coach scheduled for service (Rt.43/43A).
 4/18/65 Easter Sunday.
 5/26/65 Weekday Traffic check of all 10¢ child and school fares taken for Northern California Transit Demonstration Project (N.C.T.D.P.).
 6/26/65 & 6/27/65 - Saturday and Sunday traffic check of all 10¢ child and school fares taken for N.C.T.D.P.
 9/5/65 Universal transfer system inaugurated "Stop-off and Go-Again".
 9/5/65 Percentage of frag runs from 40% to 60%, also report time changed from penalty time to timed worked.

- 1966 -

- 1/1/66 Fare Increase: Child and school fares from 10¢ to 15¢ and S.F. commute tickets increased 2¢ per ride or an increase of 40¢ per per 20 ride book.
 1/21/66, 1/22/66 & 1/23/66 - Special District Wide passenger check of child and school student fares.
 4/10/66 Easter Sunday
 9/7/66 Special S.F. School Charter movement inaugurated AM trips only.
 9/12/66 School Days Only - Oakland Public School Charters to "7" Hill area schools from underprivileged areas, financed by "Elementary Secondary Education Act", E.S.E.A. "Integration model."
 10/18/66 - 10/20/66 - Civil disobedience in East Oakland area (originated at Castlemont High).
 10/30/66 Change in S.F. Terminal loading zone due to extension of loading platforms at exit end of Terminal (Rts. C,E,F, to Lane #1, Rts. G, H and L to Lane #3).

- 1967 -

- 1/10/67 Passenger stops changed downtown Oakland due to BARTD construction N.B. lines on Broadway (11,30,31,32,33,34,36,38,40,42,43,51,59,76) rerouted via Franklin. S.B. on Broadway - no change.
 3/19/67 Easter Sunday
 4/12/67 Two-way radios in operation on basic fleet (300 coaches).
 5/1/67 Extension of Downtown Shop-A-Round pass to include Sears store at 27th and Telegraph.
 7/9/67 Sunday - Fairyland Shuttle "in service."
 8/1/67 Two hour sightseeing tour of Central Alameda County inaugurated.
 9/4/67 Routes G and H transferred to Division No. 2.
 9/4/67 Richmond School District. Because of boundary changes and switching of students in the school district adjustments were made on Lines 7,67,68,69,70,71,72 and 78 to adequately handle new load demands.
 10/16-20/67 - Draft demonstrations - downtown Oakland. -
 11/27/67 Broadway closed by BARTD construction between 5th and 7th Streets, for two years - Detour on lines 11, 31, 33, 34, 35, 59, 76.

CHRONOLOGY OF SERVICE RELATED EVENTS (CONT.)

- 1968 -

Thursday, April 4 - Martin Luther King Shot. Civil disturbances followed through April 6, 1968. Local disturbances minor but definite effect on local riding.

April 9 - Martin Luther King Funeral.

Sunday, April 14 - Easter Sunday

April 15 - Parochial School Holiday

Monday, April 22 - Demonstration at Draft Board at 14th and Clay then to County Court House "Free Huey Newton-Black Panther member who shot Oakland Police Officer." (Approximately 1500).

Wednesday April 24 - Demonstrations Downtown Oakland - minor - "Hippies".

Friday April 26 - Demonstrations Downtown Oakland (approximately 200) Hippies

April 29 - Coliseum Service disrupted. Back roadway closed temporarily due to construction.

7/14/68 Ready Fare Plan in effect.

9/1/68 Stock time eliminated due to ready fare plan, 5 minutes to put coach away once each day, Foreign Division coaches get 5 min. as usual.

9/1/68 School service contracted by school districts operated as Rt. 96.

9/10/68 Special Service \$5.96 - Alameda Schools cancelled.

5/22/69 Bay Bridge Terminal - treadles discontinued.

7/1/69 Fare increase in effect - tokens 4/\$1.00 - all transbay .05¢, basic local rate 25¢ no discount rate on 20 or 40 ride book.

7/3/69 To be restored as of September 1, 1968 stock time.

7/21/69 Service cancellation - semi-holiday by Presidential proclamation for moon landing. Regular weekday schedules with 36 AM and 38 PM coaches cancelled.

9/1/69 Inauguration of one way toll fares.

9/8/69 Hayward school off route subsidy cancelled, service continued.

9/8/69 San Francisco school charters - 28 coaches.

9/8/69 Oakland E.S.E.A. school service discontinued - lost contract award.

1/1/70 Senior Citizen Fares Inaugurated-10¢ fare on local and express lines - weekdays 9.00am to 3.00pm, 7.00pm to 3.00am. All day Saturday and Sunday. No zone charges. 65 years of age with proper I.D.

2/24/70 Golden Gate Fields open (to close June 13th)

2/13/70 Four day strike San Francisco Municipal Railway.

4/1/70 Transbay routes - toll charges by bridge authority reduced from \$1.00 a round trip to \$.65 (charters not included).

4/15/70 All transbay lines to use toll lane #11 W.B. except Rts. A & B between 6.00am and 9.00am. A and B use lanes 16 or 17. tolls by Honor system.

4/22/70 Earth Day - demonstration against pollution, students rode or walked to school, reduction in school ridership.

CHRONOLOGY OF SERVICE RELATED EVENTS

5/15/70 Wildcat strike - Teamster pickets - service restored after 4.00pm.

5/25/70 Route A to use exclusive W.B. bus lane.

5/29/70 Semi Holiday cancellations 36AM & 28 PM coaches cancelled. Weekday school holiday schedule.

6/1/70 All Div.192 members on strike.

6/18/70 Interim agreement ratified Div. 192.

6/20/70 Saturday first service, district back in operation.

6/22/70 All routes in operation, weekday schedules - 60 AM & 57 PM coaches cancelled - travel greater than anticipated.

6/23/70 All routes operating regular schedules this date.

7/3/70 All routes weekday with cancellations 60 AM & 57 PM coaches cancelled.

7/15/70 Fare increase on Oakland Coliseum Special Service.

9/8/70 Special S.F. school service cancelled.

9/8/70 Bentley school service started.

9/8/70 New Oakland E.S.E.A. contract

10/1/70 All transbay lines - bridge tolls for buses reduced to \$.50 round trip (charters not included)

10/13/70 Additional E.S.E.A. trip added.

10/22/70 Macdonald Ave. open for auto and bus traffic.

11/13/70 Ground breaking for Oakland Redevelopment (ceremony 14th & Washington 11/12/70)

1/1/71 Senior Citizens Fare extended one year.

3/17/71 Line sign-up - Div. 192 officers protested - sign-up cancelled until further notice.

3/30/71 Line sign-up permitted after grievance hearing ruled in AC Transit favor (see rts. 15 & 54)

6/21/71 Downtown Oakland - return to Broadway N.B.

7/8/71 S.F. Peddle Hopper bus run as Rt.F local.

8/21/71 Raiders - Rams game played at U.C. Stadium. Attendance 67,760, special service and charters carried 28.4% of patrons to game, 77 charters used and 127 coaches to game and 226 from.

9/5/71 All regular spread runs adjusted for 10 hour spread penalty.

New layover restrictions.

9/6/71 Peddle hopper service to Saturdays only.

11/26/71 Day after Thanksgiving semi-holiday. cancellations 40 AM & 40 PM coaches cancelled.

12/3/71 Special by-pass lane extended 1800 ft. east of present location and to westerly end of incline. Cars with 3 or more passengers eligible.

12/5/71 Downtown shop-a-round pass effect 9.00am to 5.00pm Sundays during Yuletide Season. 12/19/71 last day.

12/4/71 Supplementary service Oakland CBD and Hayward to Southland during Yuletide Season. 12/27/71 last day.

CHRONOLOGY OF SERVICE RELATED EVENTS

1/24/72 Transbay W.B. hat checks discontinued on Rts. G, RCV, S, S-W, V and W.

2/22/72 Golden Gate Fields open--last day 6/17/72.

3/13/72 Div.4 routes using Nimitz Frwy. south to use 66th Ave.

4/1/72 Layover zone International Airport changed.

4/22/72 Telegraph between Bancroft & Dwight Way closed--
War Protest Demonstration.

6/19/72 Summer School service started.

7/1/72 Bicycle bus assigned to Rt.B Saturday and Sunday.

7/3/72 Day before Independence Day. School holiday time
with cancellations 32AM & 32 PM coaches.

9/6/72 Marin School - Albany closed Route 96 adjusted to
serve Albany High.

9/11/72 BART Fremont - Oakland leg inaugurated this date.
Revenue service to start approx. 12 noon.

9/11/72 All new local downtown type flag passenger stop
signs installed throughout system between So. Alameda
City and Downtown Oakland.

9/11/72 Oakland E.S.E.A. special service - contract not
received 1972-73 semester.

9/25/72 Change in Albany 96 service extended to Albany High.

9/27/72 Rt.89 BART emergency service, 10.30am - 12.30pm due to
President Nixon's visit and ride from BART/San Leandro
to BART/Merritt.

10/17/72 World Series baseball service

10/20/72 World Series baseball service.

11/1/72 Transbay toll charge reduced from 50¢ to 10¢ on
each round trip (charters not included)

11/24/72 Evening service to BART stations began (temporary)

1/29/73 BART/Richmond service began 1/29/73.

1/28/73 Fare Zone extension.

2/16/73 Golden Gate Fields opens.

3/4/73 Rt.82/92C - service inaugurated on Sunday
(see Rt.82 for exact routing)

5/6/73 Golden Gate Fields closed due to strike.

5/21/73 BART service to Walnut Creek & Concord inaugurated
from BART/MacArthur Station.

5/21/73 Route booklets & schedules available for BART
Emergency Service.

6/11/73 Schools closed for summer.

7/2/73 BART shut down due to strike. 10 AM & 13 PM
coaches added.

7/2/73 Rt.86 inaugurated.

7/2/73 Supplement service on Rt.31, 32, 33, 34C to
pre-BART service.

7/4/73 Sunday schedule plus extra service for baseball.

7/11-15/73 Jehovah's Witness convention at Coliseum supp.
service on Rt.57C.

CHRONOLOGY OF SERVICE RELATED EVENTS

8/6/73 BART strike over - Rts. 31, 32, 33, 34C resume regular service on 8/8/73.

9/2/73 Rt.12C inaugurated.

9/17/73 Rt.Y service inaugurated.

9/22/73 Broadway closed due to Paramount opening Rts. 12, 18, 42, 51, 58, 59/76 detoured between 6.00pm and 9.00pm.

9/23/73 First pro. football game played at U.C. Berkeley-- carried 29.8%.

10/9-11/73 Baseball play-offs

10/13-14/73 World Series

10/20-21/73 World Series

10/22/73 Veterans Day - 35 bridge and 1 express cancelled (AM), 34 bridge & 1 express cancelled (PM).

10/23/73 Daylight to Standard time.

11/22/73 Thanksgiving (Sunday time)

11/23/73 All bridge on Sunday time.

11/23/73 BART service extended to 10.00pm for holiday season.

12/3/73 70-70A service inaugurated to Whitecliff Village.

1/28/74 Bridge - when Bay Bridge eastbound on-ramp is closed for construction, detour via L/Second, L/Bryant, L/Sterling to regular route.

2/8/74 94/L - Golden Gate Fields racing season opens.

2/12/74 Lincoln's Birthday - school holiday time.

2/18/74 Washington's Birthday (Saturday schedule)

3/1/74 E.B. bridge approaches realigned. Vehicles from 1st & Essex funneled into Lane 1, buses from E.T. into Lane 2.

3/12/74 Metering system at Toll Plaza begun.

3/13/74 Bridge service cancelled (one day only) due to strike by S.F. City Employees.

5/4/74 Regional Park service inaugurated.

5/22/74 Memorial Day - Sunday service.

6/14/74 Schools closed for summer vacation.

6/17/74 Summer school 6/17 - 8/8.

7/1/74 San Leandro Gold Card Program inaugurated.

7/1/74 Transbay fare increased (In effect 9/1/74).

7/1/74 Exclusive bus lane - PM commute hours.

7/1/74 Strike until 9/1/74.

9/2/74 Labor Day - Sunday schedule.

9/10/74 Oakland Public Schools opened.

9/12/74 Gold Card Program extended thru 12/31/74.

9/16/74 BART Transbay Service inaugurated.

9/16/74 Dial-A-Ride inaugurated (Richmond).

10/27/74 Daylight to Pacific Standard time.

10/28/74 Veterans Day - 19 AM & 19 PM bridge cancellations.

11/11/74 State Veterans Holiday - 19 AM & 19 PM bridge cancellations.

11/12/74 Inauguration of Fremont service.

11/28/74 Thanksgiving Day - Sunday schedule.

11/29/74 Christmas bus begins operation.

11/29/74 Day after Thanksgiving (AM & PM cancellations).

CHRONOLOGY OF SERVICE RELATED EVENTS

12/1/74 Dial-A-Ride service extended to El Portal Shopping Center.

12/2/74 BART Express Bus Service inaugurated (Lines D,M,P,Q,U).

12/6/74 San Leandro Gold Card survey - 12/6, 7 & 8.

12/16/74 Newark Service (Rt. 29) inaugurated.

12/18/74 San Leandro Gold Card extended

12/24/74 Christmas Eve bridge cancellations 29 AM & 132 PM.

12/25/74 Christmas Day - Sunday service.

12/31/74 New Years Eve bridge cancellations 28 AM & 105 PM.

1/27/75 BART personnel provided free transportation on BART contract express bus service.

1/29/75 BART childrens fare changed on Lines D, M/P, Q and U as follows: children 5-12 10¢ per zone, 20¢ 2 or more zones; children under 5 may ride free when accompanied by a fare paying passenger.

2/17/75 Washington's Birthday, all schedules on Sunday time except Rts. 90/92, 91, 93/93A, 21, 22, 23, 24, 25, 26, 29 and BART holiday service operating Saturday schedules.

4/11-12 Fremont area childrens ridership survey for children between 5 and 16 years old.

4/18-19 Fremont/Newark Senior Citizen fare identification.

5/2-3-4 All routes Service District No. 1 Senior Citizen fare survey 9a-4p and 7p-3a.

5/7/75 Local interzone passenger fare survey taken on all interzone local lines for a 24 hour period except Rt.40.

5/13/75 Interzone passenger fare survey on all interzone local lines for a 24 hour period. Senior citizen and student fares exempt.

5/26/75 Memorial Day, Sunday schedules operated on all lines except 94 and L which are on Saturday schedules.

6/5/75 Fremont/Newark, origin and destination survey taken 6/5 and 6/7.

6/30/75 San Leandro Gold Card program extended through 6/30/76.

7/1/75 New senior citizen & handicapped fares applicable (Transbay).

7/1/75 Board of Directors approved present service in Service District No. 2 from July 1, 1975 to January 1, 1976.

7/1/75 Zone fares eliminated on local lines only. Zone system to remain in effect on bridge and express lines.

7/1/75 New tariff affective this date. Zone fares on local lines eliminated.

7/1/75 Fremont/Newark tariff change--handicapped fare.

7/1/75 Revised transbay transfer form 1200.

7/1/75 Handicapped fares on BART express extension lines reduced.

9/5/75 Richmond Dial-A-Ride discontinued

9/8/75 Concord service inaugurated (rts. 301-307)

11/ 3/75 BART fare increase (AC Bridge Lines increase).

11/24/75 Division 6, Newark opened.

11/28/75 BART to operate night service beginning this date.

12/6/75 BART Saturday service operated 12/6, 12/13, and 12/20. 8.00a-6.00p.

12/8/75 Pleasant Hill service inaugurated (Rts. 260 262)

CHRONOLOGY OF SERVICE-RELATED EVENTS

- 3/29/76 Hillary changed to Carlos Bee St. (Hayward).
2/7/76 Golden Gate Fields - strike of track employees.
2/24/76 Div. 3 Work Stoppage. - No P.M. pull outs Div. 3.
Extra service on Rts. G, H, & L by Div. 2.
3/17/76 Transfer Survey on local lines - 14th & Broadway.
3/31/76 SF MUNI Strike thru May 7, 1976 (38 days).-(from April 1?)
5/9/76 System Sign Up - Div. 192 refused to let operators sign
due to Dial-A-Ride runs.
6/1/76 San Leandro Gold Card extended until further notice.
9/6/76 BART Express. Free Fare when originating at a BART Sta. only
11/25/76 Thanksgiving Day. BART Holiday Service-Special 30¢ fare.
Free passage to any point on Extension Service.
6/2/77 Bridge Routes. Daily. Lane Position on Bay Bridge.
(TT Bulletin 29-77). Westbound buses after clearing
bus lane to merge into right hand lane. Eastbound to
enter Lane 2 and to remain in Lanes 1 and 2 (left lanes)
until clearing Y.B. tunnel.
7/28/77 Golden Gate Fields - Change in tariff - L - to \$1.75;
Route 94 raised to 35¢.
8/8/77 Tariff changes-Raiders Football Service: All special
fares increased 50¢.
8/25/77 BART security police on strike in spite of court order.
to
9/7/77 Trains operating X pattern on approximately 15 minute
peak and 30 minute midday from 6:00am to 7:00 pm with
management personnel. Strike not 100% as some employees
crossing picket lines. 45 coaches put out on extra service
but 16 were not committed to service.
9/12/77 Tech High moved to old Merritt Campus.
11/21/77 ATU Div. 192 on strike this date.
11/21/77 SamTrans San Mateo to Hayward/BART service inaugurated.
12/5/77 Hill coaches reassigned due to hill problems (coaches stallin
1/3/78 Alan Bingham, General Manager, passed away in his office
on this date.
1/29/78 All Routes - First Day of Operation - Strike settled.
21 coach cancellations in effect.
2/14/78 Transfer Machines "VAPOR" to be put on trial at Div. 6.
3/17/78 Friday. Oakland. St. Patrick's Day Parade - From
approx. 3.30pm to 6.30pm. All routes on Broadway and
20th St. detoured. See Transportation Dept. Bulletin 17-78
for detour route.
5/29/78 Monday. Memorial Day. All District I and II coaches on
Sunday schedule. Rt. 94 and L Saturday supplement
for Golden Gate Fields will operate. BART extensions
except the Rt. Q will operate Holiday schedule. BART
buses free at Stations only. No other contract service will
operate except Tri Delta, which will operate a special
one shift schedule this date.
6/19/78 Summer School. Limited program this year, due to
Jarvis-Gann Amendment.

CHRONOLOGY OF SERVICE RELATED EVENTS

7/1/78 BART Saturday service from 7.00am to 9.00pm
7/2/78 BART Sunday service inaugurated 9.00am to midnight.
7/4/78 Sunday service on all District I and II lines.
BART to operate Saturday service on all lines except Q.
No other contract service operating this date.

ROUTES BY LINE SECTION

ROUTE A - SAN FRANCISCO-OAKLAND-14TH STREET

MAJOR CHANGES SINCE 1/1/60

- 2/8/64 Extension to U.S. Coast Guard Base, Government Island inaugurated. Limited service weekday, Saturday and Sunday.
- 3/14/64 Coast Guard - Saturday service curtailed.
- 6/7/64 Sunday basic headway from 15 to 20 minutes.
- 9/6/64 E.B. owl trips from 1:40am through 4:05am operate via Oakland Army Terminal.
- 6/13/65 Rt.A2 extended to Lakeshore and MacArthur weekdays, Saturdays and Sundays and Sunday night service revised to conform with weekday nights.
- 12/5/65 Rt.A Weekday, Saturday, Sunday, Rt.A-1 extension inaugurated to Kaiser Center, also westbound trips, operate via 14th St., instead of 27th St. and from W.Grand through Oakland Army Base (same as Route B westbound).
- 4/3/66 Sunday A.M. Owl trips, leave S.F. 5:05am and 6:00am via Oakland Army Base.
- 3/6/67 Weekday - additional trip to leave Kaiser Center 5:10pm. Saturday 3:05am trip double headed (Friday night). Daily - shift some lay-over from east end to S.F.
- 4/16/68 Westbound all schedules and eastbound Owl trips rerouted via new West Grand Avenue overpass at Oakland Army Base.
- 9/1/68 Midday schedule adjustment at Broadway
- 12/14/68 Early AM trips E.B. through Army Base
- 12/22/68 A-1 - AM & PM trip added
- 2/4/70 A-1 - Reroute 13th St., Jackson, L/10th, R/Harrison L/20th and return 20th, L/Webster, L/17th St., R/Jackson to 14th St.
- 5/25/70 W.B. 6.00a to 9.00a use exclusive bus lane.
- 3/1/71 Due to closing Alaska St. to all traffic after 5.00p, Rt.A via Maritime, Bataan to Africa, "U" turn and return via Bataan.
- 12/6/71 New AM schedule Grand & MacArthur to S.F.
- 1/24/72 A-1 E.B. - 14th St., L/Jackson
A & A-2 E.B. - 14th St., R/Webster, L/13th St.
- 3/12/72 U.S. Coast Guard trips adjusted in evenings to new liberty hours.
- 6/5/72 Midday running time reduced 4 minutes W.B. and 2 minutes E.B.
- 12/3/72 Service adjusted to meet new Coast Guard Base hours. 1 PM trip added.
- 3/17/73 1 trip from Coast Guard Stn. to S.F. on weekends extended to Oakland.
- 9/17/73 AM & PM trip added
- 9/30/73 All E.B. routes except A-1 rerouted via 14th st., Broadway, 13th St.
- 11/19/73 New AM schedule
- 9/18/74 AM schedule change
- 12/2/74 AM headway increase from 10 to 12 minutes.
PM headway from 7 to 10 minutes.

(Continued on ROUTE A page 2)

ROUTE A - SAN FRANCISCO-OAKLAND-14TH ST.--2

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

3/10/75 AM headway increased from 12 to 16 minutes.
PM headway increased from 10 to 15 minutes.

9/8/75 AM Sched 1 held back for Rt.40 connection

12/8/75 Owl trip leaving Broadway 2.39am changed to
2.43am for connections w/Rts. 42,51,82.

10/25/76 S.F. OAKLAND 14th St. Army Base Canc. Weekdays.

6/4/78 Saturdays & Sundays. Owl trip from Coast Guard to S.F.
8.45am to transfer passengers to A/4 at Broadway 8.59am.
Service reduced Saturday to approximately Sunday Schedule.
Double head trip 3.05am cancelled.

ROUTE B - SAN FRANCISCO-OAKLAND-GRAND AVENUE

MAJOR CHANGES SINCE 1/1/60

- 5/16/62 Rt. BX via new MacArthur Freeway from Grand Avenue.
6/30/63 Running time adjustment weekday, Saturday and Sunday (Grand Avenue)
11/11/63 Re-routed via Oakland Army Base to and from San Francisco
3/6/66 Weekday, Saturday and Sunday after 9:00pm hourly service to Lakeshore Avenue only.
7/18/66 Weekday an additional AM trip leaving S.F. 6:40am to Oakland Naval Supply Center. "Military Sea Transportation Service"
- (moved headquarters from Ft. Mason, S.F. to Oakland Naval Supply Center.)
1/16/67 Weekday trips leave S.F. 7:07am and 7:32am extended from Oakland Army Terminal to Naval Supply Center. Return trips 4:40pm and 5:14pm from Naval Supply Center to Oakland Army Terminal and regular schedule to S.F.
3/6/67 Weekday - trip leaving S.F. 4:28pm cancelled.
7/21/67 Re-routed in Oakland Army Base due to portion of new W. Grand Ave. overpass being opened.
4/16/68 Re-routed via new West Grand Avenue overpass at Oakland Army Base.
12/2/68 AM local added
9/29/69 AM schedule adjustments - no additional trips
12/3/69 AM & PM express added
12/21/70 AM service adjusted to even out loads and insure on-time operation.
3/1/71 See route change Route A
6/6/71 AM schedule adjustments - no additional trips
7/1/72 Bicycle Bus to operate Saturday and Sunday only
3/12/73 From 7.00a to 8.30a some trips will operate directly to S.F., by-passing Oakland Army Base.
10/14/74 AM & PM schedules cancelled on B local.
3/10/75 AM local & express trip cancelled.
PM local & express trip cancelled.
6/3/75 B/13 to leave S.F.Term 7.30a, arr O.A.T. 7.43a
7/7/75 All PM local trippers to bypass O.A.T.
12/8/75 Running time adjustment
9/5/76 S.F. GRAND Ave. - Late night service discontinued daily after 9.02 pm leaving S.F.
10/25/76 Weekday.S.F. Oakland Grand Ave. Army Base Canc.
6/4/78 Saturdays & Sundays. Adjustment Running time Sched. 2. Saturday service reduced to approximately Sunday service.

ROUTE C - SAN FRANCISCO-PIEDMONT-40TH STREET

MAJOR CHANGES SINCE 1/1/60

4/26/61 Piedmont Station discontinued as passenger terminal.
 9/5/61 Weekday basic headway from 45 to 30 minute headway.
 9/5/61 Montclair service extended to Crestmont at Skyline and Redwood Road.
 5/14/62 Montclair and Crestmont service -- Express 42nd St. to San Francisco.
 6/30/63 Basic route extended to Magnolia and Highland.
 7/1/63 Rt. C-HX Weekday peak hour express via Oakland Avenue and MacArthur Freeway inaugurated.
 9/3/63 C-MX changed to C-EX to Thornhill only - two less AM and one less PM coach. (See Rt.VX to Montclair and Crestmont)
 3/20/65 Saturday schedules combined - same 45 minutes.
 4/13/66 Rt.CBX - two additional trips 7:05am and 5:04pm.
 9/8/68 CHX PM trips added
 11/3/68 Service reroute Piedmont Ave., 41st St., Howe St., 40th St. in both directions.
 12/2/68 CHX 2AM and 1 PM trips added
 11/17/69 CHX - AM schedule added
 1/25/71 CHX - AM & PM service added
 4/12/71 CHX - AM service added
 5/10/71 CBX - AM & PM service added
 6/6/71 Night running time reduced S.F. to Yerba Buena by 2 minutes.
 12/14/71 CHX - AM rerouted from Harrison, MacArthur Blvd., to Distribution ramps.
 6/5/72 Midday running time adjustment--bridge time reduced.
 8/7/72 CBX - AM & PM added
 5/23/73 6 AM and 5 PM coaches added for passengers transferring from BART/MacArthur Station to S.F.
 6/18/73 Supp. service added from BART/MacArthur to S.F.
 10/29/73 Shuttle - AM & PM service added
 10/31/73 Shuttle - AM service added
 12/17/73 Shuttle - AM & PM service added
 1/2/74 Terminal changed to Vista Ave. & Highland
 1/2/74 Shuttle - AM service added
 2/6/74 CHX - AM & PM trips added
 3/4/74 Shuttle - PM service added
 9/16/74 Shuttle - service cancelled--BART transbay service inaugurated.
 10/21/74 CHX - AM service rerouted via Harrison, MacArthur Freeway and service.
 12/2/74 PM headway increased from 5 to 6 minutes.
 12/16/74 2 AM W.B. trips cancelled.
 2/13/75 CBX, hat checks discontinued.
 3/10/75 Service reduction
 6/10/78 Saturdays. Service reduced to approximately Sunday schedule.

(Continued on "ROUTE C" Page 2)

ROUTE C - SAN FRANCISCO-PIEDMONT-40TH STREET--2

MAJOR CHANGES SINCE 1/1/60

ROUTE D (BART CONTRACT SERVICE) WALNUT CREEK-ALAMO-DANVILLE-DUBLIN

MAJOR CHANGES SINCE 1/1/60

12/2/74 Inauguration - basic route between Dublin & Walnut Creek via San Ramon Valley Rd., thru Danville and Alamo via Danville Blvd. to BART/Walnut Creek. Route D-X peak express route from Greenbrook & Camino Ramon thru Danville & Alamo to BART/Walnut Creek.

12/9/74 Standby coach added in PM.

1/6/75 DX, extended to Crow Canyon Rd. & San Ramon Valley Blvd. All PM schedules to operate local routes with additional schedules added after 6.00pm. 6 extra stops added this date.

1/22/75 PM standby coach cancelled.

2/24/75 Last trip from BART Walnut Creek extended to Dublin & Regional PM.

3/17/75 PM turn-in time adjusted.

4/28/75 Peak adjustment AM 30 minute headway. PM 20 minute headway. No change midday.

9/8/75 Running time change.

6/1/76 WALNUT CREEK-Dublin - Service rerouted via Twin Creeks Dr.

9/6/76 Free Fare when originating at a BART Station only. (Labor Day Weekday. Walnut Creek-Alamo-Danville-Dublin - Reroute via San Ramon Valley Blvd., L/Montevideo Rd., R/Tareyton, R/Pine Valley, both directions.

9/13/76

11/20/76 Saturday BART Service. Holiday schedules on Saturday through December 18, 1976.

3/7/77 Service rerouted via Bollinger and Crow Canyon.

3/7/77 Weekdays. Reroute Rt. "D" inbound to BART/Walnut Creek at Hwy 680 to So. Main st.

11/19/77 Saturday service inaugurated.

1/30/78 Weekdays & Saturdays. Free Service, Transfers Issued.
thru
2/28/78

5/29/78 Memorial Day. Holiday schedule. Free fare at BART stations only.

7/1/78 Saturdays. BART service from 7.00am to 9.00am added.

7/1/78 Sundays. Service inaugurated 9.00am to 12 midnight.

7/1/78 Weekday nights. 9.55pm trip added BART Walnut Creek to Dublin.

7/4/78 Independence Day. Saturday Service.

ROUTE E - SAN FRANCISCO-55TH STREET-CLAREMONT AVENUE

MAJOR CHANGES SINCE 1/1/60

2/22/61 Rt.E rerouted via Vicente, Ayala, Miranda, Claremont
 9/5/61 Weekday basic service from 45 to 30 minute headway
 3/20/65 Saturday schedules combined - same 45 minute headway
 12/2/68 AM service adjustment--no trips added.
 2/17/69 AM trip added Domingo to S.F.
 4/14/69 AM trip added Domingo to S.F.
 5/28/69 AM trip added E.B. to Domingo
 9/8/69 Express service inaugurated from Domingo Ave.,
 Claremont to Hudson, on-ramp to Grove Shafter,
 MacArthur Freeway to S.F. Return reverse route.
 11/17/69 AM Express service added.
 6/8/70 2 AM College and Claremont trips extended to
 Domingo.
 8/10/70 E local trips to EX
 5/10/71 PM EX trips added
 6/6/71 Night running time between S.F. and Y.B. & S.P.
 reduced by 2 minutes.
 7/6/71 PM E.T. rescheduling to eliminate double loading
 of E Locals and Express.
 6/5/72 Midday running time reduced, bridge running time
 reduced. Telegraph to Domingo increased.
 8/13/73 AM & PM service added
 5/13/74 EX - PM service added
 9/16/74 Service rerouted Claremont Ave., L/College, R/Miles,
 R/Forest, L/Claremont, R/Vicente, R/55th, L/Grove,
 R/40th and regular route. E.B. via 40th, L/Grove,
 R/55th, L/Vicente, L/Claremont, R/Forest, L/Shafter,
 L/College, R/Claremont and regular route. (Serving BART/
 Rockridge&/MacA.)
 9/18/74 AM & PM schedule adjustments.
 12/16/74 2 AM W.B. Rt.E, 2 P.M. E.B. Rt.E, 2 E.B. Rt.E and
 1 W.B. Rt.EX cancelled.
 12/8/75 4AM & 4PM trips extended to Parkwood and Caldecott.
 6/10/78 Saturdays. Service reduced to approximately Sunday schedule

ROUTE F - SAN FRANCISCO-BERKELEY-SHATTUCK AVENUE

MAJOR CHANGES SINCE 1/1/60

- 12/29/61 Passenger stop established eastbound at University and Grove.
- 6/15/62 Solano and The Alameda loop changed to operate Colusa in lieu of Fresno Avenue.
- 12/16/62 To use Northbrae Tunnel to The Alameda -- both directions.
- 3/4/63 Standby coach in San Francisco for PM peak.
- 4/1/63 Schedule adjustments. 8 additional midday. One less PM FXS coach.
- 12/1/63 Additional trips extended from The Alameda via Solano to San Pablo. Weekdays and Saturdays midday and night and Sunday AM and night.
- 5/3/65 Rt. FXX to make additional stop at 6th and University, both directions.
- 6/26/67 Rt. FX change in route due to Powell St. overpass construction.
- 3/22/68 Rt. FX resume regular route -- Powell St. overpass opened.
- 3/2/69 Additional trips extended to Solano & San Pablo from The Alameda.
- 9/8/69 Sather Gate Express - 2 am and 2 pm trips to operate via MacArthur Frwy., Grove Shafter Frwy., 51st St. off-ramp, Telegraph, Durant, College, Bancroft to Telegraph. Return via Bancroft, Dana, Dwight Way, Telegraph, 52nd to 51st St., Grove Shafter Frwy and MacArthur Frwy.
- 10/7/69 Sather Gate - am & pm service added.
- 10/14/69 Sather Gate - pm service added
- 3/1/70 Terminal loop San Pablo and Solano reversed, lay-over Buchanan nearside San Pablo.
- 3/25/70 Solano and The Alameda to San Pablo and Solano made permanent.
- 9/4/71 When operating to and from Montrose & Spruce, first and last passenger pick-ups to be Rose & Spruce.
- 10/30/71 Last day Peddle Hopper.
- 4/30/73 AM trips extended to Buchanan & San Pablo.
- 3/4/74 F - basic service headway increased 15 to 10 minutes from 9.00am to 3.00pm, from 3.00pm to 4.00pm 10 to 8 minute headway.
- 6/17/74 Headway increased.
- 1/13/75 Midday headway reduced from 10 to 15 minutes am to pm reduced to 12 min. from 8 min. FX, Spruce & Grizzly cancelled pm.
- 3/10/75 Two additional trips extended to Buchanan & San Pablo in the pm.
- 11/17/75 Reroute via Solano Ave., San Pablo Ave., Buchanan, to terminal farside Adams. Leave via Buchanan, Jackson, Solano and regular route.
- 3/7/76 Saturday, Sunday - All trips except early am to terminate at Buchanan and Adams.

(Continued on Rt. F page 2)

ROUTE F - SAN FRANCISCO-BERKELEY-SHATTUCK AVENUE--2

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

- 11/22/76 Daily. Reroute both directions via Market to R/Stanford to Adeline and regular route.
- 12/27/76 FXS Weekdays. Local passengers permitted to board and alight at all bridge stops. Internal Collection at Christie and Purcell.
- 6/5/78 S a t u r d a y s. New Saturday schedule in effect on 15 minute headway.

ROUTE G - SAN FRANCISCO-ALBANY-SOLANO AVENUE

MAJOR CHANGES SINCE 1/1/60

10/16/61 Carry local passengers westbound. AM peak to Solano and San Pablo only.
12/5/66 Some PM peak trips extended from Solano and Peralta to Solano and The Alameda to facilities direct transfer to Colusa Avenue service.
7/31/68 G Local to discharge only from Solano & S.Pablo to Y.B. & San Pablo.
1/29/73 AM service cancelled
10/7/74 AM & PM schedules adjusted
10/16/74 AM service added.
3/3/75 Loading zone at S.F.Term. relocated to Lane 3 in back of Rt.L loading zone.
9/8/75 To be operated by Div.3

ROUTE "H" - SAN FRANCISCO-BERKELEY-SACRAMENTO STREET

MAJOR CHANGES SINCE 1/1/60

4/8/63 Midday shuttle to Y.B. and San Pablo discontinued.
9/30/68 Loop at Monterey & Colusa changed to Colusa,
Marin, The Alameda, Monterey to Colusa.
12/2/68 AM local trip added, express trip extended from
Barrett & Tulare.
12/6/71 AM trip extended to start Tulare & Barrett.
6/12/72 Late PM trip extended to Tulare & Barrett.
1/29/73 To be operated out of Div.3
4 AM & 4 PM trippers operated by Div.2
4/30/73 2AM & 2 PM schedules transferred to Div.3
12/2/73 Trips leaving Solano & The Alameda to start
BART/North Berkeley.
3/4/74 Running time adjustment
10/7/74 AM & PM schedules adjusted.
9/8/75 To be operated by Div.3.
3/3/75 Loading zone at S.F.Term. relocated to Lane 3
in back of Rt.L loading zone.

ROUTE K - SAN FRANCISCO-E. 14TH ST.-BANCROFT AVE.

MAJOR CHANGES SINCE 1/1/60

- 5/16/62 Operate new MacArthur Freeway from Grand Avenue to S.F.
7/9/62 Westbound reroute via Bancroft, Bond St., 46th Ave., E. 14th
and regular route.
- 6/3/63 Weekday and Saturday midday 22½ to 30 min. headway.
R-H midday inaugurated. Rt. K-H Weekday peak extended
to 98th and Bancroft.
- 3/17/65 Rts. K and K/R Westbound after 12:00n to pick up local
passengers destined to alight west of 1st Avenue.
- 6/14/65 Route K-H changed loop, 98th, Elmar, Warren to
Bancroft Terminal.
- 3/14/69 Terminal layover changed from Bancroft & Havenscourt
to Havenscourt farside of Foothill Blvd.
- 3/24/69 2 AM trips added.
- 2/4/70 First trip AM extended from 38th to Havenscourt.
- 3/9/70 PM adjustments - trip added after 7.00pm.
- 10/26/70 AM trips for 5th Ave. & E.14th added.
- 3/8/71 Running time adjustment--PM E.B. 4 minutes
reduction between S.F. and High & E.14th.
- 9/2/73 Running time adjustment.
- 9/17/73 New stop at Grand & Lake Park (W.B.)
- 1/2/74 AM service added.
- 9/23/74 AM & PM schedules adjusted
- 10/7/74 PM schedules adjusted
- 1/20/75 2 AM trips and 2 PM trips cancelled.
- 7/1/75 WB, passengers may board or alight at all
designated stops along Lakeshore from 1st
Ave. & E.14th St. to and including Lakeshore &
Lake Park. After 9.00a local passengers who are
destined to alight west of first ave. may board
at any WB bridge stop.
- 7/7/75 AM schedules adjusted
- 12/8/75 Local passengers carried WB to Lakeshore &
Lake Park after 9.00am.
- 6/5/78 Saturday schedules service reduced to approximately
Sunday service.

ROUTE L - SAN FRANCISCO-RICHMOND-SAN PABLO AVENUE
 LX- EASTSHORE EXPRESS-MACDONALD-23RD ST.
 L-1 EL SOBRANTE EXPRESS VIA BART/DEL NORTE
 L-2 23RD STREET EXPRESS

MAJOR CHANGES SINCE 1/1/60

10/23/60 Central fare zone established Brington & San Pablo to County Line
 3/15/62 Local passengers carried eastbound from Gilman St. north.
 4/7/63 Extended to Willamette Shipyard. Local passengers westbound
 4/8/63 Rt. LX-El Sobrante inaugurated. Two peak trips via Rt. 69A & 69B)
 7/1/63 Willamette Shipyard trips curtailed.
 12/2/63 Rt. LX-El Sobrante. Two AM and one PM trip added (Via 69A & 69B).
 12/7/64 Weekday one am and two pm express trips added.
 3/20/65 Saturday, Basic headway changed from 35 to 40 minutes.
 12/20/65 Rt. L-1 - El Sobrante Express via San Pablo Ave. inaugurated. (2 am and 2 pm)
 12/20/65 Rt. L-2 New destination for original L/69 Extensions. (4 am and 3 pm trips.
 6/6/66 Saturday, additional trip leaving 6th and Macdonald 7.28 am, also additional pm coach added to provide 30 min. headway leaving S.F. between 3.17pm and 5.51pm.
 10/12/66 Weekdays - Standby coach at E.T. under Supv. Orders 4.53pm.
 11/16/66 Weekdays - Rt. LX trip leaving S.F. 4.46 pm changed to Rt. L-2BX trip leaving SF 4.46pm.
 2/27/67 Rt. L-1B - one additional trip am and pm 6.40 am and 5.18 pm.
 6/10/67 Saturday - one additional bus added between 3.00p and 6.00p. Headway changed from 30 to 25 minutes (2 extra trips).
 4/1/68 Route L-1A Weekday, 6.37 am trip added leaving La Paloma and three (3) local trips added in pm peak, 4.10 pm, 4.28pm and 5.38pm.
 6/3/68 San Pablo & Potrero time point added to schedule
 7/29/68 L Local - PM service added.
 8/5/68 AM, L-2A added. PM trip extended to Park Place
 10/7/68 L-1A - AM & PM service added
 2/17/69 L-1A - AM service added
 L-1B - PM service added
 4/19/69 L-1A - PM service added
 L Local - AM & PM service added
 10/6/69 LX - PM service added
 12/8/69 Additional AM Sunday trip to Willamette Shipyard.
 3/2/70 Night schedule basic adjusted to eliminate long mileage. L-1A rerouted via Rollingwood in both directions.

(Continued on Rt. L page 2)

ROUTE L - SAN FRANCISCO-RICHMOND-SAN PABLO AVENUE--2
LX- EASTSHORE EXPRESS-MACDONALD AVE-23RD ST.
L-1 EL SOBRANTE EXPRESS VIA BART/DEL NORTE
L-2 23RD STREET EXPRESS

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

4/13/70 L-1B - AM service added.
4/8/70 L-1A to start Appian & La Paloma. L-1B to start Appian & Santa Rita eliminating loop.
9/30/70 AM local trip added.
10/26/70 L-1A - AM service added
L-1B - PM service added
6/28/71 The use of identification checks discontinued except on W-2 W.B.
8/1/71 Turn around loop via R/6th, L/Nevin, L/5th St. to Macdonald, layover nearside Macdonald.
12/13/71 L Local - PM service added
1/12/72 Loop at Point Richmond via Garrard, Cutting, W/Richmond, Park Place, Washington, Standard, Railroad to Terminal. Return via Railroad, W/Richmond, Cutting, Garrard.
2/22/72 Golden Gate Fields to 6/17/72.
3/12/72 Schedules adjusted to new terminal at Point Richmond.
12/3/72 Running time adjusted--1 minute less in both directions.
2/16/73 Golden Gate Fields opens
3/12/73 L-1B - AM service added
L-1A - PM service added
3/19/73 L Local - AM service added
8/20/73 L Local - PM service added
8/20/73 L-1A - AM service added
L-1B - PM service added
12/10/73 L-1A - AM & PM service added
9/16/74 L-1 rerouted via San Pablo, Barrett to Cutting stop opposite BART/Del Norte, San Pablo, R/East Shore, R/Potrero, L/IS 80 and regular route to S. F. E.B. via IS 80, Potrero off-ramp, R/Potrero, L/San Pablo, R/Hill St., L/BART Del Norte entrance, L/Cutting, R/San Pablo to regular route.
9/30/74 AM & PM schedules adjusted
10/14/74 AM schedule added
10/14/74 L-1 - Hat checks discontinued.
2/7/75 Golden Gate Fields opens
3/3/75 LX loading zone changed to Lane 3 in back of Rt.L loading zone
3/17/75 3 PM trips adjusted
3/28/75 4 extra PM frags assigned for Golden Gate Fields, Good Friday
6/2/75 1 PM trip cancelled
6/14/75 Golden Gate Fields Closed

(Continued on Rt. L page 3)

ROUTE L - SAN FRANCISCO-RICHMOND-SAN PABLO AVENUE--3
LX- EASTSHORE EXPRESS-MACDONALD AVE-23RD ST.
L-1 EL SOBRANTE EXPRESS VIA BART/DEL NORTE
L-2 23RD STREET EXPRESS

MAJOR CHANGES SINCE 1/1/60 (CONTINUED FROM Route L--2)

- 8/11/75 AM & PM service established to Social Security Building in Richmond
- 8/18/75 2 PM trips from Social Security Building adjusted
- 9/30/75 WB route change via 23rd St., 22nd St., crossover, 22nd St., Carlson. No change EB L2
- 9/30/75 LX, WB route change via Macdonald, 22nd St, Carlson Blvd. EB no change.
- 9/30/75 LX, Social Security Building, WB via 22nd St, Carlson. EB no change
- 10/18/75 Sat. schedule adjusted for Social Security Building employees
- 12/8/75 Running time adjustment, Rt.L-LA
- 12/8/75 L-2A, PM trips to terminate at Church Lane and El Portal.
- 2/7/76 (94/L) Golden Gate Fields - strike of track employees.
- 4/26/76 L-LA El Sobrante. Reroute via Shane, Groom & Moyers.
- 3/1/76 Golden Gate Fields - Strike settled. Service resumed.
- 5/4/76 Golden Gate Fields - Racing cancelled because of pickets at gate. (Rt. 94 did start the operations but closed down No S.F. service run this date.
- 5/21/76 Golden Gate Fields - Racing resumed. Strike settled.
- 1/24/77 Weekdays. Elevated Terminal Shuttle- Am and pm service on the ET to take operators to and from coaches parked at the ET. Five designated stops only to be observed.
- 5/8/77 Daily. Terminal layover on Railroad Ave. farside of Standard Ave. moved to W. Cutting nearside railroad crossing.
- 7/28/77 Thursday. Golden Gate Fields - Change in tariff to \$1.75. (Route 94 raised to 35¢.)
- 9/12/77 Daily. Rerouted via Pierce St., (Gateview Complex).
- 1/31/78 Golden Gate Fields - First day of operations with ATU strike settled.
- 4/24/78 WEekdays. Peak service adjusted and New L-1-B added leaving S.F. 6.00pm.
- 6/5/78 Weekdays/Saturdays. Reroute turn around at 5th and Macdonald. Saturday service reduced to approximate Sunday service.
- 7/11/78 Harness Racing Tuesday July 11th through Sunday August 20.

ROUTE M-P (BART CONTRACT SERVICE) - PITTSBURG-ANTIOCH-BRENTWOOD

MAJOR CHANGES SINCE 1/1/60

- 12/2/74 AM service inaugurated from BART/Concord to Willow Pass Rd., Contra Costa Blvd., Muir Rd., Alhambra Blvd. to Martinez CBD. Route M-X peak express route from BART/Concord to Concord Blvd. #680, to Martinez CBD.
- Route P from BART/Concord via Port Chicago Hwy., Hwy. 4, thru Pittsburg, Los Medanos College and via A St. to Antioch CBD. Route P-X peak express route, same as Rt.P but using California St. and by-passing Pittsburg CBD. Route P-1 service route to Brentwood same as Rt.P to Antioch, A St., Victory Hwy. thru Oakley to Brentwood.
- 1/22/75 Standby coach assigned.
- 2/18/75 MX, reroute Pm via regular route to Hwy. 680, EB Hwy 4, Solano Way, Grant, East St., Bonafacio, Colfax, Clayton Road, Oakland Ave. to BART Concord.
- 2/18/75 P, PX - new terminal 3rd & G St. in Antioch.
- 4/28/75 M, scheduled as separate from P. 30 minute headway peak, 60 minute midday with connections to Rt.P. No service route change.
- 4/27/75 M/P, 60 minute service on Holiday schedules. No service route change on Line M and basic Line P.
- 4/28/75 P, scheduled as separate route from M, except Holiday service. AM & PM service 30 minutes by leg routes P and P-1 via Naval Weapons Center to West Pittsburg, Hwy 4, Pittsburg CBD, Los Medanos College, Buchanan, Tregallis, 3rd & G terminal Antioch. Rt. P-1 to continue via Wilbur to Bridgehead, Hwy 4, and service route to Brentwood. Rts. PX, P-lx to operate regular service route to Railroad Ave., Buchanan, Loveridge, Los Medanos College and route P service to Wilbur and Bridgehead.
- 5/14/75 M, service route change outbound. Loop into Veterans Hospital, Muir Rd., Howe St., overcrossing, Hwy 4 and regular route. Inbound Alhambra, Hwy 4, Howe St. offramp, Howe St., Muir Rd. and regular service route.
- 6/9/75 M, reroute via Willow Pass Rd., Fry Way, Clayton Rd. Detroit Ave., Willow Pass Rd. and regular route. No change on route from Martinez.
- 6/9/75 P/P-X, reroute Port Chicago Hwy, Bonafacio, Colfax, and regular route. No change reverse direction.
- 9/8/75 M, running time adjustment.
- 9/8/75 P, AM trips to Antioch, PM trips Concord bound to run express from Hwy 4 and A St. to Hwy 4 and Loveridge.
- 9/15/75 P, students attending Del Amigo High in San Ramon presenting valid student body card can pay 25¢ and ride through fare zone with no restrictions.
- 9/15/75 M/P, reroute Colfax, Clayton, Mt. Diablo, Oakland, Clayton Rd., Concord park.
- 9/15/75 P, service adjusted to meet at A & 16th in Antioch.

(continued on Rt. M-P--2)

ROUTE M/P (BART CONTRACT SERVICE)--2
MARTINEZ-CONCORD/PITTSBURG-ANTIOCH-BRENTWOOD

MAJOR CHANGES SINCE 1/1/60 (Continued)

- 12/8/75 M/P - routes consolidated as one line. AM & PM service reduced on P and PX with midday trip to Brentwood cancelled. Running time adjustments on lines P, PX. 2 hour night service added.
- 2/9/76 Weekdays, Pittsburg-Antioch-Brentwood - Reroute at BART/Concord, via Oakland Ave., R/Mt. Diablo, R/Concord.
- 4/26/76 Weekdays. Pittsburg-Antioch - Reroute leaving Antioch Terminal via 3rd St., L/"H" St., L/4th, R/"G" St., L/6th St. and regular route.
- 9/6/76 Labor Day. Free Fare when originating at a BART Station only.
- 11/20/76 Saturday BART Service - Holiday schedules on Saturday through December 18, 1976.
- 5/16/77 M, MX - Weekdays. Reroute BART/Concord via Clayton Road.
- 6/6/77 Rt. P - Weekdays. Pittsburg-Antioch. Route P rerouted to new Terminals at Lone Tree and Tregallas and Railroad and Oak St. Three trips in am and four trips in pm routed through Naval Weapons Station and Clyde.
- 7/5/77 Weekdays. New trip added to Rt. P leaving BART/Concord 8:30 pm. Reroute MX to Martinez via Pacheco Blvd.
- 9/12/77 Weekdays. Martinez - 9 pm trip leaving Martinez - 9:55pm Diablo College added.
- 9/12/77 Rt. P2X reroute thru downtown Pittsburg after 7:30 pm - (new service inauguration).
- 11/19/77 Saturdays. Saturday service inaugurated.
- 1/30/78 Rt. P - Weekdays/Saturdays. Pittsburg - Rerouted to operate uniform route via Tregallas between G Street and A St. Terminal loop extended to Cavallo to accommodate reroute.
- 1/30/78 thru
- 2/28/78 Weekdays & Saturdays. Free service, transfers issued.
- 2/18/78 Rt. P. Saturdays. Limited Saturday service inaugurated.
- 4/24/78 Rt. PX. Weekdays. Turn-in and pull-out routes from Div. 2 and Concord Park changed.
- 5/29/78 Memorial Day. Holiday Schedule. Free at BART stations only.
- 7/1/78 M/P BART Saturday service from 7.00am to 9.00am added.
- 7/1/78 M/P. Sunday service inaugurated 9.00am to 12 midnight.
- 7/1/78 M/P2X. 9.54p and 10.00pm trips added to the M and P2X weekday nights.
- 7/4/78 Independence Day. Saturday service.

ROUTE N - SAN FRANCISCO-EAST OAKLAND-MACARTHUR

NX

N-1

MAJOR CHANGES SINCE 1/1/60

- 2/7/61 Coach stop at Athol & MacArthur added
- 5/16/62 Operate new MacArthur Freeway Grand Ave. to S.F.
- 9/25/62 Rt.NX to enter freeway westbound at Park Blvd. (new section)
- 1/21/63 Standby coach added in S.F. for PM peak
- 9/3/63 Weekday - one less coach in peak hours. See Rt.VX
- 4/29/64 Rt.NX via new MacArthur Freeway from HighSt. to S.F. Terminal inaugurated.
- 6/8/64 Some peak hour locals to terminate at 38th Ave. or High St. AM peak 60% of W.B. locals to by-pass Athol Ave. (Use MacArthur Freeway from Park Blvd. to Lakeshore).
- 4/5/65 AM local service (approximately 2/3) via Freeway from Park Blvd. to S.F.
- 3/3/69 Five AM trips start 106th & MacArthur instead of Joaquin & Bancroft. Extra local trip PM.
- 4/28/69 AM local changed to Express and local schedule added.
- 12/8/69 N-1 - service started. 1 trip AM & PM, Express trip added AM & PM, 1 AM local added.
- 10/26/70 N-1 - AM local added
- 11/5/70 E.B. operate MacArthur Blvd., R/68th St., L/Foothill to MacArthur.
- 11/15/71 NX - AM service added.
- 12/13/71 N Local - PM service added
- 9/11/72 Extended to BART/San Leandro Station.
- 9/11/72 N-1 to carry local passengers to High St.
- 10/23/72 Rerouted via Joaquin, L/Santa Rosa, L/Estudillo in both directions.
- 12/3/72 1 minute running time adjustment. (added)
- 7/2/73 Running time adjustment.
- 9/17/73 New stop at Grand & Lake Park (W.B.)
- 12/3/73 Express service operate peak hours via High St., Fruitvale, to S.F. in AM and S.F., High St., Fruitvale Ave. in PM. Rt.N to operate Fruitvale, Lakeshore to S.F. and return.
- 3/4/74 Running time adjustment.
- 6/17/74 PM local trips to Fruitvale Ave. only to operate in service to Seminary only.
- 10/7/74 AM & PM schedules adjusted.
- 1/20/75 4 AM trips cancelled
2 PM trips cancelled
- 2/18/75 1 PM trip added
- 3/15/75 SAT. schedules adjusted from BART San Leandro to connect with Rt.81
- 6/2/75 1 PM trip cancelled
- 7/7/75 AM schedules adjusted for improved service at Lakeshore and Lake Park.
- 9/8/75 Running time adjustment 2 minutes less on EB trips except peak hours PM

(Continued on Route N page 2)

ROUTE N - SAN FRANCISCO-EAST OAKLAND-MACARTHUR--2
NF- FRUITVALE EXPRESS
NH- HIGH STREET EXPRESS
N-1 GRASS VALLEY EXPRESS

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

- 3-15-78 NF - Weekdays. Fruitvale Park & Ride Inaugurated.
NF Express rerouted MacArthur, L/Lincoln Ave., Champion
R/Montana, MacArthur Freeway.
No change Eastbound.
- 6/10/78 Saturday schedules reduced to approximately Sunday service.

ROUTE O - SAN FRANCISCO-ALAMEDA-SANTA CLARA AVE.

MAJOR CHANGES SINCE 1/1/60

- 7/27/64 E.B. reroute via 5th St., to Webster St. Tube entrance at Broadway.
- 3/20/65 Saturday schedules combined - same 45 minute headway.
- 2/7/66 Rt.O-X PM schedule adjusted and 5:10pm trip cancelled.
- 3/6/67 Weekday AM peak trip added to Rt.W-L. PM peak 5:40pm OX trip changed to W-L.
- 6/5/67 Rt.O-W - Weekdays, Saturdays, Sundays - to make passenger stop at Washington St.
- 6/5/67 Eastbound - 5th & Washington (Local Passengers included).
- 6/5/67 Westbound - 6th & Washington. W.B. during commute hours only a limited number of local coaches to serve this stop. No local passengers handled.
- 12/4/67 Weekdays AM trips prior to 9:00am to operate Jackson St. and Nimitz Freeway direct to S.F.
-
- 12/2/68 OX - PM trip added
- 6/21/69 All Rt.O trips before 10a W.B. to remain on Nimitz Frwy. from Jackson St. to Bay Bridge.
- 10/6/69 AM & PM local trip added.
- 12/8/69 By pass of 6th & Washington extended to 12 noon. (except on relief trips)
- 12/15/69 O Local - AM & PM service added
- 3/25/70 O Local - PM service added
- 12/6/71 AM & PM service to BART Administration Bldg.
- 1/29/73 Local O-L trip at 4.50p to operate as Rt.O making High St, Fernside, Versailles loop to Lincoln then via O-X route to S.F.Term.
- 12/2/73 Running time adjustment
- 3/4/74 PM service added
- 3/7/77 O/W - Weekdays. S.F.-Alameda - 12 am runs and coaches and 12 pm runs and coaches transferred from Div. 2 to Div. 4
- 6/6/77 Nights/Sat./Sun. Balance of route transferred from Div. 2 to Div. 4. Night Supplement and Saturday-Sunday service to be operated by Div. 2.
- 4/24/78 Daily. Turn route change to L/Broadway from L/Park.
- 6/10/78 Saturdays. Service reduced to approximately Sunday schedule

ROUTE Q (BART CONTRACT SERVICE) - PINOLE EXPRESS

MAJOR CHANGES SINCE 1/1/60

- 12/2/74 Inaugurated - peak hour only service from BART/DEL NORTE via IS 80, Pinole Valley Rd., Simas Ave., Pinole Valley Rd., San Pablo Ave., Appian Way to IS 80 to BART/DEL NORTE.
- 7/11/75 Transfers issued by BART express lines honored by local AC Transit lines as free transfer.
- 11/20/76 Saturday BART Service - Holiday schedules on Saturday through December 18, 1976
- 11/19/77 Saturday service inaugurated.
- 1/30/78
thru Weekdays & Saturdays. Free service, transfers issued.
- 2/28/78
- 7/1/78 Saturdays. 7.00am to 9.00am service added.

ROUTE R - HAYWARD-SAN LEANDRO-EAST OAKLAND-SAN FRANCISCO

- * { RF- FAIRWAY PARK
- RD- DAVIS STREET
- RH- HIGH STREET

RCV-CASTRO VALLEY-SAN LEANDRO-SAN FRANCISCO

* Included with Basic Route R 1960-1967. See separate (following) pages for 1968 & subsequent.

MAJOR CHANGES SINCE 1/1/60

- 5/16/62 Operate new MacArthur Freeway Grand Avenue to S.F.
- 5/21/62 Rt.R-F Fairway Park-S.F. service inaugurated--Peak hours only
- 9/2/62 Extended from Pinedale Ct. to Orchard Ave.--via Mission Blvd.
- 11/12/62 Rt.RCV Service express to Castro Valley inaugurated.
- 6/3/63 Rt.R-H Midday weekdays and Saturdays to Express via High St. and Nimitz Freeway.
- 1/25/65 Rt.R-X Special service inaugurated between S.F. and Simmons Plant, W.137th & Merced, San Leandro. Two trips AM and two trips PM.
- 6/14/65 Turn-in trips from Orchard St. to Div.4 via Soto Road to Winton, Nimitz Freeway.
- 7/11/65 Rt.R-H Saturday High St. Express to start one trip earlier, leave Hayward 7:11am.
- 12/6/65 Rt.R-D peak hours - most trips to originate and terminate at 170th and E.14th St.
- 12/6/65 Rt.R-CV Castro Valley, MacArthur Freeway Express to S.F. inaugurated (three trips AM and two trips PM). One trip AM and one trip PM to continue via Mattox Rd., E.14th and Davis St. as Rt. R-CVD.
- 5/18/66 Rt.R-CV - two additional AM trips arriving S.F. at 7:13am and 8:40am (8:40am from Marshall St. only). One additional PM trip leave S.F. 4:53pm.
- 6/11/66 Rt.R-H Saturday, two additional AM trips leaving Orchard and Mission 6:45am and 9:40am; and one additional PM trip leaving S.F. 5:05pm, also slight adjustment in other schedules.
- 9/25/66 Special Coliseum service from S.F. inaugurated (85¢ one way or \$1.50 round trip).
- 4/29/67 Rt.R-H Saturday two additional PM trips leaving S.F. 3:20pm and 5:15pm.
- 4/30/67 Rt.K-R Sunday two additional PM trips leaving S.F. 4:15pm - Rt.K and 5:05pm Rt.R-H.
- 12/4/67 Rt.RCV Weekdays additional trips. Leave John St. and Castro Valley Blvd. 7:01am and leave S.F. 4:56pm and 6:00pm. (One AM express trip from Stanton and Castro Valley Blvd. to S.F.).
- 3/9/70 Late PM service adjustment
- 9/11/72 AM running time adjustments reduced 3 to 4 minutes
- 4/29/73 Night running time reduced 2-5 minutes
- 9/17/73 Make stop at Grand & Lake Park (WB)
- 7/1/75 WB passengers may board or alight at all designated stops along Lakeshore from 1st Ave. & E.14th St. to and including Lakeshore & Lake Park. After 9.00am, local passengers who are destined to alight west of 1st Ave. may board at any WB bridge stop.
- 9/8/75 Rt.R to Div.6

ROUTE R - HAYWARD-SAN LEANDRO-EAST OAKLAND-SAN FRANCISCO--2

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

6/5/78 Saturday schedules service reduced to approximately Sunday servi

ROUTE RCV - SAN FRANCISCO-CASTRO VALLEY (Peak Hour Express)

MAJOR CHANGES SINCE 1/1/68 (For 1960-1967 Changes, See "ROUTE R")

7/21/68	PM trips added Express to Stanton & Castro Valley
6/2/69	5 minutes added to running time schedule.
2/4/70	AM local trip added
10/8/73	Sched. 61 starting point extended to Marshall
1/2/74	AM express added.
2/6/74	AM trip added
9/23/74	AM & PM schedules adjusted
1/20/75	2 AM trips cancelled
	3 PM trips cancelled
6/2/75	PM service adjustment

ROUTE RD - SF SAN LEANDRO-HAYWARD via Davis St.

MAJOR CHANGES SINCE 1/1/68 (For 1960-67 Changes, See "ROUTE R")

7/8/68	AM trip added from 150th & E.14th to S.F.
12/8/69	AM trip cancelled
2/24/70	AM trip added
2/1/70	RDF trip added PM to Fairway Park
9/11/72	AM trip added
9/18/74	AM & PM schedule change
9/30/74	AM & PM schedule change
1/20/75	1 AM trip cancelled
	1 PM trip cancelled
7/5/77	Weekdays. Eastbound local passengers may board and alight at all bridge stops.

ROUTE RF - SF SAN LEANDRO-HAYWARD

MAJOR CHANGES SINCE 1/1/68 (For 1960-1967 Changes, See "ROUTE R")

10/28/68 RF rerouted from Nimitz Frwy. to MacArthur Frwy.,
Foothill, 164th Ave., E.14th St. to Mission.

1/20/69 PM trip added S.F. to Fairway Park

3/31/69 Additional stops added on reroute of 10/28/68.

9/22/69 PM trip added S.F. to Fairway Park.

10/6/69 AM & PM trip added

1/28/70 AM trip added Fairway Park to S.F.

2/24/70 PM trip added S.F. to Fairway Park.

6/8/70 AM running time adjustment - 6 to 8 minute
reduction W.B.

7/24/70 PM trip added.

9/8/70 Coaches deadheading to and from Fairway Park to
operate Industrial Parkway.

9/21/70 Service adjusted to reflect shift in passenger travel.

1/25/71 AM & PM service added

9/5/71 Reroute Gresel, Brae Burn, Fairway Dr. and Mission.
Return route reversed.

12/13/71 AM & PM service added

7/17/72 PM service added

3/5/73 PM service added

7/30/73 AM & PM service added

8/20/73 PM service added

12/2/73 Mission & Tennyson trips in service at Patrick &
Tennyson AM & PM.

9/17/74 AM & PM schedule adjustment

9/23/74 AM & PM schedule change

1/20/75 AM trip cancelled
2 PM trips cancelled
2 PM trips changed to RDF

1/27/75 AM service adjustments

2/5/75 PM service adjustments

2/18/75 AM trip added

4/7/75 AM R/81 to operate from Fairway Park instead of
Patrick.

9/8/75 To be operated by Div.6

11/24/75 ACTUAL operation from Div.6 begun this date

ROUTE RH - SAN FRANCISCO-SAN LEANDRO-HAYWARD

MAJOR CHANGES SINCE 1/1/68 (For 1960-1967 Changes, See "ROUTE R")

6/24/68	AM trip added Dutton Ave. to S.F.
1/20/69	PM trip added S.F. to Dutton Ave. -
2/24/69	AM & PM trip added S.F. to Dutton Ave.
11/23/70	Additional service mid afternoon
3/8/71	Running time adjustment, one minute W.B. and 2 minutes E.B. between S.F. and E.14th St. Also PM E.B. 4 minute reduction.
9/23/74	AM & PM schedules adjusted.
1/20/75	2 AM trips cancelled
1/23/75	PM service adjusted

ROUTE S - SAN FRANCISCO-SAN LORENZO-PALMA CEIA

MAJOR CHANGES SINCE 1/1/60

- 9/5/61 Rt.R San Lorenzo Village service extended to Palma Ceia at Tennyson and Calaroga.
- 2/12/62 Rt.R Washington Manor service to operate Lewelling Blvd. in lieu of Fargo Avenue in both directions.
- 11/18/63 Rt.S Weekday peak one additional AM and PM coach.
Rt.SW Weekday peak one PM combination trip.
- 4/17/64 Rerouted -- Calaroga closed between Chanslor and LaPlaya.
- 10/11/64 Rt.SW - One additional AM and PM trip from Paseo Grande.
- 9/20/67 Weekday 7:45am trip S.F. to Simmons Plant cancelled.
- 12/9/68 E.B. to operate Hesperian, Turner Ct. and regular route. (Route through Southland Dr. eliminated.)
- 1/20/69 AM SW trip added.
- 3/3/69 S - AM & PM trip added.
- 3/29/69 PM schedule adjustments (backlog)
- 9/8/70 SW and S running time adjustment
- 6/6/71 SW - AM headway adjustment to balance loads.
- 8/16/71 S - AM & PM trips added.
- 6/5/72 S - PM schedule added.
- 4/2/73 SW - PM trip added
- 12/10/73 AM & PM schedule added.
- 2/4/74 Detour - W.B. Calaroga, L/Chiplay, R/Sleepy Hollow, R/Hesperian, R/Cathy Way and regular route.
E.B. Calaroga, R/Cathy Way, L/Hesperian, L/Sleepy Hollow, L/Chiplay, R/Calaroga and regular route.
- 2/6/74 S and SW - AM & PM trip added.
- 5/13/74 AM trip cancelled.
- 9/18/74 AM & PM schedule change.
- 9/30/74 AM schedule adjustment.
- 1/20/75 2 AM trips cancelled
2 PM trips cancelled
- 1/23/75 AM SERVICE adjustments
- 7/1/75 Local passengers may board or alight at all west-bound bridge stops from Tennyson & Calaroga to Washington & Fargo or Marina & Merced.
- 8/4/75 Return to regular route from detour via Calaroga to Turner Ct. in both directions.
- 9/8/75 Rt. S to be operated from Div.6.
Rt. SW to be operated from Div.4.
- 12/6/76 Weekdays. Service extended from Tennyson and Calaroga to Hesperian and Carnegie Court, Commute hours.

ROUTE T - SAN FRANCISCO-TREASURE ISLAND-OAKLAND

MAJOR CHANGES SINCE 1/1/60

- 5/17/61 Rerouted on Yerba Buena Island
- 10/31/62 Rerouted in downtown Oakland via Washington, 11th, Franklin, 12th St. to Broadway.
- 3/31/63 Extended into Treasure Island Navy Base.
One less AM and PM peak coach. New fares S.F. 25¢, Oakland local fares to apply.
- 2/28/66 Certain weekday PM peak trips operate direct to S.F. from Treasure Island by-passing Y.B. Island.
- 12/4/66 Weekdays, Saturday and Sunday route extension and reroute on Treasure Island, also peak hour headway adjustment.
- 2/8/67 Weekday 3:55pm trip to Oakland added.
- 7/1/68 AM & PM trip added
- 12/1/68 Service rerouted W.B. via San Pablo, Adeline, through Y.B., San Pablo to Peralta.
- 6/8/69 Rerouted via Washington, 11th St. to Broadway, layover 11th nearside Broadway, return via 11th St., Franklin, 14th St., San Pablo Ave.
- 3/1/70 Reroute through Housing area Treasure Island.
- 3/5/71 Running time reduced early and late night runs.
- 3/13/72 Peak hour service reduced, eliminating double headers. Night S.F. to Treasure Island running time reduced 5 minutes.
- 9/25/72 Adjust AM peak hours on T.I.
- 1/28/73 Night service between S.F. and T.I. reduced from 22½ to 40 minute headway.
- 2/13/74 W.B. route change--14th St., R/Washington to San Pablo. E.B.--San Pablo, R/Clay to 11th St.
- 9/12/74 Reroute on T.I.--Avenue D, L/5th, R/Avenue H, R/3rd, Avenue D and regular route.
- 12/2/74 Reroute via 11th St., L/Franklin, L/14th, R/Washington, L/San Pablo and regular route. E.B. via R/San Pablo, R/Clay, L/11th to terminal.
- 9/7/76 S.F. Treasure Island Oakland-Daily service reduction and reroute via 40th St. (BART/MacArthur).
- 3/14/77 Daily. Service reroute from Oakland via Bay Bridge deck to Yerba Buena Island to observe Guard Station stop on way to Treasure Island for San Francisco bound passengers. Return direct from Treasure Island to San Francisco on-ramp.

ROUTE U (BART CONTRACT SERVICE) - PLEASANTON-LIVERMORE-BART/BAYFAIR

MAJOR CHANGES SINCE 1/1/60

- 12/2/74 Service inaugurated between BART/Hayward and Livermore via #580 to Dublin, Pleasanton and Livermore. "U-L" peak express route from Livermore via Portola, #580, to Dublin and Hwy 238 to BART/Bayfair. "U-P" peak express route from #680 to Sunol thru Pleasanton, Santa Rita Rd., Hopyard Rd., thru Dublin, #580 and Hwy. 238 to BART/Bayfair. "U-S" peak express route from Alcosta & San Ramon Valley Blvd. via Village Parkway thru Dublin and #580 and Hwy 238 to BART/Bayfair.
- 12/16/74 Running time adjustments.
- 4/28/75 Rerouted via Stanley, Murietta, So. 1st, No. 1st, Railroad to terminal. Last PM trip to connect with Rt.D at Dublin. First lines U-S, U-L, U-P cancelled, and later routes U-P, U-S from BART Bay Fair in PM rerouted via Portola, Murietta, 4th, E St. to Lawrence Rad Lab.
- 4/27/75 Holiday service rescheduled to operate new basic route and late PM meet with Rt.D at Dublin.
- 6/30/75 U-L, all stop restrictions removed this date within the city of Livermore.
- 7/11/75 BART express transfers issued will be honored by local AC Transit lines as a free transfer.
- 9/8/75 To operate from Div.6. Line U-S trip cancelled leaving BART Bay Fair 5.46p.
- 12/8/75 Service curtailed, night service added 2 hour frequency weekday and night holiday service. Rt. U-S cancelled.
- 3/8/76 Service to operate via First & Neal.
- 3/8/76 (U/L) Weekdays - Bayfair Lawrence Lab Express -- rerouted into Lab parking lot.
- 3/22/76 Weekdays. pm trips to operate within Lawrence Lab.
- 9/7/76 Weekdays. Pleasanton-Livermore-Transferred from D6 to D4.
- 9/6/76 Labor Day. Free Fare when originating at a BART Sta. only.
- 10-25-76 Weekdays/Holidays. Pleasanton. All service to be through First & Neal on the Rt. "U" and "UP". All pullout and turn in sched. as Rt. U between Dublin and Regional and Stanley and Murrieta. Also Lawrence Lab adjustments.
- 11/20/76 Saturday Bart Service - Holiday schedules on Saturday through December 18, 1976.
- 4/4/77 Lawrence Rad. Lab. service and loop adjusted.
- 6/6/77 Weekdays. Transferred from Div. 4 to Div. 6. Early pull outs and turn ins to operate via Arlington and Sunol and not through Dublin and Regional.
- 10/17/77 Weekdays. Hayward-Livermore - Rerouted via C St., L/2nd St., R/A St. outbound only.
- 11/19/77 Saturday service inaugurated.

(Continued on Rt. U--2.)

MAJOR CHANGES SINCE 1/1/60 (Continued)

- 12/5/77 Weekdays. Pleasanton. - All late pm turn ins in service between First and Neal to BART/Hayward.
- 1/30/78 }
thru } Weekdays & Saturdays. Free service, transfers issued.
2/28/78 }
2/13/78 } Weekdays & Saturdays. Livermore - Terminal loop rerouted via So. Livermore, L/First St, R/McCloud, R/4th St.
- 5/29/78 Memorial Day. Holiday Schedule. Free at BART stations only.
- 7/1/78 Saturday service from 7.00am to 9.00 am added.
- 7/1/78 Sunday service inaugurated 9.00am to 12 midnight.
- 7/1/78 Weekday nights. 10 pm trip added to Livermore.
- 7/4/78 Independence Day. Saturday service.

ROUTE V - SAN FRANCISCO-MONTCLAIR-CRESTMONT

MAJOR CHANGES SINCE 1/1/60

- 9/5/61 Rt.C Montclair service extended to Crestmont at Skyline and Redwood Road.
- 11/28/61 Terminal loop at Skyline and Redwood changed. (Rt.C)
- 3/5/62 Rt.C rerouted via Moraga, Thornhill, Medau, Moraga, etc., to Crestmont.
- 9/3/63 Rt.VX service to Montclair and Crestmont, via Park Blvd., inaugurated. Three peak hour coaches replacing Rt.C Crestmont.
- 9/18/63 Weekday peak - one AM and one PM coach added.
- 3/29/65 Weekday trips added. Leave Skyline and Redwood 7:02am and 4:53pm. Also 5:50pm trip leaving S.F.
- 3/29/65 New loading location in S.F. Term., moved from Lane No.3 to Lane No.2 just ahead of "N" locals.
-
- 12/2/68 Service extended to Brookpark & Sequoyah Rd.
- 3/31/69 Additional trip extended from Skyline and Redwood to Sequoyah & Mtn. AM & PM.
- 9/29/69 First 4 PM trips out S.F. adjusted due to backlog.
- 11/17/69 AM trip added from Skyline & Redwood.
- 3/23/70 PM trip added S.F. to Sequoyah & Mtn.
- 7/8/71 W.B. local passengers to be carried from Sequoyah & Mtn. to Moraga & Medau and discharge only to Park & Emerson.
- 8/7/72 AM rescheduled to equalize loads.
- 8/25/75 First EB stop changed to Park & Chatham Rd.

ROUTE W - SAN FRANCISCO-ALAMEDA-ENCINAL
W-1 SAN FRANCISCO-ALAMEDA-SOUTHSHORE

MAJOR CHANGES SINCE 1/1/60

12/5/60 Rt. W - Weekday peak extended to Southshore, Alameda.
7/27/64 Eastbound reroute via 5th St., to Webster St. Tube
entrance at Broadway.
9/6/64 Rt. W-G service leg serving Southshore area via Grand St.
inaugurated.
9/7/65 Rt. W-1 inaugurated to replace former Rt. W-G and
extended to Otis and High. Operate through Southshore
Alameda area then via Otis, 8th, Central, Webster St.
direct then to San Francisco.
3/25/70 W-1 - AM service added
10/19/70 W-1 - AM service added
10/19/70 W - service rerouted from South Shore to begin at
Broadway & Bayview via Broadway, Shoreline,
R/Park St., L/Encinal and regular route. PM
operates in reverse.
11/12/70 W-1 - PM trip added.
12/7/70 W-1 - service route extended to McCartney & Verdemar.
2/8/71 W - AM schedule added.
2/8/71 W-1 - PM schedule added.
9/17/73 W-2 - service inaugurated to operate 1 AM & 1 PM
trip to leave Lincoln & Webster via Lincoln, Marshall
Way, Pacific Ave., 3rd St., Central, Webster &
Rt.W to S.F. PM trip leave S.F. via Rt.W to
Webster, Central, 3rd, Pacific, Marshall, Lincoln,
Webster.
3/4/74 W - AM trip extended to start Verdemar, 2 PM trips
extended to Verdemar.
3/7/77 O/W Weekdays. S.F. Alameda - 12 am runs and coaches and
12 pm runs and coaches transferred from Div. 2 to Div. 4.

ROUTE Y - EMERYVILLE MARINA-SAN FRANCISCO

MAJOR CHANGES SINCE 1/1/60

9/17/73	Service inaugurated to leave Emeryville Marina (Trader Vic's) via Powell St., Eastshore Frwy. to S.F. Return reverse.
11/19/73	New PM schedule
1/14/74	AM trip added
1/16/74	AM trip added
3/4/74	AM & PM trips added
10/16/74	AM trip added.

ROUTE 5 - HAYWARD SUBSCRIPTION SERVICE

MAJOR CHANGES SINCE 1/1/60

2/2/76 Weekday, Subscription Bus Service - Commute service BART/
Hayward to West Winton Industrial Park.

3/1/76 Minor reroute, weekdays.

5/1/76. Subscription Service Cancelled. Last day of operation
April 30, 1976, a Friday.

ROUTE 7 - ARLINGTON-EUCLID-GRIZZLY PEAK

MAJOR CHANGES SINCE 1/1/60

- 4/17/61 Rt.75 extended from Grizzly and Euclid to University Avenue and Shattuck.
- 7/17/63 Rt.7A Tilden Park Summer Shuttle inaugurated.
- 9/3/63 Rt.7 Extended to take over Rt.75 Grizzly Peak service.
- 9/9/63 Rt.7A Tilden Park Summer Shuttle discontinued.
- 9/11/63 SD.0 - one AM coach and two PM school trips.
- 9/10/64 SD.0 - Berkeley High School West Campus (+ 1 p.m. trip to Rt.7 Euclid).
- 12/7/64 Weekday, Midday headway changed 20 to 30 minutes.
- 9/7/65 Weekday trips extended from Barrett and Tulare to Wilson and Macdonald for connection with Contra Costa College (Rt.70).
- 9/7/65 Night headway staggered on Grove St. and lower Euclid and Spruce.
- 12/5/66 Weekday P.M. peak headway adjusted, trip cancelled.
- 2/6/67 Weekday 7:28am trip extended from Wilson and Macdonald to 23rd and Macdonald.
- 9/4/67 SD.0 - One AM and PM trip added to Willard Jr. High School service.
- 9/4/68 2AM & PM coaches added to Adams School service.
- 3/3/69 Minor service adjustments in PM due to change in Berkeley West Campus school hours.
- 6/6/71 Grizzly-Euclid Ave. schedule adjustment mid-morning for Rt.15 connections.
- 9/5/71 Early schedules from each end line discontinued.
- 9/13/71 Adjustment AM Madera school trip.
- 3/3/72 AM Willard School adjustment.
- 1/28/73 Service rerouted to BART/Berkeley via Euclid, Hearst, Shattuck, Center, Grove, The Alameda and regular route. Returning via The Alameda, Grove, Center, E. Shattuck, University, Oxford, Hearst, Euclid and regular route.
- 2/26/73 PM school tripper rerouted via Center and Shattuck and extended to Campus loop.
- 4/30/73 Running time adjustment (1 minute added).
- 1/13/75 7.29a trip to operate via Senior loop and regular route to Barrett & Tulare.
- 12/8/75 Service extension weekdays and Saturdays from Arlington Ct. to Moeser & Arlington. No change nights and Sundays.
- 3/12/77 Saturdays. 6:10 am and 6:40 am trips from Barrett and Tulare cancelled.

ROUTE 11 - OAKLAND AVENUE-JACK LONDON SQUARE

MAJOR CHANGES SINCE 1/1/60

3/7/60 Rerouted via Harrison, 20th St., Broadway--serve
Kaiser Center.

12/18/61 Northbound on Harrison and Southbound on Oakland Ave.--Bayo
Vista to junction of Oakland and Harrison Sts.

7/1/63 Layover on Highland Way midday.

9/8/69 Running time adjustment between Highland & Latham.

3/1/70 Scheduled running time adjustment, 4 minutes less.

5/17/71 AM school trip Jack London Square to Westlake Jr.
High.

6/6/71 First 2 and last 3 trips discontinued.

6/2/75 Midday service adjusted.

7/10/77 Sunday. First two am schedules adjusted for Summer
Tour program. Leave Kaiser Ctr 8.31 am and 8.50.

ROUTE 12 - GRAND AVENUE-W. 14th ST.-OAKLAND ARMY BASE
12C- OAKLAND ARMY BASE Via CYPRESS ST-BART/OAKLAND WEST-7TH ST.

MAJOR CHANGES SINCE 1/1/60

- 11/13/61 West Grand overpass closed for repairs--rerouted via Wood & 7th St.
- 12/29/61 Return to West Grand Overpass route to Oakland Army terminal.
- 11/11/63 Reroute in O.A. Base, westbound only.
- 11/30/66 W. Grand overpass closed to W.B. traffic from about 4:02pm until 4:27pm weekdays only. (one Rt.A and one Rt.B W.B. trip bypass O.A.B., Rt.12 O.K.)
- 4/16/68 Rerouted via Peralta St. and new West Grand Ave. Overpass at O.A.B.
- 12/1/68 Night and Sunday service consolidated with Rt.59/76.
- 12/16/68 Midday E.B. trips through Terminal Post Office.
- 3/2/70 4.08p O.A.B. to Broadway discontinued.
- 6/8/70 Naval Supply Service--extra trip Webster St. AM cancelled.
- 9/6/70 W.B. trip through Post Office Annex discontinued.
- 8/1/71 See route change Rt.A.
- 6/6/71 Headway reduced AM 15 minutes to 18 minutes.
- 12/6/71 N.S.C. & Y.B. & San Pablo trips rerouted to operate Peralta, West Grand, Overpass, Maritime.
- 11/20/72 1 AM & PM trip extended in N.S.C. via "G", 4th, K St. to Middle Harbor Rd., No. Boundary Rd., "B" St., 5th, "E", to 3rd and regular route.
- 4/30/73 Running time adjustment (weekend only)
- 5/21/73 AM & PM trips to N.S.C. rerouted via Middle Harbor Rd., L/13th St., No. Boundary Rd., L/"B" St., L/5th, R/"E" St. and regular route.
- 9/2/73 Rt.12C inaugurated to operate as alternate leg of Rt.12, operating from downtown Oakland via 14th St., Cypress, thru BART/W. Oakland Stn., Chester, 7th St., ext., Maritime, Bataan, returning as Rt.12 and regular route. Rt.12 to operate regular route from downtown Oakland to O.A.B. then return as Rt.12C to Maritime, 7th St. ext., 7th St., Cypress, 14th St. and regular route.
- 12/2/73 AM service from BART/MacArthur to N.S.C. changed to make BART connection.
- 3/10/75 PM trip cancelled
- 9/8/75 AM trip extended to Bldg. 796 O.A.B.
- 12/5/75 Special supplementary service for Freedom Train
- 12/6/75 " "
- 12/7/75 " "
- 12/8/75 " "
- 9/7/76 Daily. Grand Ave. W. 14th St. Oakland Army Base - Terminal P.O. loop service reduced to one P.M. peak schedule.
- 5/9/77 Rt. 12-12C. Weekdays. Oakland Army Base - 3 trips am & 4 trips pm rerouted to old Terminal Post Office.

(Continued on Route 12/12C, Page 2)

ROUTE 12 - GRAND AVENUE-W. 14TH ST.-OAKLAND ARMY BASE---Page 2
12C- OAKLAND ARMY BASE Via CYPARESS ST.-BART/OAKLAND WEST-7TH ST.

MAJOR CHANGES SINCE 1/1/60 (Continued)

ROUTE 14 - BROOKDALE AVENUE-EMERYVILLE

MAJOR CHANGES SINCE 1/1/60

- 3/5/65 Rerouted eastbound via 11th, Madison, 9th, Oak, 10th St.
3/15/65 Extension of one way terminal loop - 35th Ave., School St.,
Coolidge, Brookdale
3/28/68 Reroute eastbound via 11th, Madison, 10th St.
9/1/68 Schedule adjustment to improve running time at
Emeryville.
5/17/70 Terminal loop change--via San Pablo, Adeline,
thru Yerba Buena, layover, then via San Pablo,
Peralta, ...
9/5/71 Early AM 14th & Grove to Brookdale Ave. discontinued.
9/11/72 Rerouted to serve BART/Merritt Stn.
1/29/73 AM & PM service discontinued through Emeryville
via Park St. & Hollis. Service rerouted and
extended via 40th St., to BART/MacArthur Stn.
3/4/74 Rerouted via regular route, R/Brookdale,
L/Coolidge, R/School, R/35th, R/Penniman,
L/Humbolt, L/Brookdale to 35th Avenue.
3/8/77 Daily. Night service curtailed..

ROUTE 15 - MOUNTAIN BLVD.-GROVE ST.

MAJOR CHANGES SINCE 1/1/60

- 9/11/61 SD.0 Rt.15A Supplemental service extended to new Skyline High School. Also service to Skyline High from Montclair, Piedmont Pines, Grass Valley, 35th Ave., High St., Mt. Blvd. and Redwood Road.
- 11/28/61 Terminal loop at Skyline and Redwood changed.
- 1/2/63 Skyline High -- operate into school grounds.
- 3/4/63 Weekday peak hour adjustment. Two less AM and 2 less PM coaches.
- 9/3/63 Weekday midday hourly service to Crestmont (Skyline and Redwood) Rt.77A abandoned. Grove St. 15 minute basic to Berkeley.
- 9/16/63 SD.0 Rt.15A - Trip St. Jarleth on Fruitvale to Skyline inaugurated.
- 6/17/64 Rerouted - W.B. only - via MacArthur, Bruce to 14th Avenue.
- 10/5/64 Rt.15A - "Mormon Temple" Special service - extended midday trip weekday and Saturday and shuttle to 10:00pm, and 8:00am - 10:00pm Sunday - for 3 week period.
- 11/1/64 Rt.15A Mormon Temple service cancelled except for weekday midday extension.
- 9/7/65 Rt.15A New Tariff - 20¢ fare for students leaving Skyline High PM only.
- 6/5/66 Rt.15/15A Sunday, alternate trips rerouted via Rt.15A to Mt. Blvd. and J. Miller Rd. providing 40 min. headway on this leg between 7:00am and 6:30pm.
- 3/6/67 Rt.15D Weekday and Saturday operate Aliso Ave. both directions, Redwood Rd. to Carson (Rt.15 - no change. Return via Mt. Blvd.)
- 9/4/67 SD.0 - Munck School service inaugurated -- two morning and one PM trip serving Skyline to 14200 Skyline Blvd.
- 9/1/68 Late Skyline coach to Florence & Broadway Terrace cancelled.
- 9/16/68 PM schedule Skyline High to Havenscourt & Bancroft
- 9/18/68 AM & PM service from Glencourt & Saroni to Skyline High.
- 9/30/68 AM tripper from Coolidge & Alida adjusted for connection Skyline High.
- 10/7/68 PM Skyline tripper service to Pine Hills.
- 10/14/68 PM Skyline-Grass Valley service extended to 90th & E.14th.
- 12/4/68 15A - extended to AM trips from West Grand to Grove & Alcatraz.
- 3/2/69 Nights & Sundays Rt.15 to make Rt.15D loop to Carson & Davenport. Running time adjustments.
- 9/8/69 15A-SH = 2 AM & 5 PM trips terminal extended from Skyline & Redwood to Brookpark & Skyline.
- 9/29/69 PM schedules adjusted for loads at First Ave.
- 12/8/69 PM trip added from West Grand to 35th & MacArthur.
- 3/2/70 AM & PM trips from Carl Munck to Hansom & Shay.
- 3/23/70 15A trips 8.40a - 6.00p will operate 14th Ave., E.31st St., Vallecito Pl., 14th Ave.

ROUTE 15 - MOUNTAIN BLVD.-GROVE ST---2

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

6/7/70 Running time adjusted between West Grand & University Ave. 2 to 4 minutes.

7/20/70 Turn back West Grand routed San Pablo, R/Grove, L/22nd (layover), R/San Pablo, R/West Grand, R/Grove.

8/8/70 Schedule adjusted to eliminate overlap layover at University & Shattuck.

10/12/70 AM Skyline & Redwood to Montera tripper cancelled.

3/29/71 Special shuttle service established between Merritt Hill Campus and 35th at MacArthur. Last day operated 4/2/71.

4/5/71 Route 15M service inaugurated to Merritt Hill Campus.

4/5/71 Saturday service curtailed 10 to 15 minutes. All trips to University & Shattuck.

4/5/71 Route 15 & 15D consolidated same as nights and Sundays.

4/5/71 Route 15A leg extended to serve Mormon Temple.

4/5/71 All trips W.B. after 11.00pm to make Vallecito hospital loop.

5/10/71 59/76 PM schedules from Skyline High rerouted to Warren Frwy., J. Miller Rd. to Park Blvd.

6/21/71 AM service Montclair-Skyline-Merritt College on a weekday basis.

9/22/71 New AM trip to Merritt College

9/23/71 Extra night service from Merritt College 15 minutes.

1/24/72 15S - Fernhoff & Skyline trip to Munck to make Hansom & Shay loop.

6/9/72 Northbound 15 operate Adeline, L/Ashby, R/Grove.

9/18/72 15S - Munck PM service adjustment.

9/25/72 PM service 15S - Munck PM service adjusted to new school hours.

10/16/72 15A - leave Merritt College at 7.42a via E.31st, Vallecitos, 14th Ave. and regular route (to serve Highland Hospital)

12/4/72 Trip leaving Carl Munck School extended to Hansom & Lower Shay.

1/28/73 Service rerouted to serve BART/Berkeley and extended to U.C. at Oxford & Crescent Loop.

1/29/73 15S - PM service added.

2/20/73 15S - PM service added.

9/24/73 15A - extra PM service added.

9/26/73 15 - new PM service operated.

10/3/73 15 - New service of 9/26/73 cancelled.

10/8/73 15S - PM coach pick up Redwood Heights students to Carl Munck.

2/13/73 15 - route change. N.B. E.14th, R/Washington, to San Pablo. S.B. no change.

(Continued on ROUTE 15 Page 3)

ROUTE 15 - MOUNTAIN BLVD.-GROVE ST.---3

MAJOR CHANGES SINCE 1/1/60 (CONTINUED FROM Route 15--2)

6/22/74 15A Saturday - 6 am & 4 pm trips extended to Redwood & Skyline.
9/23/74 Skyline supp. school trip to cover off route on bridge cancellation.
1/20/75 15A, trips rerouted via Vallecito & E. 31st Sts.
3/15/75 Sat., am trip adjusted.
6/2/75 PM Rt. 15A trip cancelled.
9/8/75 Sat., combination 15A/D service to Merritt College.
11/3/75 Piedmont Pines Pine Hills SD trips extended from Skyline Blvd. and Redwood Park entrance to Skyline Blvd. & Park Blvd.
11/3/75 Service to Merritt College on 20 min. schedule from 8.20 pm to 9.40 pm.
10/13/75 AM trip to Carl Munck School to leave Hansom & Lower Shay 8.27 am, from Carl Munck School to Sequoyah & Mountain leave 3.45p
1/5/76 Shepherd Canyon Road changed from Park Blvd.
3/24/76 15s. Schooldays Skyline High School Supp. PM loading of buses changed from front of school to Skyline Blvd.
10/11/76 School Days. 15s. Skyline High School Suppl. Sched. 18/12 am to operate from Hiller to Skyline High 7.34 am.
10/11/76 15s. School Days. Skyline High School Supp. PM Sched. c/18 lv Skyline High 3.10 pm to Hiller.
3/7/77 15s. Skyline High Supplement - Am trip arriving Skyline High extended to Montera.
9/12/77 Tech High moved to old Merritt Campus.

ROUTE 17 - ALCATRAZ AVENUE-COLLEGE AVENUE-CHABOT ROAD

MAJOR CHANGES SINCE 1/1/60

- 6/8/64 Operate basic consolidated route in peak hour same as former midday service. Peak extension to Chabot and Claremont and Bancroft and Telegraph discontinued.
- 12/8/69 First and last trips cancelled.
- 9/5/71 Last trip leaving Alcatraz & Adeline discontinued.
- 1/29/73 Service extended to BART/Ashby Stn.
- 2/20/73 PM trip adjusted to operate thru Emeryville after 4.30pm.
- 5/21/73 Rerouted via College Ave., L/Keith, L/Presley Way, R/Chabot Rd., Patton to Broadway, to College. Returning via College, Bryant, Manila, Broadway, Patton, Chabot Rd., L/Presley, R/Miles, R/College and regular route.

ROUTE 18 - PARK BLVD-LAKESHORE AVENUE

MAJOR CHANGES SINCE 1/1/60

4/10/61 Extended to Skyline and Castle (Rt. 77).
 8/21/61 Rt. 60 Snake Road and Upper Broadway Terrace line inaugurated.
 9/11/61 Rt. 77A Montclair to Skyline & Redwood service inaugurated.
 3/5/62 Rt. 18A Crocker loop changed--LaSalle, King, Hampton, Crocker, Colton, Arrowhead Dr., Glencourt Dr., Saroni Dr., Heartwood Dr., Colton, to Snake Road.
 6/17/63 Rt. 77A Summer re-route to Roberts Park.
 9/9/63 Rt. 77A abandoned. See Rt. 15A.
 7/1/63 Running time adjustment to Grand Avenue.
 9/3/63 Rt. 60 one less PM coach on S.H. One less am coach.
 6/8/64 Extended to operate consolidated thru service to Rt. 77 Piedmont Pines and Route 60 Snake Road end only. Weekday approximately 6:00 am to 7:00 pm.
 9/4/67 One morning and one pm school trip extended from Carlsbrook and Skyline to Parkhills Dr. and Park Gate entrance. (approximately 1/2 mile.)
 7/19/68 Service to Woodminster Amphitheater for night musicals
 8/9/68 Service to Woodminster cancelled.
 9/16/68 PM trip added Montera Jr. High as Rt.18B.
 Adjustment from J. Miller School to Pine Hills on basics.
 10/2/68 AM schedule changes Glencourt & Saroni for connections.
 10/7/68 PM schedule J. Miller School to Pine Hills by basic.
 12/1/68 Rerouted via Lakeshore, Walavista Upper, and return Walavista Lower, one way loop.
 9/18/69 AM & PM 18 trips to Montera Jr. High added.
 12/8/69 Late PM trips cancelled.
 3/1/70 Adjusted for new layover location Mandana & Lakeshore.
 10/27/70 To operate regular route, detour discontinued.
 6/6/71 PM trip changed to connect with last V trip.
 6/6/71 Skyline & Castle AM trip to Skyline High extended to Pine Hills.
 9/18/72 Schedules adjusted to new school hours.
 10/2/72 AM & PM trip to & from Montclair School added.
 10/16/72 1 AM trip to Montclair School cancelled.
 1 AM trip from J. Miller School to Skyline & Castle cancelled.
 9/14/73 18/18S - O/20 cancelled--operate S.H. time.
 6/17/74 PM trip extended to Glencourt & Saroni.
 10/16/74 AM trip extended to Moraga & Medau.
 11/3/75 Piedmont Pines Pine Hills SD trips extended from Skyline Blvd. & Redwood Park entrance to Skyline Blvd. & Park Blvd.
 3/7/77 18s. Montera School Supplement. Trip leaving Montera 3.25 pm extended from Skyline and Redwood to Grass Valley
 3/6/77 Daily. Night service curtailed.

(Continued on ROUTE 18 - Page 2)

ROUTE 18 - PARK BLVD.-LAKESHORE AVENUE---2

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

ROUTE 21/23 (SERVICE DISTRICT NO. 2) - NORTH FREMONT-IRVINGTON

MAJOR CHANGES SINCE 1/1/60

- 11/12/74 Inauguration of contract service weekdays and Saturdays.
- 1/13/75 PM service adjustments. Headsign instructions revised.
- 3/29/75 23, Sat. service adjustments AM.
- 9/8/75 21/23, Wkdays & Sat. to operate from Div.6. 1 PM Rt. 21 added. 1 pm Rt. 23A trip added.
- 12/8/75 21/23, last trips scheduled to leave BART fremont 7.15p to outer terminals.
- 3/1/76 Rt. 23 - Reroute via Mowry, Frontage Rd.
- 10/18/76 Daily. Weeknight and Sunday service inaugurated. Saturday headway changed to 30 minutes.
- 12/20/76 21.Daily.BART/Union City. Reroute via L/Union Square, R/Alvarado Niles Rd., L/Decoto Rd.

ROUTE 22/24 (SERVICE DISTRICT NO. 2) - WARM SPRINGS MISSION SAN JOSE

MAJOR CHANGES SINCE 1/1/60

- 11/12/74 Inauguration of contract service weekdays and Saturdays.
- 1/13/75 Weekday, schedules adjusted at Ohlone College. Headsign instructions revised.
- 6/2/75 22, Prune Ave. extension. Weekdays 1 AM trip to G.M., 2 PM trips from G.M. 2 AM trips to Safeway, 2 PM trips from Safeway.
- 9/27/75 24, detour for Fremont Pathfinder Days Parade.
- 12/8/75 22/24, schedule adjustment PM peak. Last trip Rt.22 to leave 7.15p to outer terminal from BART.
- 9/8/75 To operate from Div.6. 1 AM trip added, 2 PM trips added weekdays. Saturday, 1 AM trip added to Ohlone College.
- 3/8/76 Route 24 rerouted via Olive, Chadbourne, to Paseo Padre Pkwy.
- 7/12/76 Mission San Jose - Reroute Line 24 via Mission and Palm Ave.
- 10/18/76 Daily. Weekday night and Sunday service inaugurated. Saturday headways changed to 30 minutes.
- 3/7/77 24 Schooldays. Supplementary service added leaving BART/Fremont 8.25 am to Ohlone College 8.44 am.

ROUTE 25/56 (SERVICE DISTRICT NO. 2) - GLENMOOR/NILES

MAJOR CHANGES SINCE 1/1/60

- 11/12/74 Inauguration of contract service weekdays and Saturdays.
- 1/13/75 Headsign instructions revised.
- 5/5/75 26, service route to Hillview & Niles Blvd., via Hillview, Bodily, Riviera, Rancho Arroyo Parkway, Niles Blvd. to terminal.
- 9/8/75 25/26, to be operated by Div.6. 2 AM trips added weekday. 2 PM trips added weekday.
- 12/8/75 25/26, last trips to leave BART Fremont 7.15p.
- 3/8/76 Rerouted in Niles via 2nd St. between "I" St. and Hillview.
- 10/18/76 Daily. Route 26 extended to Canyon Heights. Also BART/Union City peak hours. Saturday headways changed to 30 minutes. Weekday night and Sunday service inaugurated.
- 7/31/77 25 Sun. Glenmoor discontinued Sundays - to be covered by DAR Zone 6.
- 8/1/77 25 Daily To operate as Mini-route. DAR Zone 06 to take over Rt. operation except weekday commute.

ROUTE 29/29A (SERVICE DISTRICT NO. 2) - NEWARK

MAJOR CHANGES SINCE 1/1/60

- 12/16/74 Inauguration of weekday service (30 minute sched.) Saturday (60 min. sched.)
- 3/3/75 AM schedules adjusted to begin Thornton & Cedar. PM service extended to Mowry & Cedar.
- 4/14/75 Running time adjustment. Sat. schedules to operate on 45 minute headway.
- 6/7/75 Sat. service adjusted AM.
- 7/23/75 AC Transit employee and dependent passes acceptable this date.
- 9/8/75 To be operated by Div.6. 29B to operate shuttle service from Div.6 to Lido Faire parking lot.
- 11/24/75 Rerouted via Central, Sycamore, Baines, Cherry. Shuttle service from Lido Faire parking lot cancelled.
- 3/1/76 Reroute via Mowry.
- 10/18/76. Daily. Service route change - rerouted Edgewater Drive, Lake Blvd., Cedar Blvd. and Newark Blvd. to Jarvis Ave. Weekdays BART/Fremont to BART/Union City all day. Saturday service 30 minute headway. Weekday night and Sunday service inaugurated.
- 12/20/76 Reroute via L/Union Square, R/Alvarado Niles Rd., L/ Decoto Rd. Daily.

ROUTE 30 - HAYWARD EXPRESS VIA SAN LEANDRO
ROUTE 32 - HAYWARD EXPRESS VIA SAN LORENZO

MAJOR CHANGES SINCE 1/1/60

3/20/61 Service inaugurated Oakland to Fairway Park, Hayward.
6/3/63 Running time adjustment.
9/28/64 Two additional AM and one additional PM trip.
6/14/65 Turn-in trips from Orchard St. to Div. 4 via Soto Road, to Winton,
Nimitz Freeway.
4/2/66 Rt. 32 - Saturday service inaugurated between Fairway Park and
Hayward 10:00am to 5:30pm.
9/26/66 Some division pull-out and turn-in trips rerouted via MacArthur
Freeway.
7/3/67 Pick up and discharge passengers at 5th and Oak outbound, 6th
and Oak inbound.
9/1/68 Oakland-Hayward express to California State College
AM.
9/8/69 Moreau trip added AM--81A - 32 overload on basics
9/11/69 Moreau trip added AM & PM from "A" St. Additional
AM trip to Tennyson.
9/16/69 Early trip from La Vista Jr. High to Fairway Park.
9/18/69 PM trip from St. Clements School to Fairway Park
cancelled.
9/29/69 Early Moreau trip from "A" St. extended to
Paseo Grande.
11/17/69 Trip added AM from Orchard & Mission. AM trip
extended from Orchard to Fairway Park.
9/8/70 D.H. coaches to Fairway Park to operate Industrial
Parkway.
9/21/70 Tennyson High AM schedule to Moreau service as Rt. 81
PM San Leandro High coach to make trip Moreau High
to Sybil & E. 14th as Rt. 81A.
9/28/70 New AM "A" & Foothill to Moreau service.
10/12/70 AM Fairway Park to Tennyson High trip cancelled.
6/6/71 Running time reduction Davis & Douglas and 13th St.
reduced by 3 minutes.
6/6/71 Increased headway Rt. 32 8 to 10 minutes. Reduced
running time Fargo & Washington by 4 minutes.
9/5/71 Peak hour service extended to Hill View Crest at
Pulaski & Tamarack Drive.
2/7/72 E.B. - first stop to discharge passengers at
10th & Madison.
W.B. - all stops to pick up and discharge to and
including 10th & Madison.
2/28/72 PM schedule adjusted to make Naval Supply connection.
5/23/72 Late schedules adjusted--Oakland CBD stores open
late.
9/11/72 Rt. 30 express discontinued, replaced by Rt. 60.
Rt. 32 AM & PM peak service only, Tamarack service
to Rt. 82.

(Continued on Rt. 30/32 page 2)

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

10/16/72 Rt.32 AM adjustment to make connection with Rt.93 at
6.14a.
12/4/72 2 AM trips added.
4/30/73 Rt.32 - service curtailment.
7/2/73 Rt.32 - 1 AM & 1 PM trip cancelled.
10/14/74 AM & PM schedules adjusted.
10/21/74 AM schedules adjusted.
4/21/75 Rt.32, AM service adjustments for connections
to Naval Supply Center.
6/9/75 Running time adjustment AM
9/8/75 To be operated out of Div.6.
11/24/75 Rt.32, actual operation from Div.6 this date.

ROUTE 31 - RICHMOND-OAKLAND EXPRESS

MAJOR CHANGES SINCE 1/1/60

- 12/2/63 Richmond-Oakland Express inaugurated. Peak hour only.
9/8/64 Headway adjusted in PM peak - last trip (6:15p) eliminated.
3/12/65 Additional passenger stops northbound 6th and Market, southbound 5th and Market.
9/7/65 Reverse movement trips scheduled leaving Oakland 7:03am and 7:25am. Leave Richmond 5:29pm.
3/22/67 Additional AM trip leaves 5th and Macdonald 7:06am and PM trip leaves Grand 4:52pm.
6/5/67 Weekdays - to pick up and discharge passengers BOTH DIRECTIONS at regular express stops between W. Grand and Market Streets.
3/4/68 Weekday 6:10pm trip cancelled.
4/14/69 Rerouted via MacArthur Frwy., Oakland off-ramp, 27th St., Telegraph, Broadway, 6th to Market. PM Jack London Square, Broadway, 9th St., Franklin, 15th St., Telegraph, 27th St., Grove Shafter on-ramp, MacArthur Frwy, Eastshore Frwy.
9/29/69 AM & PM service added
2/25/70 AM route change via Broadway, R/4th St., R/Grove, L/6th.
8/1/71 Turn around loop to operate Macdonald, R/6th St., L/Nevin, L/5th to Macdonald.
3/13/72 AM running time adjustment.
5/5/72 PM running time adjusted.
1/29/73 1 AM & 1 PM trip cancelled.
2/26/73 1 AM & 1 PM trip cancelled.
4/2/73 2 AM & 1 PM trips cancelled.
10/14/74 AM & PM schedules adjusted.
6/5/78 Weekdays. Reroute L/6th, R/Bissell, R/5th.

ROUTE 33 - BERKELEY-OAKLAND EXPRESS (PEAK HOUR RICHMOND)

MAJOR CHANGES SINCE 1/1/60

- 3/20/61 Service inaugurated Oakland to Berkeley
12/29/61 Passenger stop established southbound on Shattuck at Center.
2/1/62 Passenger stop established northbound on Shattuck at Allston Way.
12/16/62 Use Northbrae Tunnel to The Alameda--both directions.
8/20/63 Weekday PM peak - one coach added.
12/2/63 Weekday peak - pull-out and turn-in trips extended to 10th and Macdonald.
6/13/65 Rerouted via Telegraph, 27th St., (Sear's) Grove, both directions.
1/30/67 Extra Basic schedule added due to BARTD construction delays.
6/3/68 Rt.33A Alameda Express. Extended peak hour services by Rt.33 to replace Rt.35 Alameda Commuter express.

6/3/68 Rt.35 schedule consolidated with Rt.33. 2 PM trips added Alameda from Oakland.
6/24/68 AM trip added from Solano & Alameda.
9/1/68 Minor schedule adjustments to insure connections with Rt.F.
10/1/68 New stops on Alameda service near 23rd Ave. & Freeway.
9/8/69 Service rerouted Grove Shafter Frwy. between 51st & Grove and 27th & Telegraph. AM trip added from Alameda and PM trip from Oakland CBD extended to Lincoln & Versailles.
9/29/69 Running time adjust PM, Alameda to Oakland CBD.
6/8/70 33A rerouted via Nimitz Frwy., Broadway off-ramp, Broadway, 9th St., Franklin, regular route.
10/19/70 AM Merritt College - Grove St. Campus cancelled.
3/6/71 Reduce AM N.B. headway from 15 to 20 minutes.
12/6/71 Last trip from Oakland CBD to Alameda discontinued.
1/29/73 Rt.33-33R - service reduction, 2 AM & 4 PM coaches discontinued.
1/29/73 33A - service operated by Div.2, rerouted to BART/Lake Merritt via Nimitz Frwy., Oak St., 10th, Broadway, Telegraph to West Grand. Return via Broadway, 11th, Fallon, 5th to Nimitz and regular route.
2/12/73 33R - 3 AM & 3 PM round trips cancelled.
4/2/73 2 AM & 3 PM trips cancelled.
12/2/74 33/33R - service reduction. AM headway increased 10 to 12 minutes, midday 15 to 30 minutes, PM 10 to 15 minutes.
3/24/75 Terminal change from W. Grand & Broadway to W. Grand & Valley.
7/7/75 Alameda terminal layover AM moved to Santa Clara NS Everett.
9/8/75 Running time adjustment PM, 2 min. added EB & WB.

(Continued on ROUTE 33--page 2)

ROUTE 33 - BERKELEY-OAKLAND EXPRESS (PEAK HOUR RICHMOND)---2

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

4/3/78 Rt. 33A Weekdays. Transferred from Div. 2 to Div. 4.
Three trips am and four trips pm cancelled from
West Grand and Park and Santa Clara.

ROUTE 33/33A - ALAMEDA EXPRESS
Also See Route 33 - Berkeley-Oakland
(Next title)

MAJOR CHANGES SINCE 1/1/60

- 6/3/68 Rt. 33A Alameda Express. Extended peak hour service by Rt. 33 to replace Rt. 35 Alameda Commuter express. Two PM trips added Alameda from Oakland.
- 10/1/68 New stops on Alameda service near 23rd Ave. & Freeway.
- 9/8/69 AM trip added from Alameda and PM trip from Oakland CBD extended to Lincoln & Versailles.
- 9/29/69 Running time adjust PM, Alameda to Oakland CBD.
- 6/8/70 33A rerouted via Nimitz Frwy., Broadway off-ramp, Broadway, 9th St., Franklin, regular route.
- 12/6/71 Last trip from Oakland CBD to Alameda discontinued.
- 1/29/73 33A - service operated by Div. 2, rerouted to BART/Lake Merritt via Nimitz Freeway, Oak Street, 10th, Broadway, Telegraph to West Grand. Return via Broadway, 11th, Fallon, 5th to Nimitz and regular route.
- 3/24/75 Terminal change from W. Grand & Broadway to W. Grand & Valley
- 7/7/75 Alameda terminal layover AM moved to Santa Clara NS Everett.
- 4/3/78 Rt. 33A Weekdays. Transferred from Div. 2 to Div. 4
Three trips am and four trips pm cancelled from West Grand and Park and Santa Clara.

ROUTE 33 - BERKELEY EXPRESS
ROUTE 33R- RICHMOND-BERKELEY-OAKLAND
See Also Route 33/33A - Alameda Express
(Preceding)

MAJOR CHANGES SINCE 1/1/60

- 3/20/61 Service inaugurated Oakland to Berkeley.
12/29/61 Passenger stop established southbound on Shattuck at Center.
2/1/62 Passenger stop established northbound on Shattuck at Allston Way.
12/16/62 Use Northbrae Tunnel to The Alameda--both directions.
8/20/63 Weekday PM peak - one coach added.
12/2/63 Weekday peak - pull-out and turn-in trips extended to 10th and Macdonald.
6/13/65 Rerouted via Telegraph, 27th St., (Sear's) Grove, both directions.
1/30/67 Extra basic schedule added due to BARTD construction delays.
6/24/68 AM trip added from Solano & Alameda.
9/1/68 Minor schedule adjustments to insure connection with Rt. F.
9/8/69 Service rerouted Grove Shafter Frwy. between 51st & Grove and 27th & Telegraph. AM trip added from Alameda and PM trip from Oakland CBD extended to Lincoln & Versailles.
10/19/70 AM Merritt College - Grove St. Campus cancelled.
6/6/71 Reduce AM N.B. headway from 15 to 20 minutes.
1/29/73 Rt. 33-33R - service reduction, 2 AM & 4 PM coaches discontinued.
2/12/73 33R - 3 AM & 3 PM round trips cancelled.
4/2/73 2 AM & 3 PM trips cancelled.
12/2/74 33/33R - service reduction. AM headway increased 10 to 12 minutes, midday 15 to 30 minutes, PM 10 to 15 minutes.

ROUTE 34 - MACARTHUR BLVD. EXPRESS
34A- MACARTHUR BLVD. EXPRESS TO ESTUDILLO (FREEWAY TO HIGH ST.)
34C- SAN LEANDRO-CASTRO VALLEY (FREEWAY TO DUTTON AVE.)

MAJOR CHANGES SINCE 1/1/60

3/20/61 Service Inaugurated.Oakland to 76th Ave. via MacArthur Blvd
9/3/63 Weekday one midday coach and one AM peak coach added.
3/2/64 Some peak trips extended to Estudillo and MacArthur.
6/8/64 Six peak hour trips am and pm between Estudillo and
Oakland to operate non-stop High to Lakeshore via Freeway.
7/8/64 Reroute W.B. only via Dutton, Marlow, Revere, Foothill
(Sheffield Village).
3/29/65 Freeway Express - additional trips leave Estudillo 7:26am.
and leave Water and Broadway 4:54 pm.
12/6/65 Rt. 34C - Castro Valley-MacArthur Freeway-Oakland
Express inaugurated. (two trips am and two trips pm).
7/18/66 Rt. 34C - one am and one pm trip added in peak hour.
1/30/67 Rt. 34A - Trip leaving Water St. 5:33pm, extended to
Castro Valley.
3/3/69 PM coach added as 34AC as express to High St. then
via MacArthur Blvd. to Castro Valley.
5/12/69 AM schedule express from Stanton Ave., new local
coach added.
9/29/69 Adjustment in 34C AM schedules.
6/8/70 Peak hour running time adjustment.
10/5/70 Reroute E.B. via MacArthur Blvd, R/68th Ave.,
L/Foothill to MacArthur.
6/6/71 Increased E.B. PM headway.
12/6/71 PM schedules adjusted for better load distribution.
9/11/72 Route 34C extended to loop Redwood, Seven Hills,
Madison, Heyer, Center, Castro Valley Blvd. One
AM & PM trip cancelled.
9/29/75 AM trip to operate off route on 34 leaving
Seminary & MacArthur 8.12a.

ROUTE 35 - ALAMEDA-OAKLAND EXPRESS

MAJOR CHANGES SINCE 1/1/60

- 12/4/67 New Express service inaugurated operating basically via the Route 51 - San Jose loop in East Alameda, thence via Park Street and Nimitz Freeway to Downtown Oakland. Peak hours only.
- 6/3/68 Alameda Express consolidated with Route 33. To be designated Route 33A.

ROUTE 36 - WASHINGTON MANOR-BONAIRE

MAJOR CHANGES SINCE 1/1/60

2/4/63 Washington Manor-Bonaire-Oakland Express inaugurated.
Peak hour only--two morning and two evening trips.
12/2/63 Extended via Washington Avenue and Via Alamos to
Paseo Grande and Hesperian.
1/17/66 An additional am trip leave Paseo Grande 7:15 am.
12/11/67 Trip leaving West Grand 4:05 pm added.
12/2/68 Extra PM schedule added.
12/8/69 PM trips adjusted to improve frequency.
9/11/72 First and last pm trips cancelled (4.05p & 6.05p).
9/4/73 Pm trips adjusted (held back 5 minutes).

ROUTE 37 - WARREN BOULEVARD

MAJOR CHANGES SINCE 1/1/60

9/20/71 Warren Blvd. Express - Berkeley to Merritt Hill
Campus inaugurated.
9/23/71 Additional AM service added.
9/27/71 Additional AM & PM service added.
12/6/71 Line to be operated by basic schedules instead
of line trippers.
1/10/72 Extra AM school day service added.
12/4/72 2 PM round trips added.
2/26/73 1 AM trip added.
3/5/73 Trip leaving Merritt College 4.40p to operate via
University & Shattuck only, loop via Shattuck,
Berkeley Way, Grove , University.
11/19/73 E.B. & W.B. stop established J. Miller Rd. & Mtn.,
Lincoln & Monterey.
3/13/74 AM service added.
9/29/75 Schedule adjustments from Merritt College to
University & Shattuck, SD.

ROUTE 38 - SAN LEANDRO-BANCROFT AVE.-OAKLAND EXPRESS

MAJOR CHANGES SINCE 1/1/60

1/20/64 Bancroft Ave.-San Leandro Express inaugurated (7:00am
and 7:00 pm coaches.)
3/18/65 Rerouted through new 11th Street Underpass.
9/22/70 Downtown loop rerouted Franklin, 21st, Harrison,
20th to terminal. (Kaiser Center stop)
3/4/74 PM terminal changed to 21st & Webster. Bancroft &
Estudillo terminal changed to Juana & Santa Maria.

ROUTE 40 - TELEGRAPH AVE-FOOTHILL BLVD.-MACARTHUR BLVD.
 41 - FOOTHILL BLVD. TO 90TH AVE.
 43 - SHATTUCK AVE.-FOOTHILL BLVD.-PORTLAND AVE.-BANCROFT AVE.
 43A- SOLANO AVE.

MAJOR CHANGES SINCE 1/1/60

8/7/61 Rt.43 Terminal loop at Sybil and Bancroft reversed.
 12/24/61 Rt.40 Extended from Sheffield Village to Estudillo and MacArthur.
 1/29/62 Rt.43 Revert to original loop--Portland, Kains, San Pablo, to Portland.
 6/3/62 Rerouted via 90th Ave. in lieu of 106th Ave. and extended via Bancroft Ave. to 148th and E.14th St.
 11/30/62 Rt.40 to discontinue Sheffield Village loop. To operate MacArthur Blvd. both directions.
 12/1/62 Rt.43A northbound rerouted via The Alameda, Marin, Colusa, to Solano. Southbound no change.
 3/2/64 Weekday peak hour adjustment, 7½ minute basic headway midday and 30 minute by leg.
 7/8/64 Reroute W.B. only via Dutton, Marlow, Reverse, Foothill (Sheffield Village.)
 9/8/64 Rt.40 Weekday schedule adjustment, PM peak to East Oakland. Minus two trips and minus two coaches.
 9/16/64 Rt.43A SDO - One additional AM trip from 40th and Telegraph to Solano.
 12/13/64 Rt.40 extended to San Leandro Memorial Hospital (Weekday, Saturday and Sunday.)
 3/18/65 Rt.40-43 Eastbound rerouted through new 11th St. underpass.
 9/5/65 Rt.40 Weekday, Saturday and Sunday - San Leandro Memorial Hospital service - additional trips extended approximately hourly service, also rerouted via Estudillo, Benedict Dr. to Hospital.
 9/5/65 Night service cut from 15 min. to 20 min. headway after 11pm.
 3/4/68 Night running time adjusted (too slow).
 3/2/69 Additional trips extended to San Leandro Memorial Hospital. Night running time adjustment.
 9/8/69 Service to and from San Leandro Memorial Hospital rerouted via Grand Ave. overpass and Grand Ave.
 2/16/71 Woodrow Wilson service to load at school--not on Telegraph Ave.
 9/5/71 Late night running time adjustment 35th Ave. to end of line--2 to 4 minutes.
 9/5/71 Route change 43 via Sacramento St., L/Cedar, R/Cornell to Santa Fe in both directions.
 1/28/73 Terminal changed to F.S. Center on E. Shattuck.
 1/29/73 Service re-routed to serve BART/North Berkeley.
 4/29/73 40 - Terminal loop changed to operate via Bancroft, Fulton, Oxford, Center to E. Shattuck Terminal. Return via Center, Shattuck, Durant and regular route.

ROUTE 40 - TELEGRAPH AVE-FOOTHILL BLVD.-MACARTHUR BLVD.---2
41 - FOOTHILL BLVD. TO 90TH AVE.
43 - SHATTUCK AVE.-FOOTHILL BLVD.-PORTLAND AVE.-BANCROFT AVE.
43A- SOLANO AVE.

MAJOR CHANGES SINCE 1/1/60 (CONTINUED)

9/26/73 40 - New PM service operated.
10/3/73 New service of 9/26/73 cancelled.
6/22/74 40/41 Weekdays - Rt.41A trips between 9.00am and
3.00pm extended to 90th & MacArthur, between
7.00pm and 9.00pm to 76th & MacArthur. Rt.41A
between 8.00am and 7.00pm (Saturdays) and 9.30am
and 6.30pm (Sundays) extended to 90th & MacArthur.
9/8/75 AM trip adjusted to make connection with Rt.A.
12/8/75 Owl trip leaving Center & Shattuck 3.05p adjusted
to make connection with Rt.42 at Broadway.
1/3/77 Schooldays. Solano Ave. Supp. Service - UC Village.
(Route 96 cancelled) rescheduled as a supplement to Rt.
43. Fares to be collected and adults may ride service.

ROUTE 42 - N.A.S. ALAMEDA-PIEDMONT TO ESTATES DR. (VIA LINCOLN)
42A- N.A.S. -ALAMEDA-PIEDMONT TO BLAIR (VIA ATLANTIC AVE.)

MAJOR CHANGES SINCE 1/1/60

7/16/61 Extended from Hampton Rd. to Estates Dr. and Inverleith Terrace.
8/22/61 Terminal layover at Estates Dr. changed to 500 ft. beyond present terminal.
9/6/61 Estuary Housing loop eliminated after 8:00pm Weekdays, Saturday and Sunday and before 9:00am Sunday.
4/4/65 Estuary housing trips discontinued except for School Days Only. Two trips A.M. and two trips P.M.
6/14/65 Weekday headway and running time adjusted - one less coach AM and midday and two less at night.
3/6/66 Take layover on Highland Way in lieu of Inveleith.
9/23/66 Weekdays AM N.S.C.O. Alameda Facility trip to also loop into Naval Annex.
6/23/68 Owl trip added to N.A.S.
6/19/68 Extra summer schedule added due to summer jobs N.A.S.
9/1/68 AM service adjusted to reflect loss of summer jobs N.A.S.
9/30/68 12.10am trip N.A.S. gate extended to Passenger Term.
10/14/68 AM & PM school service Estuary Housing cancelled (closed)
6/2/69 Running time adjustment.
6/23/69 Hourly 8.43am to 2.41pm trips will be operated to N.A. S. Terminal Building 171.
9/8/69 PM trip added Naval Annex to West Grand.
9/12/69 AM service from Santa Clara & Broadway 52-42 to N.A.S.
10/26/70 Naval Faculty hours changed from 7.30am to 4.00pm to 7.00am to 3.30pm. Schedules adjusted.
6/6/71 All trips after 9.00pm to terminate West Grand & Broadway (see Rt.51).
10/4/71 Additional AM service Naval Facility.
9/11/72 Limited number of trips rerouted through North Housing for school children.
9/27/72 AM trip moved up for CHX connection.
7/2/73 3 AM & 3 PM trips extended in Alameda NAS to Pier #3.
1/28/74 1 PM S.D. trip added.
6/17/74 42 - AM trip extended to Pier #3, NAS.
1/20/75 AM trip adjusted to make connection with CHX
3/24/75 2 AM trips adjusted for N.A.S employees
4/7/75 1 AM trip adjusted
6/2/75 AM schedules adjusted for loads
1 AM trip cancelled
9/8/75 1 SD AM trip added
9/22/75 2 PM trips from N.A.S. adjusted
6/2/75 From 5.00p - 6.00a the route into the N.A.S. will be changed as follows: regular route to main gate then via 2nd St., D St., layover on D St. FS of 2nd St. Leave via D St, 3rd St. and regular route.
12/6/76 Daily. Owl service curtailed.

(Continued on ROUTE 42/42A page 2)

ROUTE 42 - N.A.S. ALAMEDA-PIEDMONT TO ESTATES DR. (VIA LINCOLN)---2
42A- N.A.S. ALAMEDA-PIEDMONT TO BLAIR (VIA ATLANTIC AVE.)

MAJOR CHANGES SINCE 1/1/60 (Continued)

1/10/77 Weekdays. Three am trips rerouted via BART/Merritt
Station. Also trip leaving East Gate 4.00 pm rerouted
via BART/ Merritt.
10/3/77 Naval Air Station-Supplementary service to Miller School
and Woodstock cancelled.

ROUTE 46 - ARTHUR ST.-BANCROFT AVENUE
46A- ARTHUR ST-SEQUOYAH ROAD

MAJOR CHANGES SINCE 1/1/60

- 3/18/63 Rerouted terminal loop, 82nd, Bancroft, 90th, Olive, 82nd.
1/20/64 Thru service to downtown Oakland discontinued, peak hour to Shuttle from 90th to Havenscourt or Seminary.
- 9/6/66 Weekdays, Saturdays, reroute of loop via Bancroft, 90th, Mac-Arthur, 82nd Etc., no longer operates on Olive. Rt.46A - Weekday Sequoyah Rd. service inaugurated, operates as leg of Rt.46 serving Charles Howard elementary and King Jr. High schools and the Sequoyah Road area to Hansom and Shay Drive.
- 12/4/67 Rt.46A - SDC reroute via Anza Avenue on 10:00am and 2:00pm trips serving Charles Howard School.
- 9/17/68 46 tripper to Skyline High AM.
9/18/68 PM tripper Kings Estates School to Hansom & Shay
9/30/68 AM & PM service from Sequoyah & Mtn. to Montera Jr. High.
- 6/2/69 Terminal changed to Seminary & Foothill, headway 45 to 30 minutes, early and late trips cancelled, Saturday service 10.30a to 6.40p.
- 9/16/69 46A service AM extended from Skyline High to Montera Jr. High.
- 10/20/69 Route extended from Hanson & Shay to Skyline Blvd.
9/30/70 Loop at Skyline Blvd. changed to operate left on Skyline to 1st opening and return to Hansom.
- 6/6/71 Saturday service cancelled.
9/5/71 Last PM trip discontinued.
9/20/71 Trip added 82nd & MacArthur to Skyline High.
9/18/72 Service adjusted to meet new school hours.
9/27/72 New service 82nd & Foothill to King Jr. High.
9/26/73 46A - extra PM service added.
3/10/75 Service adjusted to provide hourly service by leg midday

ROUTE 47 - POWELL STREET-EMERYVILLE MARINA

MAJOR CHANGES SINCE 1/1/60

- 7/26/71 New service inaugurated Y.B. & San Pablo to
Emeryville Marina.
- 8/9/71 E.B. passengers on Christie St. will be allowed to
board a W.B. bus.
- 4/30/73 Combined with Rt.57 and operated as Rt.57M.

ROUTE 50 - DIAL-A-RIDE (RICHMOND)

MAJOR CHANGES SINCE 1/1/60

7/1/75	Senior citizen and handicapped fares with proper ID.
7/13/75	Last day of Sunday operation.
7/19/75	Last day of Saturday operation.
7/21/75	New scheduled hours 6.00a - 8.00p.
9/5/75	Last day of operation of Div.5.

ROUTE 51 - BERKELEY-OAKLAND-ALAMEDA VIA BROADWAY
58 - BERKELEY-OAKLAND-ALAMEDA VIA VERSAILLES

MAJOR CHANGES SINCE 1/1/60

- 4/1/63 Weekday peak adjustment. One less AM and 2 less PM coaches.
6/30/63 Sunday layover reduced - one less coach midday.
7/1/63 Weekday peak hour reduction - 1½ round trips AM and PM.
7/6/63 Saturday headway 7½ to 10 minutes.
9/10/63 Rt. 51C University Village service inaugurated. Weekdays three trips AM and PM.
11/21/63 Posey Tube reopened. One-way traffic each tube.
1/13/64 Posey Tube running time adjusted.
9/8/64 Rt. 51A change in Carlson, San Pablo loop via Lassen, Carlson, Fairmount, San Pablo.
2/15/65 SD.0 Rt. 51B - Anna Head School special service, Shattuck and Berkeley Way to Anna Head School. One trip AM and two trips PM. (Fridays PM - one trip).
6/14/65 Weekday headway PM adjusted - one less coach PM.
9/4/66 Rt. 51M - Weekdays, Saturdays and Sundays, Berkeley Marina Extension inaugurated.
3/4/68 Weekday afternoon and night running time adjusted (too slow).
6/2/68 Rt. 51M Berkeley Marina service extended .4 mile to Berkeley Pier. Early 6.30am and 8.30am trips added.
6/2/68 Weekday peak hour service adjusted to reflect patrons diverted by Rt. 35 Alameda Express service.
9/1/68 Route 51C adjusted to operate weekdays on school holidays. Route 51B adjusted Anna Head school hours.
9/8/69 Route 51B adjusted Anna Head School hours.
9/8/69 Route 51C rerouted to U.C. Village midday on a 30 minute headway. Route 51M to operate Standard as well as Daylight time. 51C supp. part of regular schedule--running time adjustment.
10/13/69 51A & 51C from northern terminals via San Pablo, R/Delaware, L/10th St., L/University to San Pablo.
11/8/69 51B - Anna Head PM service adjusted.
12/7/70 School Days - supplementary service added 40th & Broadway to 3rd & University.
2/18/71 7th & University trip to M.L. King High School.
6/6/71 Owl service extended to MacArthur & Broadway.
9/27/71 PM change due to new West Campus hours.
1/24/72 Rt. 51A to loop San Pablo, L/Fairmount, layover, R/Carbon, R/San Diego, R/San Pablo.
3/12/72 Three night trips extended to Marina Pier.
4/3/72 Early weekday Marina trip added.
5/17/72 Three AM Anna Head coaches from Berkeley.
6/5/72 AM trip added to Berkeley Marina.
7/11/72 51B - Third PM Anna Head coach added.
1/29/73 51A - service rerouted and extended to serve BART/North Berkeley and BART/El Cerrito Plaza.

ROUTE 51 - BERKELEY-OAKLAND-ALAMEDA VIA BROADWAY--2
 58 - BERKELEY-OAKLAND-ALAMEDA VIA VERSAILLES

MAJOR CHANGES SINCE 1/1/60 (Continued)

1/29/73 51C - midday service between U.C. Village and U.C. cancelled. Service extended to Gayley Rd. operating via University, Oxford, Hearst, Gayley, Bancroft, Shattuck to University, making same one-way loop AM & PM.

4/23/73 51B - AM terminal changed to University F.S. Shattuck in front of Drug store.

4/30/73 51A - running time adjustment between BART/Berkeley and BART/El Cerrito.

4/30/73 51C - AM & PM service added.

9/4/73 51B - schedule adjustment to meet Head Royce school hours.

10/15/73 51 - Tech High tripper extended to University & San Pablo.

2/6/73 51 - AM trip added & PM trip added.

2/19/74 51S - AM & PM service added to Head Royce.

3/4/74 51 - some trips extended to Marriott Inn.

6/17/74 51/58 - running time adjustment.

10/7/74 51 - PM trip extended to West Grand.

12/16/74 51/58 - AM adjustment in running time.

8/17/75 Supplemental service to UC Stadium

9/8/75 AM service adjustments

9/15/75 Head Royce supplementary AM service rerouted via Fulton, Dwight Way, Telegraph, Ashby. PM service via Ashby, Telegraph, Haste, Ellsworth.

9/20/75 UC Supplementary football service

11/10/75 AM service adjustments

11/19/75 Head Royce supplementary service rerouted via Oxford, Fulton, Durant, College, Ashby and regular route. PM service via Ashby, College, Bancroft & reg. route.

3/29/76 Schooldays. HEAD ROYCE SCHOOL - Reroute L/Durant, R/College, L/Ashby in am. Reverse route pm. (51B)

9/7/76 Schooldays. HEAD ROYCE SUPP. 7.57 am trip rerouted through BART/Rockridge, College & Broadway, Broadway Terrace to Head Royce School. Also return trips rerouted thru BART/Rockridge.(51B)

10/4/76 School Days. 51B. Head Royce Supplementary Service-Schedule F/18 am reroute L/MacArthur Blvd., L/Chetwood, L/Santa Clara, R/Oakland Ave and regular route.

12/6/76 Daily. Owl service curtailed.

3/7/77 School Days. Supplementary service West Campus to 10th & Broadway.

9/12/77 School Days. Tech High supplementary service cancelled with movement to Grove St.

ROUTE 51 - BERKELEY-OAKLAND-ALAMEDA VIA BROADWAY-- 3
58 - BERKELEY-OAKLAND-ALAMEDA VIA VERSAILLES

MAJOR CHANGES SINCE 1/1/60 (Continued From Route 51/51--2)

4/24/78 51B - School days. Head Royce Supplementary Service.
To pick up and discharge all local stops enroute.

ROUTE 53 - FRUITVALE AVENUE

MAJOR CHANGES SINCE 1/1/60

6/24/63 Weekday and Saturday basic from 30 to 20 minute headway.
12/8/69 Late PM trips cancelled.
9/5/71 Last 2 round trips discontinued.
9/11/72 Service route extended to BART/Fruitvale. Headway changed 12 min. peak, 15 min. midday and Saturday.
3/6/77 Sundays. - First 3 round trips and last 3 round trips cancelled.

ROUTE 54 - 38TH AVENUE-38TH AVENUE

MAJOR CHANGES SINCE 1/1/60

- 7/6/63 Night service restored on 35th Avenue.
3/7/66 Weekday basic headway changed from 20 to 30 min.
Saturday basic headway changed from 40 to 50 min.
(Refer to Sept. 6 for additional Rt. 54 headway
change.)
4/26/66 Return to regular route on 35th Avenue. (Detour due to
construction on 35th Avenue.)
9/6/66 Weekday 20 min. headway and Saturday 40 min. headway restored.
12/8/69 First AM trip cancelled and last two PM trips
cancelled.
6/1/70 Reroute MacArthur, R/Loma Vista, R/Quigley,
L/35th.
4/5/71 Weekday service extended to Merritt Hill Campus
as Rt.54M.
6/6/71 Early and late trips cancelled, weekday, Saturday
and Sunday.
9/11/72 Rerouted to serve BART/Fruitvale - 35th Ave. to 15
min. headway - 38th Ave. on 20 min. headway, weekday
35th Ave. and 38th Ave. to operate separately.
10/9/72 Loading stations at BART/Fruitvale changed--
coaches to Alameda on same side.
1/29/73 Southbound weekday trips extended from Mtn. &
Redwood instead of 35th & MacArthur.
7/15/73 Loop at 38th & MacArthur reversed to operate
via 38th Ave., L/MacArthur, L/Loma Vista,
L/Redding, R/38th Ave. and regular route.
12/5/76 Saturdays & Sundays. Some early & late trips discontinued.

ROUTE 55 - DUTTON AVENUE-DAVIS STREET-MULFORD GARDENS
55A- BART/SAN LEANDRO-ADAMS INDUSTRIAL PARK (COMMUTE HRS.
SHUTTLE ONLY)

MAJOR CHANGES SINCE 1/1/60

- 11/16/62 Extended to Marina Faire development in Mulford Gardens.
- 9/8/64 Weekday, midday and pm peak trips rerouted via Davis, Clarke St., W. Juana to E. 14th both directions (+one coach am and pm).
- 4/9/66 Saturday service extended to Marina Pier and also to operate via Clarke St. and W. Juana (Headway changed from 45 min. to hourly).
- 4/11/66 Weekday service extended to Marina Pier (Midday and certain pm peak trips.)
- 6/6/71 Davis St. last round trip cancelled
- 9/11/72 Rerouted to serve BART/San Leandro.
- 4/3/78 Rt. 55A - Weekdays. Created to take over the discontinued Rt. 60A.

ROUTE 56 - SEMINARY AVENUE - MOUNTAIN BLVD. - 90TH AVENUE

MAJOR CHANGES SINCE 1/1/60

10/3/60 Weekday Rt. 56A - Golf Links Rd. extension to Grass Valley School inaugurated.

9/11/63 SD.0 King Jr. High School trippers via Fontaine to School.

6/7/64 Nights and Sundays 30 minute headway changed to hourly.

9/8/64 Rt. 56A - Additional weekday, Grass Valley trips on School Days and four trips on School Holidays.

9/7/65 SD.0 King Jr. High special school trips to use new King Jr. High overpass instead of Keller on most trips.

12/4/67 Rt. 56C - New service, weekday peak hours only, from 90th Avenue and E. 14th via 85th Avenue, and Hegenberger Road to A.G.E. - Industrial Park Loop.

6/3/68 Rt. 56A Weekdays. 7:00 am trip from Grass Valley area added.

6/3/68 Rt. 56C Weekday commute hour service curtailed. To be operated by off-route trippers.

12/2/68 PM tripper added Kings Estates School to 90th & E.14th.

3/2/69 Running time adjustments AM

4/14/69 56C - from Hegenberger Rd., looping Collins Dr. at White Front Parking lot, Hegenberger Rd., San Leandro St., 66th Ave., Fenham, 64th Ave. to E.14th St. headway 45 minutes.

6/2/69 Running time adjustment.

6/2/69 56C - first and last trip cancelled.

9/8/69 56A - PM service added leaving Grass Valley School to 90th & E.14th.

3/1/70 Service route extended in Oakland Naval Hospital to Out-Patient clinic.

6/8/70 Coach added between 12 noon and 3.00pm to permit sufficient layover for recovery time.

6/8/70 56 Coliseum loop changed, Hegenberger Rd., Coliseum Way to roadway east of arena, to R/So. Mall, R/Perimeter Rd., L/Coliseum Way to Hegenberger both directions.

10/5/70 Route 81 to O'Dowd cancelled PM.

9/5/71 AM & PM trips discontinued.

9/5/71 56C midday discontinued.

3/3/72 PM service added O'Dowd--56-57 route.

9/11/72 Extended to serve BART/Coliseum from both 90th Ave. and Seminary Ave. 56C discontinued, replaced by Palo Vista special Tuesdays and Fridays.

9/18/72 56A - adjusted for new school hours.

9/27/72 56A - new service from 90th & E.14th to King Estates School.

11/1/72 Shuttle service between Division 4 gate & office building.

12/11/72 56S - 1 PM trip added leaving King Jr. High.

1/26/73 56S - 4 AM shuttle trips added between BART/Coliseum and Division 4.

ROUTE 56 - SEMINARY AVENUE - MOUNTAIN BLVD. - 90TH AVENUE--2

MAJOR CHANGES SINCE 1/1/60 (Continued)

1/2/74 56 - S.D. PM school trip added.
1/14/74 56 - BART/Coliseum reroute from 90th Ave. via San
Leandro St., R/69th, R/Snell to terminal. Returning
Snell, R/75th, L/San Leandro.
6/17/74 90th Ave. & E.14th turn back to loop 90th Ave.,
L/Holly, R/92nd, R/E.14th, R/90th to terminal.
3/10/75 2 trips cancelled
4/28/75 Bishop O'Dowd special service rerouted from Grand &
Broadway to leave College & Broadway, Broadway
Terr., Warren Freeway, Montclair, Warren Freeway,
McArthur Freeway, to Bishop O'Dowd AM & PM.
6/1/75 Running time adjustment between 90th & MacArthur
and Seminary.
9/8/75 D-4 to operate shuttle service.
12/7/75 Headway increased to 35 minutes Sat. & Sun.
3/6/77 Daily. Night service curtailed.
10/17/77 School Days. Supplementary Service O'Dowd High School-
Rerouted via Montclair District and Warren Freeway to
Bishop O'Dowd High, L/Monterey, Cross Lincoln to
Monterey, On ramp to Warren Freeway.

·ROUTE 57 - MACARTHUR BLVD-73RD AVE.
57C- MACARTHUR BLVD-73rd AVE.-COLISEUM

MAJOR CHANGES SINCE 1/1/60

- 10/1/61 Terminal at Adeline and Yerba Buena extended via right-of-way to San Pablo Avenue.
- 9/27/62 SD.0 Trip direct 73rd and E.14th to Castlemont in AM.
- 10/31/63 SD.0 Trip from Castlemont High to 73rd and E.14th in PM.
- 12/6/65 SD.0 additional trip leaving 73rd and E.14th at 8:10am to Castlemont High.
- 6/6/66 Weekdays and Saturdays basic midday headway changed from 15 to 20 minutes, also PM peak hour headway was adjusted.
- 9/4/66 Rt.57C - Weekdays, Saturdays and Sundays, Hegenberger Road extension inaugurated.
- 10/19/66 Rt.57A - An additional weekday PM trip leaving San Pablo and Yerba Buena at 4:49pm.
- 12/7/66 Rt.57C - Weekday, when there is night activity at the Oakland Coliseum Complex, a scheduled trip will leave the South Mall at 9:10pm.
- 3/6/67 Rt.57C - Nights (4) and Sunday AM (3) additional trips extended to Coliseum and industrial park to provide coverage from 7:48am to 12 midnight.
- 9/4/67 Rt.57C to loop Coliseum, Weekdays, Saturdays and Sundays from Hegenberger Loop - 12:00on to 12:00m. To Hegenberger loop - only one hour before activity starts.
- 12/3/67 Rt.57C Weekdays, Saturdays and Sunday service rerouted via 73rd Avenue, Hawley, 77th Avenue, Hegenberger Road.
- 3/4/68 Rt.57C - Weekday midday headway from 20 to 15 minute frequency
- 6/3/68 Rt.57C - Daily Coliseum loop to be observed in both direction by all trips 10:00am to midnight.
- 6/3/68 Saturday basic headway from 20 to 15 minute frequency.
- 9/8/69 Service route changed to operate on 75th Ave. between Spencer and San Leandro St. 3AM and 4 PM trips extended to Edgewater and Hassler.
- 6/8/70 Coliseum loop changed, Hegenberger Rd., Coliseum Way, to roadway East of arena, to R/So. Mall, R/Perimeter Rd., L/Coliseum Way to Hegenberger Rd. both directions.
- 9/6/70 Coliseum loop discontinued--used only under S.O.
- 11/5/70 Reroute E.B. via MacArthur, R/68th Ave., L/Foothill to MacArthur.
- 12/7/72 Hassler service extended to Oakland Corporation Yard.
- 9/11/72 Rerouted through BART/Coliseum to New Airport Terminal.
- 9/18/72 Additional PM service to Oakland Corporation Yard.
- 9/27/72 Additional service AM Lakeshore via 57 and 56 to O'Dowd.
- 10/17-20/72 57C - World Series service.
- 12/4/72 2 PM school trips added.
- 12/4/72 Trip arr. Hegenberger & Leet 8.21a extended to North Airport freight terminal.

(Continued on Route 57 - page 2)

ROUTE 57 - MACARTHUR BLVD.-73RD AVE.---2
ROUTE 57C- MACARTHUR BLVD.-73RD AVE.-COLISEUM

MAJOR CHANGES SINCE 1/1/60 (Continued)

1/28/73 Service extended to Ashby & San Pablo via regular route and San Pablo, Ashby, Folger, 7th St., Ashby to San Pablo. Returning via San Pablo, R/Yerba Buena, "U" loop, returning via Yerba Buena, 40th and regular route.

4/30/73 Rt.57 consolidated with Rt.47 and operated as Rt.57M.

4/30/73 Trips to Old Airport to reverse loop.

4/30/73 Service route changed via 73rd Ave., Hegenberger Express Way, R/Hamilton, L/73rd, R/Spencer, L/71st, L/Snell and regular route. Return via Airport Dr., L/Doolittle, R/Hegenberger and regular route to 73rd Ave., then via 73rd, R/Hamilton, L/Hegenberger Express Way to 73rd and regular route.

10/8/73 North Airport extension rerouted from Hegenberger & Leet via Hegenberger, Airport Dr., Earhart, Grumman to Lockheed. Return Lockheed, Benson, Earhart, DeHaviland, Doolittle, Hegenberger to Leet.

3/4/74 AM trip added

5/1/74 Change in Airport layover zone.

6/22/74 Saturday & Sunday service to Emeryville Marina is operated by alternate schedules.

9/23/74 Castlemont school trip to cover off route on bridge cancellation.

10/15-17/74 World Series

3/24/75 Weekday SD AM service adjustments

9/8/75 AM service adjustments

7/1/77 Daily. Airport Shuttle - Air-BART, closed door operation from Airport Terminal to BART/Coliseum, operated by the Port Authority on demand. Fare 50¢

9/12/77 School Days. Tech High supplementary trips cancelled.

ROUTE 59/76 - BROADWAY TERRACE-MONTCLAIR
59C

MAJOR CHANGES SINCE 1/1/60

- 3/6/61 Extended to Jack London Square.
8/21/61 Weekday Rt. 59C - Rt. 60 Upper Broadway Terrace service inaugurated.
7/6/63 Saturday service extended from 41st and Piedmont to Jack London Square.
6/8/64 Rt. 59C - Upper Broadway Terrace Line. Midday service curtailed (Formerly Rt. 60 Upper Broadway Terrace).
9/8/64 Rt. 59C SD.O - rerouted via Mt. Blvd., Caldwell, Pinewood for special Glen Arms to Thornhill School off route service trips.
(return from Thornhill School no change.)
9/28/64 Rt. 59C Weekday pm trips to Glen Arms extended, via Mt. Blvd., Caldwell, Pinewood, etc.

12/1/68 Night and Sunday service consolidated with Rt.12
6/2/69 Montclair legs consolidated by alternating loops, running time adjustments, early AM trips cancelled.
6/9/69 59C - route extended Upper Broadway Terrace, via Broadway Terrace, Skyline to turn around area, make "U" turn returning Skyline to Broadway Terrace. Pineneedle loop discontinued.
10/5/70 Reschedule 59C midday for Thornhill school hours change.
6/6/71 Weekdays first trip cancelled. Seven days a week 10.27pm cancelled.
9/5/71 Holy Names schedules adjusted to new school hours.
9/18/72 59C adjusted for new school hours.
9/18/72 59Supp - Holy Names school hours changed.
10/10/74 59Supp - Holy Names school hours changed.
5/5/75 Reroute NB, operate regular route via Broadway, 29th, Summit, Central, Webster, Hawthorne to Broadway and regular route. SB regular route to 41st & Piedmont, Broadway, Hawthorne, Webster, Central, Summit, 29th, Broadway and regular route.

7/7/75 Running time adjustments
10/6/75 Holy Names High supplementary service changed, school hours changed.
10/20/75 59C, AM trips adjusted to connecte with Rt.37 for Merritt College.
12/17/75 Weekdays. Montclair - Reroute via 29th St and Summit (Pill Hill) in both directions.
3/6/77 Daily. Last trips leaving 41st and Piedmont 9.27 pm and Moraga and Medau 10.09pm cancelled.

ROUTE 60 - EAST 14TH STREET-MISSION BOULEVARD

MAJOR CHANGES SINCE 1/1/60

9/11/72 Connector service to replace Rt.30 serves BART/
Hayward, BART/Bayfair and BART/San Leandro.
9/4/73 E.B. trips rerouted to operate via San Leandro St.,
W.Juana, L/Clarke, R/Davis, R/E.14th St. and
regular route. Returning via Coelho, L/Mooney,
R/Bay Fair Dr., R/E.14th and regular route.
4/22/74 AM & PM service extended to Adams & Whitney.
4/3/78 Rt. 60 & 60A Discontinued. Route 60 consolidated
with Rt. 82 to serve BART/San Leandro and BART/Bay Fair
stations. Rt. 60A operated as Rt. 55-A.

ROUTE 62A - BART/BAY FAIR-HESPERIAN BLVD.

MAJOR CHANGES SINCE 1/1/60

- 9/11/72 Peak hour connector service from "A" & Hesperian to
BART/Bayfair.
- 9/8/76 BART/Bayfair Hesperian - Weekdays: Discontinued - con-
solidated with Rt. 93A.

ROUTE 63 - SOUTH SHORE-BAY FARM ISLAND

MAJOR CHANGES SINCE 1/1/60

- 5/10/62 Service inaugurated Bay Farm Island to South Shore, Ala., via Park St. and Santa Clara Avenue.
- 12/7/64 Weekday eliminate 7:28 am trip from Bay Farm Island. Saturday cut first round trip.
- 9/7/65 Reroute through Alameda connecting Park and Santa Clara, South Shore and Webster and Lincoln Shopping Centers, (Weekday and Saturday.)
- 12/4/67 Make terminal loop via County Rd. and McCartney Drive to Melrose Avenue to serve developed area at south end of County Road.
- 9/1/68 Bay Farm Island service from 60 to 30 minute headway.
- 12/2/68 Service extended from McCartney & County Rd. to McCartney & Verdermar.
- 10/19/70 Early AM trip added.
- 10/26/70 Mid PM service change
- 11/6/72 Service loop extended from Santa Clara & 5th St., via Santa Clara, 3rd, Pacific, Marshall, Lincoln to Webster.
- 6/17/74 PM trip extended to Verdermar.
- 6/2/75 2 PM trips adjusted.
2 PM trips cancelled.
- 11/3/75 2 PM SD trips to operate via Santa Clara, Lincoln, Central to Encinal High leaving via Central, 3rd and regular route.
- 3/7/77 Weekdays. Last trip leaving Lincoln and Webster 6.51 pm to Park and S. Clara Cancelled.
- 3/7/77 Saturdays. 6.45 am and 7.19 am trips to Lincoln and Webster cancelled. 7.19 am and 7.49 am trips from Lincoln and Webster to Park and Santa Clara Cancelled.
- 4/3/78 Weekdays/Saturdays. Transferred from Div. 2 to Div. 4.
- 4/24/78 Weekdays & Saturdays. All turn in from Park and Santa Clara change to L/Broadway from L/Park.

ROUTE 64 - 23RD AVE.-SAN JOSE AVE.-NAVAL AIR STATION

MAJOR CHANGES SINCE 1/1/60

- 11/21/61 Terminal loop reroute-via Excelsior. Randolph, MacArthur.
8/3/64 Reroute via E.12th St., 22nd Ave. overpass (new) to 23rd Ave.
9/5/65 Weekday, Saturday and Sunday rerouted via Main, Atlantic,
Webster, also routed through South Shore Shopping Center,
Weekday nights. Peak trips extended into N.A.S.
3/11/67 Saturday Night service extended into South Shore.
12/3/67 Extended Sunday service via South Shore on 35 min. headway,
making a standard seven day week schedule.
- 3/3/69 Early AM schedule extended through shopping center.
9/8/69 PM schedules adjusted for St. Joseph's & Notre Dame.
10/12/70 PM schedules adjusted for Encinal High.
9/11/72 Rerouted to serve BART/Fruitvale.
11/24/72 Night trips extended to BART/Fruitvale Stn. to
10.30pm.
9/14/73 S.D. PM schedule adjustment.
12/2/73 First 2 round trips routed through So. Shore
Shopping Center (Sundays).
3/10/75 PM trip adjusted for Rt.54 connection.
11/28/75 Night service scheduled through BART Fruitvale
with beginning of BART night service.
3/6 /77 Daily. Last round trip leaving Randolph and MacArthur
1213 am cancelled.
11/19/77 Saturdays. Rerouted through BART/Fruitvale on Saturdays.
7/2/78 Sundays. To operate through BART/Fruitvale.

ROUTE 65 - DWIGHT WAY-ASHBY AVENUE

MAJOR CHANGES SINCE 1/1/60

- 12/5/66 Weekdays and Saturday consolidation of Routes 74 Ashby and 65 Dwight Way under Route 65 designation. The routes were combined via Claremont Blvd., Etc., also a further extension by means of a short leg from Dwight Way into Downtown Berkeley via Shattuck Center Street, Milvia. The Heinz loop was abandoned on the Ashby leg, turn back is at San Pablo Avenue.
- 9/8/70 Bentley School service started.
- 1/29/73 Service rerouted and extended to BART/Ashby & BART/No. Berkeley.
- 3/11/74 3 AM & 1 PM trip extended via L/4th, L/Parker, L/7th to Channing Way. 4 PM trips leaving 6th & Channing via L/4th, L/Parker, L/7th to Cutter Lab.
- 12/2/74 PM S.D. trip added.
- 10/16/76 Weekday/Saturday. Cutter Lab. trips discontinued.

ROUTE 66 - SAN LORENZO-FLORESTA GARDENS-SAN LEANDRO/BART-COLISEUM/BART

MAJOR CHANGES SINCE 1/1/60

- 9/11/72 New connector service from San Lorenzo to BART/
San Leandro via Alvarado St.
- 3/4/74 Service extended from BART/San Leandro via
R/Estudillo, L/E.94th, R/105th, R/San Leandro,
to BART/Coliseum via L/69th to Snell. Leave Snell
R/75th & service route.
- 6/17/74 Schedule adjusted to provide additional trip to
and from BART/Coliseum.
- 6/2/75 Running time adjustment BART Coliseum to 98th &
San Leandro.

ROUTE 67 - SPRUCE STREET-COLUSA AVENUE

MAJOR CHANGES SINCE 1/1/60

- 9/21/64 Portola School at 3:25 pm, El Cerrito High 3:30 pm, to Beloit and Purdue via lower Arlington (trip added).
- 3/6/66 Weekday, Saturday, Sunday am time adjustment and early trips cancelled. PM hourly headway after 9:00 pm.
- 9/10/68 Schedule adjust on 67S - new hours El Cerrito High.
9/30/68 PM trip added El Cerrito High via Rt.68 & 7.
6/2/69 Southbound trips rerouted, Richmond Ave., Central, Liberty, to Fairmount.
- 9/8/69 67S - Portola school hours changed.
9/29/69 67S - PM Portola Rt.68 & 7 trips cancelled.
10/29/69 67S - Carlson & San Pablo AM trip to Portola added.
1/29/70 67S - AM change Portola school hours changed. Beloit to Portola and Carlson & San Pablo to Portola cancelled.
- 9/8/70 67S schedules changed for El Cerrito and Portola boundry changes.
- 9/16/70 Readjustment of school schedules due to new school hours and boundries.
- 10/26/70 67S El Cerrito 68 trip PM to Marin Circle cancelled. New 78 route trip to 10th & Macdonald added.
- 3/7/71 Night schedules adjusted to make better Rt.F connections.
- 12/6/71 Portola PM trippers extended to 14th & Cutting.
9/6/72 67S - adjusted to new school hours.
9/18/72 67S - Portola trip added PM to 14th & Cutting.
1/28/73 Service rerouted to serve BART/Berkeley and BART/El Cerrito Plaza.
- 2/26/73 67S - PM Portola trip added.
9/4/73 Service adjusted to meet new school hours.
10/8/73 67S - extra PM trip added.
9/5/74 67S - school hours changed.
1/13/75 67/78, AM trip added to El Cerrito High
1/30/75 67, Hat checks discontinued. Visual identification only.
- 9/8/75 Schedule adjustments for connection with Rt.F.
12/8/75 67/78, adjustment of night scheduled for new Parchester Village loop.
- 10/13/75 PM service adjusted El Cerrito High/Portola Jr. High.
- 4/19/76 67/8 Schooldays. El Cerrito High-Portola Jr. High- Supplementary Service from 15th and Cutting.
- 3/6/77 Sun. Am trips cancelled leaving Stockton 7.49 am; Beloit 7.06 am and PM trip cancelled leaving Stockton 10.51 pm, Sundays.
- 3/6/77 Weekdays. Trip leaving Purdue 5.47 am to Stockton and S.P. 6.22 am cancelled.

ROUTE 67 - SPRUCE STREET-COLUSA AVENUE---2

MAJOR CHANGES SINCE 1/1/60 (Continued)

ROUTE 68 - GARVIN-BARRETT-NAVELLIER

MAJOR CHANGES SINCE 1/1/60

- 10/24/60 Extended to Olive and Arlington on north end and to El Cerrito Plaza at Fairmount and San Pablo on South end.
- 5/15/61 Terminal loop changed at El Cerrito Plaza.
- 3/11/63 Rerouted, 20th, Gaynor, 24th.
- 9/3/63 Weekday and Saturday midday from 30 to 40 minute headway.
Extended on Saturday to Olive and Arlington.
- 2/24/64 Reroute via 43rd between Barrett and Roosevelt.
- 9/8/64 Rerouted on Ashbury between Stockton and Fairmount and Carlson-San Pablo loop changed via Fairmount to Carlson, to San Pablo.
- 9/21/64 SD.0 Portola School 3:05pm trip to Cutting and 4:00pm trip to Beloit and Purdue via Upper Arlington.
- 3/15/65 Weekday and Saturday service after 6:30pm discontinued.
- 9/12/66 SD.0 - Special service inaugurated for Adams Jr. High students to and from the ElMonte Grammar School area (Cutting Blvd.)
- 9/16/68 68s - PM trip added to Carlson & Cutting
- 1/29/69 68s - Adjustment PM schedules change in school hours.
- 3/3/69 68 - Early AM and late PM trips curtailed.
- 3/17/69 68s - One AM and 2 PM trips extended to 23rd & Cutting.
- 6/2/69 Rerouted to operate 41st in both directions between Roosevelt and Macdonald.
- 9/15/69 AM & PM service added via Rt.7 to Adams school.
- 9/17/69 PM schedule added Adams to 23rd & Cutting.
- 1/5/70 Reroute, Rheem, 23rd, Gaynor, 20th St., Pennsylvania, 19th, Barrett, 10th St. in both directions.
- 3/2/70 Reroute - Garvin, 23rd, Gaynor, Pennsylvania, 19th, Barrett in both directions. Change due to BART Station.
- 3/2/70 68s - PM schedules adjusted earlier.
- 9/8/70 Adams school schedules changed - boundry changes.
- 9/5/71 Running time adjusted all day.
- 4/13/72 PM - Adams to Beloit and to the Circle consolidated into one trip.
- 5/15/72 68s - AM service from Circle to Adams--one trip cancelled. AM service from Cutting to Adams switched to Portola.
- 9/25/72 68s - Adams school service added from The Circle in AM & PM.
- 1/29/73 Service rerouted to serve BART/El Cerrito, BART/Del Norte and BART/Richmond.
- 2/20/73 PM trip added from BART/El Cerrito Plaza to BART/Del Norte.
- 3/12/73 Rt.68/7 AM cancelled.
- 4/30/73 Running time adjustment.
- 7/2/73 AM trip added from BART/Del Norte.
- 9/4/73 Service adjusted to meet new school hours.
- 1/28/74 68s - reroute AM Adams Jr. High service via Bay Bridge, Eastshore Frwy., Potrero off-ramp, 52nd, L/State, R/So. 49th, L/Wall, L/41st, R/Cutting,

ROUTE 68 - GARVIN-BARRETT-NAVELLIER--2

MAJOR CHANGES SINCE 1/1/60 (Continued)

1/30/75 Hat checks discontinued. Visual identification only.

7/15/75 Weekday, Sat, new headsigns

9/30/75 Route change NB via Roosevelt, 22nd, Macdonald.
SB x no change.

3/8/76 GARVIN-BARRETT-NAVELLIER Reroute Ashbury, Moeser Lane, Navellier.

8/30/76 Barrett-Garvin-Navallier - Detour via Barrett to 8th St.,
(Wkdy, Sat.) MacDonald; Ret. via MacDonald, 8th St., Barrett Ave.

ROUTE 69 - 6TH STREET-CHESLEY AVENUE
ROUTE 69A- EL SOBRANTE-23RD ST. (Via HILLTOP)
ROUTE 69B- EL SOBRANTE-23RD (Via MAY ROAD)

MAJOR CHANGES SINCE 1/1/60

- 10/24/60 Rt.69A extended to El Sobrante-Manor and Hilltop Road.
Rt.69B extended to El Sobrante-Valley View and May Road.
- 4/6/61 Rt.69B Terminal layover changed to Dam Road and Rd.#20.
- 7/10/61 Rt.69A and 69B consolidated in El Sobrante.
- 8/19/62 Extended nights and Sundays via San Pablo, Broadway, Rd.#20,
Church Lane, Market St., to 23rd St. (Loop shopping center.)
- 11/26/62 Weekday Rt.69A rerouted to serve Contra Costa Jr. College.
- 3/11/63 Rerouted, 6th, Ripley, 7th.
- 10/13/63 Extension from Chesley and Cherry to 3rd and Market.
- 6/8/64 Weekday, midday headway changed from 20 to 30 minutes.
- 12/7/64 Weekday start (3) AM trips out early from San Pablo area to
provide additional service to Downtown Richmond.
- 3/15/65 Weekday night service after 10:00pm, changed from 15 to 20
minutes headway to Chesley and Cherry only.
- 7/1/65 Rerouted via Chesley, 6th, Silver, in both directions.
- 10/18/65 SD.0 two morning and two afternoon trips extended via Loma Linda
to Juan Crespi School.
- 3/6/66 Weekday, Saturday and Sunday night service, last two trips
cancelled. Saturday - early AM trip to 6th St. cancelled.
Sunday, first two early AM trips cancelled.
- 6/6/66 Weekday Rt.69A - rerouted to Contra Costa Jr. College via Broad-
way, Mission Bell to Entrance Plaza of College - both directions.
- 9/15/66 SD.0 - AM shuttle from 3rd and Market to Helms Jr. High via
Chesley Street. (Discontinued September, 1967).
- 3/28/67 Rt.69A reroute Juan Crespi School trippers via Allview, Loma
Linda, Manor.
- 10/16/68 69 AM trip from Church Lane & Rd. 20 to Richmond High
extended to Hilltop & U.S.40 and to serve Richmond
South Campus. (69A)
- 11/12/68 PM trip added Juan Crespi to 3rd & Market via 69A
- 12/13/68 AM S.D. trip added from Chesley & Cherry, 3rd &
Market, Market, 23rd, San Pablo to Helms Jr. High.
AM S.D. trip 23rd & Cutting via 78 - 69B to
Juan Crespi.
- 9/8/69 Juan Crespi school hours changed.
- 9/17/69 AM & PM 69 trips to Juan Crespi cancelled.
- 9/18/69 AM - 3rd & Market trip to Contra Costa College.
- 10/3/69 PM trip Richmond South Campus to Parchester cancelled. (69s)
- 10/27/69 AM & PM school trip Helms to 3rd & Market via short (69s)
route added.
- 3/1/70 Last PM trip to El Portal discontinued.
- 3/2/70 Service reroute via Rollingwood in both directions.
- 8/19/70 Detour Filbert, Gertrude, Kelsey, Chesley in both
directions.
- 9/8/70 AM & PM 69B trip added to DeAnza High. New Richmond (69A)
High school open - boundry changes. Additional
AM & PM service 69A to Juan Crespi.
- 9/16/70 Readjustment of school schedules due to new school (69s)
hours and boundries.

ROUTE 69 - 6TH STREET-CHESLEY AVENUE-----2
ROUTE 69A- EL SOBRANTE-23RD ST. (Via HILLTOP)
ROUTE 69B- EL SOBRANTE-23RD (Via MAY ROAD)

MAJOR CHANGES SINCE 1/1/60 (Continued)

12/6/70 Sundays - to operate Mission Bell, into Contra Costa Jr. College between 10.00am and 6.00pm.
1/18/71 Service from LeRoy Heights to Richmond High School.
1/18/71 Schedules adjusted AM to separate 3rd & Market and 10th & Macdonald students to Helms Jr. High.
9/5/71 Running time adjustment.
9/20/71 Early 3rd & Market to Contra Costa college added.
11/6/72 69B - 1 PM school trip added.
1/29/73 69, 69A, 69B - service rerouted to serve BART/Richmond Station.
4/29/73 69 - trip arriving BART/Richmond 9.46pm adjusted to operate direct to 3rd & Market and return to Richmond Station for layover.
9/4/73 69 - 1 AM & 1 PM trip rerouted to serve Chevron Chemical Plant.
6/17/74 AM trip added
10/17/74 Terminal changed to Market & 5th.
2/18/75 69, school day running time adjustment.
3/17/75 69, reroute from Filbert, Chesley and regular route.
9/15/75 69, Helms Jr. High hours changed. Service adjusted AM & PM.
9/30/75 PM service adjusted.
9/30/75 69, route change SB via 23rd, 22nd crossover, 22nd, Macdonald and regular route. NB no change.
11/28/75 69, night service through BART Richmond changed to connect with BART night service and rescheduled Rt.72.
4/26/76 69A El Sobrante. Reroute via Shane, Groom & Moyers.
4/26/76 69. PM incident No. Richmond at 7th & Willard. Service turned back at 5th and Macdonald.
9/2/76 69A Weekdays. El Sobrante rerouted to serve Hilltop Shopping Center.

ROUTE 69 - 7TH STREET-CHESLEY AVENUE-----3
ROUTE 69A- EL SOBRANTE-23RD ST. (Via HILLTOP)
ROUTE 69B- EL SOBRANTE-23RD (Via MAY ROAD)

MAJOR CHANGES SINCE 1/1/60 (Continued from Route 69/69A/69B--2)

9/4/76 Saturdays. El Sobrante-Chesley-23rd St. - Hilltop
 Shopping Center. (69s)

9/7/76 69S. Schooldays. El Sobrante 23rd St. Chesley Ave. -
 School trips to and from Parchester Village and Helms
 Jr. High routed through Parchester Village.

3/6/77 Rt. 69. Sat/Sun. 23rd St.-Chesley - Some early
 and late trips cancelled.

ROUTE 70 - HILLTOP CENTER-BART/DEL NORTE-BART/EL CERRITO

MAJOR CHANGES SINCE 1/1/60

11/26/62 Weekday service inaugurated LeRoy Heights to San Pablo and Macdonald.

12/7/64 Partial cancellation of first and last trip--start and terminate at Jr. College. (Also time adjusted).

6/6/66 Rerouted to Contra Costa Jr. College via Broadway, Mission Bell to Entrance Plaza of College - both directions.

1/18/71 Service from LeRoy Heights to Richmond High School.

3/24/71 Extra pm trip Contra Costa College.

9/5/71 Running time adjustment.

1/29/73 Service rerouted and extended to serve BART/DEL NORTE. Service extended to operate on Saturday.

12/3/73 Service inaugurated to Whitecliff Village to Groom & Shane via College Ln., San Pablo, Lancaster-Aberdeen-Lancaster, Birmingham, Groom & Shane. Return Shane, Birmingham, Lancaster-Aberdeen-Lancaster, Del Camino to College Lane.

1/30/75 Hat checks discontinued. Visual identification only.

6/9/75 pm service adjustment.

9/15/75 Helms Jr. High and Richmond High hours changed. PM service adjusted.

9//2/76 Line 70/70A Weekdays. Leroy Heights - rerouted to serve Hilltop Shopping Center.

9/4/76 70-70A Saturdays. Leroy Heights - Hilltop Shopping Center Service.

ROUTE 71 - SHERWOOD FOREST-DE ANZA AND JUAN CRESPI SCHOOLS

MAJOR CHANGES SINCE 1/1/60

- 9/12/66 SD.0 - Sherwood Forest area service to De Anza High and Juan Crespi Jr. High inaugurated.
- 12/5/66 SherwoodForest, rerouted via Valley View Road in lieu of Dam Road and May Road
- 9/8/69 Juan Crespi school hours changed.

ROUTE 72 - OAKLAND-RICHMOND-SAN PABLO AVENUE

MAJOR CHANGES SINCE 1/1/60

- 12/2/63 Weekday peak - one less 72M and 72P in AM and PM peak (Route 31 inaugurated).
- 6/8/64 Weekday, midday and Saturday basic headway changed from 8 to 10 minutes.
- 3/15/65 Weekday night service after 10:00pm changed from 15 to 20 minute headway.
- 9/7/65 Weekday extended trips (two each peak) to Chevron Research Bldg. at Standard and Marina.
- 6/11/66 Saturday, extended trip leaving 21st and Macdonald at 3:56pm to Willamette Shipyard 4:13pm. (replace Rt. "L" trip).
- 9/19/68 Extra PM coach from Presentation High to Richmond.
- 9/19/69 PM coaches from Presentation High adjusted.
- 9/29/69 PM service to Park Place
- 2/5/70 Reroute N.B. only Jefferson, via 11th, Clay, 16th, San Pablo.
- 2/24/70 AM school trip Park Pl. to Harry Ells added.
- 9/8/70 AM 2 trips added - one Park Place to Harry Ells, Rt.78 - 10th & Cutting to Harry Ells.
- 10/19/70 Early 73 trip from Oakland cancelled.
- 8/1/71 Turn around loop to operate Macdonald, R/6th, L/Nevin, L/5th to Macdonald - layover nearside Macdonald.
- 11/12/72 Point Richmond loop via Garrard, Cutting, West Richmond, Park Place, Washington, Standard, Railroad, to terminal. Return Railroad, West Richmond, Garrard.
- 3/5/72 New layover 7th at Cedar.
- 3/12/72 Schedules adjusted to new terminal Point Richmond.
- 7/24/72 Industrial Blind school moved from Gilman and 10th to Park Ave.
- 1/29/73 72M/72P - service rerouted through BART/Richmond to serve BART/Del Norte, nights, Saturdays & Sundays.
- 1/29/73 72C - AM & PM shuttle trips extended to BART/Del Norte.
- 1/29/73 72B - 2 additional coaches in peak hours.
- 1/12/73 PM service adjusted to allow 1 additional trip to be extended to Point Richmond.
- 4/30/73 72B - trips between 23rd & Macdonald and BART/El Cerrito discontinued.
- 7/2/73 Trip leaving Railroad Ave. at 4.54am rerouted through BART/El Cerrito Station.
- 9/19/73 Rts. 83 & 72 to operate via 8th, Union, L/7th and regular route.
- 11/23/73 Service extended to 10.00 to cover BART holiday service.
- 2/13/74 Route change S.B. - San Pablo, L/20th, R/Telegraph, Broadway, R/12th, L/Washington, L/11th to terminal. N.B. 11th St., L/Broadway, L/Telegraph, L/20th, R/San Pablo and regular route.
- 3/4/74 Running time adjustment.

ROUTE 72 - OAKLAND-RICHMOND-SAN PABLO AVENUE--2

MAJOR CHANGES SINCE 1/1/60 (Continued)

5/1/74 Layover on Bay St. (F.S.) before making loop.
5/1/74 S.B. - operate via Broadway, R/10th, R/Clay, R/11th
St. to terminal.
6/17/74 Schedule adjustment - additional time for reroute
Oakland CBD loop.
3/10/75 3 AM & PM trips extended to Chevron Research
Lab.
6/2/75 Owl trips from 7th & Bay set up 2 minutes for
connection at 14th & Broadway.
9/30/75 72P, rerouted via Macdonald, 22nd, Carlson.
EB no change.
11/3/75 Mon-Sat, AM service Willamette Shipyard to
Oakland new service.
11/28/75 Night service rescheduled through BART El
Cerrito and BART Richmond, extended from present
schedule until 1.30a to cover last train.
3/24/75 4 AM schedules extended to 5th & Macdonald.
5/8/77 Daily. Terminal layover on Railroad Ave. farside of
Standard Ave. moved to W. Cutting nearside of railroad cro
9/12/77 Daily. Richmond and Cutting Time Point replaced
Railroad Ave. layover. Wk. running time adjustment.
10/30/77 Daily. Rerouted through the BART/Richmond
Station in both directions, except owl
schedules.
11/20/77 Sundays. Balance of schedule rerouted through
BART/Richmond on Sundays.
4/3/78 72C. Weekdays. Cutting Blvd. - Layover changes to
West Cutting and Garrad.
6/4/78 Daily. Reroute loop L/6th, R/Bissell, R/5th to Macdonald.

ROUTE 78 - CARLSON BLVD. - 12TH ST-PARCHESTER VILLAGE
78A- CARLSON BLVD.-RHEEM AVENUE

MAJOR CHANGES SINCE 1/1/60

- 10/23/60 Extended to Parchester Village.
3/6/61 Parchester Loop rerouted via Giant, Griffin, Collins, to John.
4/13/63 Sunday early AM -- partial trip discontinued.
9/6/64 Southbound loop via Carlson, Fairmount to San Pablo.
3/5/65 Rerouted Carlson, S.47th, Berk, S.49th, Cutting, both directions.
7/12/65 Rerouted via 11th, Stanton, Giant (Northbound only).
3/6/66 Weekday, Saturday and Sunday night service, last couple of trips cancelled: off-peak service, Brookside Hospital Loop reversed via Rheem, San Pablo, Vale Road. Weekday early AM, one round trip cancelled. Saturday early AM adjusted and approximately two trips cancelled. Sunday, early AM two trips cancelled.
6/6/66 Weekdays, Saturdays Basic midday headway changed from 20 to 30 minutes, also PM peak hour headway was adjusted.
7/8/68 Reroute Carlson, Bay View, Hartnett, Carlson, both directions.
7/29/68 1 AM & PM trip extended to Bethlehem Steel.
9/1/68 Schedule adjustment to connect with Parchester coach at 13th & Rheem.
9/8/68 AM & PM service added to Adams school.
10/28/68 Bethlehem Steel service cancelled.
12/13/68 AM & PM Parchester Village to Helms trip cancelled.
2/5/69 All Helms to Parchester Village service cancelled
9/15/69 2 AM S.D. schedules 23rd & Cutting to Portola cancelled.
9/17/69 2 PM S.D. schedules to 23rd & Cutting from Portola cancelled.
9/19/69 AM trip Parchester Village to 10th & MacDonald S.D.
9/29/69 23rd & Cutting AM trip to Portola Cancelled.
10/13/69 4.00pm Portola trip rescheduled.
11/3/69 Parchester Village to Helms Jr. High back in service. Trip leaving 8.10am to 10th & Macdonald cancelled.
11/4/69 AM Parchester to Helms Jr. High schedules adjusted.
12/8/69 Minor schedule adjustments midday for improved connections at 13th & Rheem.
3/1/70 Last trip to Brookside Hospital discontinued.
9/8/70 Kennedy school service changed due to boundary changes.
9/8/70 New service to Downer Jr. High.
9/16/70 Readjustment of school schedules due to new school hours and boundaries.
9/28/70 Downer Jr. High AM & PM coach shifted to Park Place from 10th & Cutting.
10/14/70 AM & PM Downer schedules changed due to school hour change.
4/12/71 Downer trip to Wilson & Macdonald cancelled.
9/23/71 AM trip 10th & MacDonald to Downer School added.
10/12/71 Carlson AM trip to Adams High switched to Portola.

ROUTE 78 - CARLSON BLVD. - 12TH ST-PARCHESTER VILLAGE --2
78A- CARLSON BLVD.-RHEEM AVENUE

MAJOR CHANGES SINCE 1/1/60 (Continued)

9/18/72 AM school trippers to Downer Jr. High adjusted.
1/29/73 Service rerouted and extended to serve BART/El Cerrito Plaza, BART/Del Norte, BART/Richmond.
1/29/73 78A - line terminates at Brookside Hospital.
Rt.70 extension to replace San Pablo extension to Macdonald weekday peak hours.
2/26/73 78s - PM Portola trip added
3/12/73 1 PM school trip added.
4/2/73 AM school trip added.
9/6/73 78/1 trip arr. BART/El Cerrito at 7.34am, extended on S.D. to operate via Fairmont, Ashbury, Stockton, Richmond, Central to BART/El Cerrito.
10/8/73 Extra PM school trip added.
11/23/73 BART service extended to 10.00pm.
9/5/74 78s - school hours changed.
1/30/75 Hat checks discontinued. Visual identification only.
3/10/75 Running time adjustment AM SD and SH.
6/2/75 PM trip adjusted to connect with Rt. L-1A
12/8/75 Weekday, Sat, terminal loop extended through Parchester Village.
8/30/76 Carlson, 13th St., Rheem - Detour via 10th St., Bissel 8th R/MacDonald. Ret. 10th St., Barrett, 8th St.,McDonald Saturdays. Trip leaving BART/Del Norte 7.00 am to Carlson and from Carlson 7.18am to BART/Richmond 16th St. 7.39 pm cancelled. 6.48 am trip from Del Norte Station to Richmond and Olive Ave. to BART/Del Norte 7.35 am Cancelled.
3/6/77 Sat./Sun. Carlson-13th St. Some early & late Rt. 78 trips cancelled
9/12/77 Weekdays/Saturdays. Point Pinole park service added to Parchester service.
11/19/77 Saturdays. Richmond. Rerouted through BART/Richmond on Saturdays. Rerouted approximately 6.35pm to 1.00am through BART/El Cerrito Plaza station

ROUTE 79 - HIGH STREET-BAY FARM ISLAND

MAJOR CHANGES SINCE 1/1/60

- 7/6/63 Night service from 40/50 to 30 minute headway.
5/4/64 Northern Terminal loop changed - Buell to Frontage Road. to
Tompkins; Mt. and Belfast through trips will operate via
Frontage Road to Mt. Blvd.
9/8/64 Extended to Belfast and Mt. Blvd. weekdays, Saturday to
8:30pm, also all weekday midday trips operate to Park and Santa
Clara via Fernside, Versailles, Santa Clara to Broadway, Central,
Oak, Santa Clara to Park and return Santa Clara, Versailles,
Fernside (From 8:40am to 2:50pm).
12/4/67 Make terminal loop via County Road and Mecartney Drive to Melrose
Avenue to serve developed area at South end of County Road.
3/31/69 2 AM trips extended to Verdermar & McCartney
12/8/69 Early AM and late night trips cancelled.
6/6/71 Weekdays last four trips cancelled.
Saturday and Sunday all trips after 8.30pm cancelled.
Saturday service between E.14th & Alameda cancelled.
9/11/72 Service discontinued from Park & Santa Clara--
connects Alameda and Mtn. & Belfast with BART/
Fruitvale. 20 minute peak, 30 minutes midday.
10/9/72 Loading stations changed. At BART/Fruitvale
coaches to Alameda on same side.
9/29/75 PM trip to wait Jackson & High for students from
St. Phillip Neri School.
3/12/77 Saturdays. Night service after 7 pm cancelled.

ROUTE 80-81-82-83 - OAKLAND-SAN LEANDRO-HAYWARD/E.14TH ST.-7TH ST.

*MAJOR CHANGES FROM 1/1/60 through 4/1/78

- 9/6/60 San Leandro School service -- Floresta Gardens-Pacific High, John Muir.
- 10/9/61 Express stop established at 9th Avenue--both directions
- 2/11/62 Rt.81 Washington Manor service--operate Lewelling Blvd. in lieu of Fargo Avenue-- both directions.
- 9/2/62 Rt.83A extended to Oakland Airport and
Rt.83B extended to 98th and MacArthur, replacing Rt.39 Airport.
- 1/21/63 Rt.44 Moore's S.Y. service curtailed to 6:54am to 6:07pm weekday only.
- 2/1/63 Rt.44 Discontinued.
- 5/4/64 Rts.81 & 81A rerouted via E.14th, Parrott, to Washington.
- 6/7/64 Rt.83 - Nights and Sunday approximately 20 min. headway to 7th and Pine, alternate coaches turnback at 11th and Grove; after 7:00pm, 7th and Pine trips operate to 7th St. then return to 13th and Washington for layover.
- 7/8/64 Rerouted via new section of MacArthur Freeway between Estudillo and 141st Avenue.
- 9/6/64 Rt.80 and 82 running time adjustment weekday, Saturday and Sunday.
- 9/16/64 Rt.81 SD.0 - one additional AM trip from Paseo Grande to Oakland.
- 12/7/64 Rt.83B loop rerouted - 98th, Bancroft, 90th, MacArthur, Warner, Elmar, 98th, (layover on 90th at MacArthur.)
- 7/25/65 Rt.83A extended to Oakland Army Base Bldg. #640 (Hourly service Weekday, Saturday and Sunday).
- 9/5/65 Rt.80 Westbound rerouted via MacArthur Freeway, Benedict off-ramp, Benedict, Grand Overpass, Grand Avenue to Estudillo.
- 9/20/65 Rt.81 - Chabot College service inaugurated SD.0 - limited service between Rt.81-81A areas and Chabot College (two trips AM and 3 trips PM).
- 12/6/65 Rt.80 Weekday peak hour adjustment due to new Rt.34C (one less coach AM and PM.)
- 3/6/66 Rts. 80-81-82 Night service after approximately 10:00pm headway changed from 12 to 15 minutes.
- 3/17/66 Rt.80 MacArthur Freeway open between 150th and 173rd E.B. only
Rts. 80, 34C and RCV rerouted E.B. via MacArthur Freeway, to 150th Avenue, Freedom, Plaza, Foothill, 168th, Liberty, 163rd, MacArthur Freeway, Foothill, Mattox, Castro Valley Blvd., etc.
- 4/7/66 MacArthur Freeway open between 150th and 173rd both directions.
Rts. 80, 34C, RCV operate Foothill, 173rd, Ehel, Regent, John, Castro Valley Blvd. Both directions.
- 4/26/66 150th Avenue overpass open - on E.B. trips use the 150th Ave. instead of the Plaza Drive overpass.

(Continued on ROUTES 80-81-82-83 page 2)

*For April 2, 1978 & subsequent History, see
"ROUTES 80 - SAN LEANDRO-CASTRO VALLEY-HAYWARD
81 - SAN LEANDRO-SAN LORENZO-HAYWARD"
and
"ROUTES 82-83--"

MAJOR CHANGES FROM 1/1/60 through 4/1/78 (Continued)

- 9/12/66 Rt.81 SD.0 - Supplemental schedules adjusted due to new hours for Pacific High 8:00am to 2:30pm and also a shift of Floresta Gardens students from Pacific High to San Leandro High.
- 12/9/67 Rt.83 - rerouted via Pine, Atlantic, Cedar, 7th to Pine (after 7:00pm).
- 12/9/67 Rt.83A/B - Weekday nights, service extended hourly via Edes Avenue to Sobrante Park, return Edes to Brookfield Village and Rt.83A to Oakland Airport and return (to 11:00pm only). Routes 83A and 83B consolidated weekday nights.
- 8/15/68 AM trip added Rt.83 Canary service.
- 8/16/68 83 - AM trip added, Canary service
- 9/10/68 81 supp. school service adjusted to meet new hours.
- 11/12/68 Adjustment in Madison Jr. High PM.
- 3/3/69 Minor schedule adjustment after 10.00pm.
- 9/29/69 81s - PM trip San Leandro High to Floresta Gardens cancelled.
- 10/12/69 81-81A between Paseo Grande & Hesperian and Washington and Washington & Lewelling exchange routes.
- 10/9/69 School day trips Fruitvale to E.B. terminals cancelled.
- 10/20/69 School day trips Fruitvale to E.B. terminals cancelled.
- 1/28/70 AM 80 schedule to O'Dowd cancelled.
- 3/2/70 82 - Saturday and Sunday morning service adjustment faster running time.
- 3/2/70 83 - 1 AM coach to Madison Jr. High discontinued. Running time adjustment in PM on westbound from Oakland Airport via Old Airport.
- 10/5/70 81s service Pacific High and John Muir to Davis & Doolittle cancelled.
- 1/18/71 Additional Sobrante Park AM service to Castlemont High.
- 4/12/71 81 Washington Manor trip to Grove St. cancelled.
- 5/17/71 83 extension to Marine Terminal at end of 7th St.
- 9/5/71 81s service Mulford Gardens to Pacific High and John Muir Jr. High adjusted for new hours.
- 12/13/71 AM service Sobrante Park to Castlemont added.
- 11/24/72 All E.B. R/11th St., L/Clay, R/14th, R/Webster.
- 3/5/72 New layover 7th at Cedar.
- 6/5/72 Running time adjustment between 7th & Cedar to 11th St. in AM reduced 2 minutes.
- 6/5/72 AM running time "B" & Mission to Estudillo reduced 2 minutes W.B.
- 9/11/72 Rt.80 - service extended to BART/Hayward weekdays.
 Rt.81 - rerouted to serve BART/San Leandro
 Rt.81-81A - to BART/Hayward.
 Rt.81B - supplementary service via Rt.81 from Lewelling and Washington to BART/San Leandro.

ROUTE 80-81-82-83 - OAKLAND-SAN LEANDRO-HAYWARD/E. 14TH ST.-7TH ST.---5

*MAJOR CHANGES FROM 1/1/60 through 4/1/78 (Continued from Routes
80-81-82-83--4)

- 10/4/76 School Days. San Leandro School Supp. N/21 2.35 pm
trip from J. Muir to operate to Bermuda and Doolittle
reverse 55 route then via Fairway Drive to Purdue and Wiley.
- 3/6/77 Sat./Sun. Sobrante Park-E. 14th St. Early morning
trips cancelled.
- 10/17/77 80/81. Daily. Hayward-Castro Valley. Rerouted via
C St. Rt. 80 L/2nd St., R/B St. Rt. 81 rerouted C
Street to L/Main St.
- 4/2/78 Starting this date, Lines 80 & 81 operate from the
HAYWARD/BART Station to the San Leandro/BART Station only.
Express portions of Lines discontinued.
Line 82-83 service consolidated along E.14th St.
to 98th Avenue.

*For subsequent changes, see Route 80/81 pages and Route 82/83 pages.

MAJOR CHANGES FROM 1/1/60 through 4/1/78 (Continued from Routes
80-81-82-83 Page 3)

10/8/73 83 - all schedules operating Old Airport time point changed to North Airport and running time extended 1 minute to new terminal at Grummen & Lockheed.

12/2/73 83M - 3 AM & 1 PM trips added.

1/7/74 83 - school trip rerouted.

2/13/74 83 - route change W.B. only 14th St., L/Clay, 8th St., and regular route.

3/4/74 82 - Owl trip extended to Orchard & Mission.

3/4/74 82 - 6.30am trip from Fairway Park to start at Tamarack.

3/9/74 82 - 3PM trip added to Fairway Park service.

5/1/74 82 W.B. - operate 12th, L/Broadway, R/10th, R/Grove, to terminal.

12/2/74 83 - Dewey school AM extended to Catron & Bergedo.

1/20/75 82, AM trip cancelled

1/20/75 83, SD new frag added

2/18/75 81s, AM trip added beginning Warden & Melcher via Warden, Davis, Frederick, Virginia, Douglas, Davis, Wayne to Marina, SD only.

2/24/75 83M, extra AM trip from BART Oakland West to Marine Terminal.

3/10/75 82, AM service adjustments to make connection with Rt.A.

6/2/75 81s, AM service adjustments to San Leandro Schools, SD only.

6/2/75 82, turn ins from Fairway Park to use Industrial Blvd.

6/2/75 82, rescheduled to connect with owl coaches from Rt.72.

6/9/75 83, SD only trip cancelled.

6/25/75 83, detour via 14th St., 106th, San Leandro, 105th Ave., and regular route EB. WB via 15th Ave., E St., 103rd ~~XX~~ Ave., E.14th St. and regular route.

9/8/75 81s, AM trip cancelled to John Muir Jr. High.
2 PM trips added from John Muir Jr. High.

9/8/75 81B, discontinued

9/8/75 81C, to operate same route as 81B to Wicks & Merced. Then via Wicks, Lewelling, Hesperian, Grant, Paseo Larga Vista, Paseo Grande. Return via Hesperian, Lewelling, Wicks and regular route

9/15/75 81s, AM trip to begin Floresta & Washington to San Leandro schools.

11/28/75 82, night service rescheduled through BART San Leandro and extended from present schedule to 1.40a to cover BART night service.

12/8/75 81B, 2 AM and 3 PM trips adjusted for Washington Manor service.

8/17/76 81s. Schooldays. San Leandro School Supp. S.L. School District withdrawing subsidy for off route operations. The Bonaire and John Muir service continue.

MAJOR CHANGES FROM 1/1/60 through 4/1/78 (CONTINUED from Routes 80-81-82-83 Page 2)

- 9/11/72 Rt.82 service extended Fairway Park and replaced Tamarack service Rt.32 in AM & PM peak. Also serves BART/South Hayward, and BART/Hayward to 8.30pm. Also BART/San Leandro between 6.30pm and 8.30pm weekdays.
- 9/11/72 Rt.83 operating as separate line. **
- 10/28/72 Rt.82 - coaches to loop BART/Hayward at all times.
- 11/13/72 Rt.83 - Sobrante Park loop extended via Acalanes, R/Catron, R/Reposo, R/Bergedo, L/Estepa, L/El Paseo, R/Topanga Dr., R/Capistrano, L/Acalanes, R/105th Ave., and regular route.
- 11/13/72 Rt.82 - rerouted Fairway Park to Mission, L/Industrial Parkway, R/Dixon, loop BART/South Hayward, L/Dixon, R/Tennyson, L/Mission and regular route, both directions.
- 11/20/72 83 - 2 AM & 1 PM trips extended in Naval Supply Center via "G" St., 4th, "K" St., Middle Harbor Rd., No. Boundary Rd., "B" St., 5th St., "E" St., 3rd St. terminal. Balance as scheduled.
- 11/24/72 Rt.81/82 - night trips extended to BART/San Leandro to 10.45pm weekdays and rerouted to BART/Hayward at all times.
- 12/4/72 80 - 1 & 2 minutes added to running time in afternoon.
- 12/4/72 83 - loop extended via Acalanes, Catron, R/Bergedo, L/Estepa and regular route.
- 3/4/73 82/92C - service inaugurated on Sunday. Operate via Rt.82 from Fairway Park to Mission, C, Atherton, through BART/Hayward then as Rt.92C to Atherton, D, Grand and Rt.92 to Southland making regular turn-back loop and return via same route to BART/Hayward and Fairway Park. (6 month trial basis)
- 4/30/73 81C - special service trips between S.F. and Simmons Plant in San Leandro rerouted.
- 4/30/73 81s - San Leandro High trips load in front of school W.B., via Bancroft, Blossom Way, E.14th, Hesperian and regular route.
- 5/21/73 81 - AM & PM trips to N.S.C. rerouted via Middle Harbor Rd., L/13th St., No Boundary Rd., L/B St., L/5th St., R/E St. and regular route.
- 9/2/73 Rt.82 - nights and Sundays--when operating as Rt.83 operate thru BART/West Oakland then to N.C.S. replacing Rt.12.
- 9/4/73 Rt.82H - service adjusted to meet new school hours.
- 9/4/73 Rt.83 - midday service extended alternate trips to N.S.C. replacing Rt.12.
- 9/12/73 82H - PM trip added.
- 9/19/73 83 - operate via 8th St., Union, L/7th, regular route.
- 9/30/73 80,83 - all E.B. routes rerouted 14th St., Broadway, 13th St.

**Service discontinued to New Airport (see Rt. 57 9/11/72)
Terminates Hegenberger loop except AM & PM North

ROUTE 80 - SAN LEANDRO-CASTRO VALLEY-HAYWARD

ROUTE 81 - SAN LEANDRO-SAN LORENZO-HAYWARD

81A - " " " " " via WASHINGTON AVE.

81B - " " " " " via WASHINGTON MANOR

81C - SAN LEANDRO-WICKS BLVD.-SAN LORENZO

MAJOR CHANGES SINCE 4/1/68-- (For previous changes, see
"ROUTE 80-81-82-83" pages)

4/2/78 Daily. Will operate from BART/Hayward via respective
routes to BART/San Leandro only.

4-24-78 80/81 - Daily. New head sign changes in effect.

ROUTE 82 - OAKLAND-SAN LEANDRO-HAYWARD
82H - " " " " (TO ORCHARD & MISSION
OR BART/HAYWARD)
83 - OAKLAND-SAN LEANDRO-HAYWARD-E. 14TH ST.
83A - 7TH & PINE STS-BROOKFIELD VILLAGE
83B - 98TH & E. 14TH ST.-90TH & MACARTHUR BLVD.
83M - 7TH ST. MARINE TERMINAL

MAJOR CHANGES SINCE 4/1/78 -- (For previous changes, see
"ROUTE 80-81-82-83" pages)

4/2/78 82/83 - Daily. Will operate consolidated service
between Naval Supply and 98th Ave. and E. 14th Sts. Rt. 82
to serve BART/San Leandro, Bayfair, Hayward Stations
in lieu of discontinued Rt. 60. Rt. 83B to operate
as a shuttle.

5/17/78 WEekdays. Some additional Naval Supply Depot trips
am and pm reinstated. (Rt. 83)

ROUTE 84 - CASTRO VALLEY-BAY FAIR

MAJOR CHANGES SINCE 1/1/60

9/11/72 Castro Valley to BART/Bay Fair connections -
16 min. peak - 30 minutes basic.

ROUTE 86 - CLAWITER ROAD-EDEN ROAD-HAYWARD INDUSTRIAL PARK

MAJOR CHANGES SINCE 1/1/60

- 7/2/73 Service inaugurated - 3 AM & 3 PM round trips to start at BART/Hayward via Grand, Jackson, Amador, Winton, Clawiter, Eden Landing & returning via Jackson to BART/Hayward. Make reverse route in PM.
- 12/2/73 Rerouted via Sleepy Hollow & Hesperian in both directions.
- 12/17/73 Last AM trip to BART/Hayward and first PM trip to start BART/Hayward.
- 2/19/75 Regular route operation, detour cancelled.
- 9/8/75 To be operated out of D-6.

MAJOR CHANGES SINCE 1/1/60

3/4/68 Weekday extended via 55th Avenue to MacArthur Blvd.
 Headway adjusted from 15 to 20 minute basic.

6/6/71 Saturday service cancelled.

ROUTE 88 - MARKET ST.-WEST 12TH ST.

MAJOR CHANGES SINCE 1/1/60

- 6/7/64 Nights and Saturday early AM - headway changed from 20 minutes to 30 minutes.
- 9/11/64 Rt. 43A/88 SD.0 trips (3) Ashby and Sacramento to Garfield School at rear gate on Hopkins Street.
- 12/7/64 Nights, weekday, Saturday, Sunday - turn-back at 12th and Clay after 8:00pm. For night service to West Oakland see Route 12 (See 12/13/64).
- 12/13/64 Daily service at night on 12th Street reinstated from 8:00pm to 10:00pm only as a shuttle service.
- 1/6/65 Regular night service reestablished in lieu of temporary limited shuttle trips.
- 9/7/66 SD.0 - reroute of Garfield School trippers to unload and load on Rose Street at Grant Street instead of on Hopkins.
- 9/30/68 PM school tripper rerouted from Sacramento St. to 3rd & University.
- 10/12/70 M. L. King Jr. High trip to 3rd & University extended to Dwight Way and San Pablo. Second Adeline & Alcatraz coach via 51 to University & San Pablo and 51C to University Village.
- 12/20/71 Loop at University Ave. via R/University, R/California, R/Allston Way, L/Sacramento St.
- 3/3/72 M. L. King service changed AM for new school hours.
- 12/4/72 AM trip adjusted to connect with BART train.
- 1/28/73 Service extended to BART/North Berkeley Station.
- 9/4/73 88/88B - between 8.00am and 7.00pm alternate trips leaving downtown Oakland to operate as Rt. 88B via regular route to 12th St., L/Peralta, L/7th, R/Cypress, thru BART/West Oakland Station and return via Chester, 7th, Peralta, 12th and regular route to downtown Oakland.
- 9/19/73 Detour from Clay St., 14th St. to Market St. to become permanent routing.
- 10/8/73 Rerouted N.B. L/Clay, L/14th, R/Market.
- 1/31/74 Reroute S.B. Market, E.14th, Broadway, 12th and regular route. N.B. 11th, Franklin, L/14th, R/Washington, L/16th to Market and regular route.
- 5/1/74 W.B. operate Broadway, R/11th, R/Clay, L/12th and regular route.
- 6/17/74 Running time adjustment due to extra time needed in Oakland CBD loop.
- 9/1/74 W.B. - R/11th, L/10th.
- 3/10/75 PM service adjustments.
- 6/2/75 Running time and service adjustments.
- 11/22/76 Daily. Reroute both directions via Market to R/Stanford to Adeline and regular route.

(Continued on ROUTE 88, page 2)

ROUTE 88 - MARKET ST.-WEST 12TH ST.--2

MAJOR CHANGES SINCE 1/1/60 (Continued)

ROUTE 90 - SANTA CLARA ST-PALMA CEIA VILLAGE
92 - SOUTHLAND-CALAROGA AVE-PALMA CEIA VILLAGE

MAJOR CHANGES SINCE 1/1/60

- 8/17/61 Service inaugurated Hayward to Palma Ceia via Santa Clara and Calaroga Avenue.
- 2/13/62 SD.0 Hayward Unified School District subsidized service inaugurated.
- 4/16/62 Rt.92 operate through Sears parking lot during weekday and Saturday store hours.
- 4/17/64 Rt.92 rerouted - Calaroga closed between Chanslor and La Playa Dr.
- 10/22/64 Rt.92 - Night and Saturday service inaugurated.
- 11/30/64 Sunset High School PM trippers (3) rerouted via "A" St., Flagg, Laurel, Meekland, "A" St. (Laurel and Princeton - Sunset High)
- 9/7/65 Sunset High School trippers rerouted from Winton via Hesperian and "A" St. to School. (One less Mt. Eden High coach from Sueirro).
- 9/20/65 SD.0 Chabot College service inaugurated - limited service between Rt.81-81A areas and Chabot College. (two trips AM and three trips PM).
- 11/26/65 Rt.92 Weekday standby coach to shuttle between "B" and Main, Southland Shopping Center and Chabot College providing 30 min. service - 9:33am to 1:33pm. (Christmas Shopping supplement).
- 11/27/65 Rt.92 Saturday, Shoppers Supplement (additional coach all day) 30 minute headway through coach.
- 12/23/65 Rt.92 Southland Shopping Center loop W.B. rerouted to be same as E.B. loop in reverse direction.
- 2/19/66 Rt.92 - Saturday 30 minute basic headway between Hayward and Southland shopping center.
- 4/16-18/66 Saturday and weekday terminal loop extended via Calaroga, Catalpa Way, Miami Avenue, etc. instead of via Florida.
- 9/12/66 Rt.90 SD.0 Special school trips in AM rerouted to Laurel and Princeton (Sunset High).
- 9/13/66 Rt.92 Weekday, an additional night trip leaving Southland Shopping Center 9:50pm to Hayward.
- 3/10/67 Rt.92 Weekday - last trip to leave Southland Center 9:25pm (to D4 via Rt.81 to Washington and Fargo St.) (Same as Saturday)
- 9/4/67 SD.0 Rt.92 Depot Road trip AM and PM switch to Sunset High. Morning Mt. Eden and Rancho Arroyo School trips from Sueirro and Hesperian to loop via Sueirro, Alonda Ct., Sueirro to Hesperian and regular route to school.
- 12/4/67 Rt.92 provide one additional weekday trip at 10:00pm for night classes at Chabot College. Also provide a 7am and 4pm trip looping via West St., Mohr Drive, Depot Road and return to Hesperian to serve Convalescent Hospitals and rest homes in Mt. Eden area.
- 4/16/68 SD.0 Sueirro loop rerouted -- Thelma to Longwood.
- 6/3/68 Rt.92A Weekday West and Mohr trips (6:25am and 4:05pm) to be discontinued. Trips restored to regular route.

(Continued on ROUTE 90/92, page 2)

ROUTE 90 - SANTA CLARA ST-PALMA CEIA VILLAGE -----2
 92 - SOUTHLAND-CALAROGA AVE-PALMA CEIA VILLAGE

MAJOR CHANGES SINCE 1/1/60 (Continued)

10/7/68 10.40pm trip from Chabot College as Rt.92 to "B" & Main.

11/2/68 90/92 - operate Saturdays - hourly by leg.

11/16/68 Sueirro loop service to Mt. Eden High cancelled.

4/7/69 Service route extended from Calaroga & Tennyson via Tennyson, Sleepy Hollow, (Kaiser Hospital) Bolero, Calaroga in both directions.

12/8/69 Service reroute to operate 10th St. between Union & Market.

8/2/70 32/92 service Sundays - Fairway Park-Southland.

9/8/70 Trial 4 Sundays - subsidized (discontinued 8/30/70)
 Schedules adjusted to reflect changes in traffic conditions at Southland. 9.35 Chabot college coach added.

10/12/70 Adjustment of PM Mt. Eden High schedules with Rt.92 trip cancelled.

12/7/70 2.00pm Sunset High service added.

8/2/71 92 - service route changed to operate Sleepy Hollow and Bolero via R/Bolero, L/Hesperian, L/Panama, R/Calaroga, to Catalpa return 90 Catalpa & Calaroga, L/Panama, R/Hesperian, R/Bolero, L/Sleepy Hollow. Nights as 92 only R/Bolero, L/Hesperian, L/Panama, L/Calaroga, R/Miami, R/Catalpa and R/Calaroga.

12/6/71 Mt. Eden PM schedules adjusted for new school hours.

1/17/72 PM trip Chabot College to B & Main added.

9/11/72 Rerouted through BART/Hayward.

9/25/72 Midday service adjusted to make 93A connections.

10/28/72 Coaches to loop BART/Hayward at all times.

10/30/72 Night service adjusted to insure on-time operation.

11/27/72 92 - AM trips set back to better serve county offices and Chabot College.

11/25/72 Supp. Saturday service operated.

2/12/73 92C - AM trip added to Chabot.

3/4/73 82/92C - Sunday service inaugurated. (See Rt.82 for specifics)

7/2/73 92 - detour route via Jackson, Amador, Winton in both directions to become permanent.

12/6/73 92 - detour due to construction at Jackson & Hesperian.

2/4/74 Detour (see Rt.S for details)

1/4/75 New Saturday trip leaving BART/Hayward 7.36a, arr. Chabot College 7.50a, leaving BART/Hayward 8.28am, arr Chabot College 8.42a, leaving Chabot College 12.22p and 1.31p arr. BART/Hayward 12.37p and 1.47p.

1/6/75 Reroute BART/Hayward to City Center via "C" St., Atherton, "B" St., Foothill Blvd. and reg. route.

3/10/75 Running time adjustment

8/4/75 Reroute WB via Calaroga, Turner Ct., Hesperian Blvd. and regular route. EB via Hesperian Blvd. Turner Ct., Calaroga, Tennyson and regular route.

8/13/75 92C, leave Civic Center 7.41a, arr. Chabot College 8.05a.

9/8/75 Running time adjustment.

MAJOR CHANGES SINCE 1/1/60 (Continued from Routes 90-92--Page 2)

- 10/27/75 Additional 92C trip from BART/Hayward to Chabot College.
- 12/7/75 Sunday service Rt. 92/32 to operate alternate with Rt.92 to Southland Shopping Center.
- 3/8/76 Weekdays. SCHAFFER PARK-PALMA CEIA-SOUTHLAND-Service increase Civic Center to Chabot College-20 min. headway midday.
- 9/7/76 Schooldays. Schaffer Park Palma Ceia Southland - SD Trip leaving Civic Center 7.41 am to Mt. Eden High at 8.10 am extended to Rancho Arroyo Jr. High.
- 10/17/77 Daily. Palma Ceia-Southland - Rerouted via C St., L/ Foothill Blvd.

ROUTE 91 - CASTRO VALLEY-HAYWARD-TENNYSON ROAD ---3
91A- CAL. STATE UNIVERSITY
91B- SENIOR CITIZENS SHOPPING SPECIAL

MAJOR CHANGES SINCE 1/1/60 (Continued from Routes 91/91A/91B--2)

3/31/75 91A, extra service added AM & PM. 5-10 minute headway in AM and 10 minutes in PM, SDO.

6/2/75 11.00a - 6.00p operate Seven Hills to Lake Chabot.

9/8/75 Service to Lake Chabot Park cancelled weekdays and Saturdays.

9/8/75 91A, Calif. State Univ., basic and tripper service to be operated by Div.6. Additional Parkside coach added AM & PM. Route operating on detour-- Hayward Blvd. closed.

9/8/75 91B, to be operated by Div.6.

9/15/75 91A, reroute Parkside School loop via Hayward Blvd., Parkside, (lower end), Hayward Blvd. to Highland Tract, u-turn and return reverse route.

9/15/75 91, PM schedule adjusted to make connection with Rt.81.

9/29/75 91, school day, 2 PM trips from Canyon Valley High to make Proctor & Redwood Road loop.

12/8/75 91A, night service hourly with last coach from Cal State 11.00p.

1/5/76 Wkdy S.D. Cal State Univ. Reroute Hayward Blv.to Farmhill

3/29/76 Cal State - Hillary changed to Carlos Bee St.

5/30/76 Daily. Castro Valley - Daily extension to Lake Chabot 10.00 am to 6:00 a.m.

9/7/76 91A-91B Daily. California State - transferred from Div. 6 to Div. 4.

3/12/77 Kelly St."D" ST.- Saturday & Sunday service on Rt. 95 cut from 30 min. to hourly. Service to Cal State on Rt. 91-A to be operated on hourly sched. by Sched. 95/1.

6/6/77 91 Daily. Extension for summer.

6/6/77 91-A. Weekdays. Cal State Univ. - Transferred from Div. 4 to Div. 6. 91B Spanish Ranch Tuesday and Friday to be operated by Div. 6.

6/18/77 91, Daily. Lake Chabot Park service for summer.

9/28/77 91 Supp. School Days. Castro Valley High supplementary service reinstated.

10/17/77 CASTRO VALLEY-Rerouted via C St., outbound from BART/Hayward Station. Daily.

12/5/77 Tuesdays & Fridays. Spanish Ranch Customized Service extended to serve Georgian Manor off Ruus Lane.

ROUTE 91 - CASTRO VALLEY-HAYWARD-TENNYSON ROAD --2
 91A- CAL. STATE UNIVERSITY
 91B- SENIOR CITIZENS SHOPPING SPECIAL

MAJOR CHANGES SINCE 1/1/60 (Continued)

1/4/71 PM trip added Hayward High to Redwood & Grove Way.
 1/25/71 AM trip added Tennyson & Calaroga to Tennyson High.
 2/18/71 Hayward High service adjusted to new hours.
 Tennyson High service adjusted to new hours.
 6/6/71 Saturday running time adjustment - 54 to 43 min.
 between Castro Valley and "B" & Main.
 9/5/71 91s - PM service adjusted for new hours.
 1/3/72 91s - reroute one AM school schedule via Proctor,
 Rockhurst.
 1/24/72 91A route extended via Campus Drive., L/Hillary,
 R/Parking lot Rd., L/road to Harder, R/Harder,
 R/Campus loop roadway, R/Hillary, L/Campus Dr.
 9/11/72 Service rerouted via Harder Rd., Soto Rd., Jackson,
 Grand, "D" St. to BART/Hayward, service on Mission
 to Orchard discontinued.
 9/11/72 91A to connect with BART/Hayward.
 10/28/72 91 - coaches to loop BART/Hayward at all times.
 10/30/72 91A - Cal State service added 1 coach in AM.
 PM headway reduced 30 to 20 minutes.
 7/2/73 91 service route changed to operate via Soto Rd.,
 to Winton, Grand in both directions--discontinuing
 Jackson St. service.
 9/4/73 91 service headway increased from hourly to 30
 minutes during AM & PM peaks.
 9/4/73 91a service increased from 30 to 20 minute headway
 midday and PM peak.
 9/14/73 91 - PM trip added.
 10/23/73 91A - AM & PM service added school days.
 12/2/73 91 - 1 PM school trip cancelled.
 12/2/73 91 - Saturday service extended to BART/Hayward.
 1/15/74 91B - Tuesday & Friday service to Spanish Ranch-
 Southland Shopping Center.
 3/4/74 91A - New AM Schedule added.
 3/12/74 91-B - Spanish Ranch extended to Eden Roc Park.
 1 AM & 2 PM trips.
 4/23/74 91B - service rerouted via Hesperian, L/Oliver
 to Tennyson & regular route. Returning via Eden
 Roc, Hesperian, L/Oliver to Tennyson.
 5/4/74 91 - Saturday hourly service started.
 6/17/74 91A - additional AM trip.
 6/18/74 91B - 11.00am trip leaving 3 areas cancelled -
 no patronage.
 10/7/74 91 - Chabot Park service written out of schedule.
 1/6/75 Reroute BART Hayward via C St., Atherton, B St.,
 Foothill and regular route.

(Continued on ROUTE 91/91A/91B--page 3)

ROUTE 91 - CASTRO VALLEY-HAYWARD-TENNYSON ROAD
91A CAL. STATE UNIVERSITY
91B SENIOR CITIZENS SHOPPING SPECIAL

MAJOR CHANGES SINCE 1/1/60

- 8/17/61 Service extended from Hayward via Tennyson Road to Sleepy Hollow
3/19/62 SD.0 Hayward Unified School District - subsidized service from
2nd Street.
9/3/63 SD.0 Hayward Unified School District - Kelly St. to Hayward
High service inaugurated.
9/18/63 Rt.91A - 2nd St. to California State College service inaugurated
on weekdays only.
9/24/63 Rt.91A SD.0 - trip via Parkside Drive and old Hayward Blvd.
(re-route) one trip AM and PM for Hayward High.
12/22/65 Saturday, Castro Valley - Hayward service inaugurated.
9/6/66 SD.0 - Special Crest Ave. school service for Castro Valley
High cancelled both AM and PM.
9/6/66 Rt.91A - Weekdays midday headway changed from hourly to 30
minutes.
3/10/67 Saturday - Tennyson Road service to be operated Saturdays as
well as weekdays.
12/4/67 Extend loop Portsmouth to Bahama. .3 mile extension to improve
service coverage.
2/8/68 Rt.91 SD.0 Special Kelly Hill School trips to Hayward High School
discontinued (School District to provide service.)
3/4/68 SD.0 - Castro Valley High special service via Crest Ave. -
re-instated. Two trips morning and afternoon.
4/1/68 Rt.91A - Weekday -- S.D. 10:08pm trip leave Cal State added.
9/1/68 Direct PM service by Rt.30 to California State.
9/1/68 10.08pm trip from Cal. State weekdays.
9/10/68 PM trip added from Moreau High to Davis St.
11/4/68 Extra service school days Hayward High to and
from Grove & Redwood.
3/3/69 Late PM trip from Castro Valley extended to
Sleepy Hollow. Late PM from B & Main to Castro
Valley.
3/3/69 Later trip added 91A.
9/8/69 School service extended from Castro Valley High
to Canyon Valley High.
9/29/69 91A terminal at California State extended to
Meiklejohn Hall.
10/6/69 Consolidation of schedules on 91 supp. saved 1
coach.
4/8/70 AM Hayward High service cancelled.
9/21/70 Extra service Tennyson High to Fairway Park for
2.00pm dismissal.
9/28/70 New PM dismissal time Canyon Valley and Castro
Valley High - schedules adjusted.
9/25/70 Grove Way to Hayward High AM trip cancelled.

(Continued on ROUTE 91/91-A/91/B, page 2)

ROUTE 93 - SAN LORENZO-BAY FAIR-FAIRMONT HOSPITAL
93A- SAN LORENZO-BAY FAIR-SOUTHLAND-CHABOT COLLEGE

MAJOR CHANGES SINCE 1/1/60

- 3/5/62 Weekday and Saturday service inaugurated San Lorenzo to Fairmont Hospital via Bay Fair.
- 8/27/62 Extended mid-route via Paseo Grande, Meekland, Lewelling, Hesp.
6/8/64 Midday, weekday and Saturday - basic headway changed from 30 to 45 minute and turnback at Bay Fair Shopping Center. (No service between 150th and MacArthur and Bay Fair midday, weekday and all day Saturday.)
- 7/29/64 Rerouted to loop E.14th, 150th, Foothill, 159th, E.14th (149th closed.)
- 8/3/64 Rerouted Foothill, 163rd, Maubert, 162nd, Marcella, 159th to E.14th St. (159th Closed.)
- 6/14/65 One trip AM and one trip PM extended 0.3 mile on Grant Avenue west of Bockman. (Giant Distributing Co. Plant.)
- 8/2/65 Return to original route before MacArthur Freeway diversion. Back to 159th, Foothill both directions.
- 6/6/66 Rt.93A - new service inaugurated weekdays, midday, alternate. Rt.93 trips from San Lorenzo Village to Southland Shopping Center, (including Chabot College) via Hesperian Blvd. on hourly headway by leg.
- 9/4/67 Weekday PM schedule adjusted to allow recovery time.
6/3/68 Weekday Rt.93A Southland-Chabot College, 8:45am, 3:10pm and 4:08pm Chabot College trips added.
- 11/2/68 93A to operate to Southland. Hourly by leg. Service extended to Fairmont Hospital to 150th Avenue.
- 12/7/68 93A on Saturday to make one way loop through Southland.
- 3/3/69 Grant Ave. extension AM & PM to Giant Snack Plant adjusted to new hours.
- 3/10/69 Grant Ave. extension to Giant Snack Plant - 2 AM & 2 PM trips.
- 4/7/69 93A route extended to Kaiser Hospital via Hesperian, W. Tennyson Rd., Sleepy Hollow, Bolero, Hesperian.
- 6/2/69 Early and late trips cancelled.
- 6/17/69 93 Tuesdays only extension to Senior Citizens Center San Lorenzo Park - 6 month trial.
- 9/8/69 Additional PM trips added Kaiser Hospital to 150th Avenue.
- 1/5/70 Rt.93 trips from Giant Plant extended to Granny Goose Plant.
- 3/31/70 150th Ave. closed off - Rt.93 to make "U" turn end of 150th Ave.
- 7/21/70 Senior Citizens Special Service to San Lorenzo Park cancelled.
- 9/28/70 PM service San Lorenzo High cancelled - basic service adjusted.
- 4/10/72 Special PM St. Johns school tripper cancelled. Basic to cover.

(Continued on ROUTE 93/93A, page 2)

ROUTE 93 - SAN LORENZO-BAY FAIR-FAIRMONT HOSPITAL-----2
93A- SAN LORENZO-BAY FAIR-SOUTHLAND-CHABOT COLLEGE

MAJOR CHANGES SINCE 1/1/60 (Continued)

9/11/72 Service extended to serve BART/Bayfair. 93A service increased hourly and to operate on Hesperian from Paseo Grande. No Meekland loop.

9/25/72 93A service adjusted to make 92 connections at Kaiser Hospital.

12/4/72 Running time adjustment.

3/18/74 93 - terminal extended to Juvenile Complex on Fairmount Drive.

1/4/75 93A, Sat., new trip leaving BART Bay Fair 7.30a to Chabot College.

6/2/75 93A, hourly service extended to 10.00pm weekdays.

3/8/76 Wkdy } San Lorenzo Bayfair Hesperian Southland-Service increase
Sat. } weekday headway from 60 to 30 minutes and to 20 minutes
peak to replace 62A. Saturday service extension to
Chabot College and Kaiser Hospital.

4/24/78 Weekdays & Saturdays. New pm turn-in route to Div. 4.
New reroute when terminating at Bayfair Shopping Center.

ROUTE 94 GOLDEN GATE FIELDS

MAJOR CHANGES SINCE 1/1/60

4/12/65 Changed from 7½ to 10 minute basic headway - improved connections with Route 72

2/22/72 Racing season through 6/17/72.

2/16/73 Racing season begun.

5/6/73 Golden Gate Fields closed due to strike.

2/8/74 Golden Gate Fields open thru 6/15/74.

2/7/75 Golden Gate Fields open.

3/28/75 Good Friday, 4 extra PM frags assigned.

6/14/75 Golden Gate Fields closed.

2/7/76 Golden Gate Fields - strike of track employees.

3/2/76 Golden Gate Fields-Strike settled; service resumed.

5/4/76 Golden Gate Fields. Racing cancelled because of pickets at gate. Rt. 94 did start operations but closed down. No. S.F. service run this date.

5/21/76 Golden Gate Fields - Racing resumed-strike settled.

7/14/77 " " " " - Harness Racing - one month.Dly exc. Mon & Tue

7/28/77 L-94. Thursday. Golden Gate Fields - Change in tariff- Rt. 94 raised to 35¢. Line L raised to \$1.25.

1/31/78 94/L. First day of operations with strike settled.

7/11/78 Harness Racing Tuesday July 11 through Sunday August 20.

LINE 95 - MAUDE AVENUE-KELLY STREET

MAJOR CHANGES SINCE 1960

9/27/71 New line inaugurated this date.
9/11/72 Service extended to BART/Hayward Station.
9/8/75 To be operated from Div.6.
10/6/75 School supplementary service Kelly St. to Strobridge School.
5/30/76 Sunday. Kelley St. - Saturday & Sunday limited park service to DON CASTRO Park.
8/18/76 Kelly St. Rerouted via "C" St., L/Atherton, R/"B".
3/12/77 Saturdays & Sundays. Cut from 30 minutes to hourly to Cal State on Rt. 91 to be operated by Sched. 95/1.
6/6/77 Sat/Sun. Kelly St. - Effective June 18, 1977 two am and two pm schedules to operate to Don Castro Park through 9-5-77.
6/18/77 Sat/Sun. Don Castro Park Service - Extension for summer. Limited service.
10/17/77 Daily. Kelly St.-Rerouted from BART/Hayward via C St.

ROUTE 96

9/8/75
2/24/75
1/3/77

Albany School service schedules adjusted
Albany School service adjusted.
Rt. 96 cancelled.

ROUTE 98 - OAKLAND COLISEUM COMPLEX EXPRESS & MISC.

MAJOR CHANGES SINCE 1/1/60

- 9/18/66 Oakland Raiders Football season opens - first home game in the new Oakland Coliseum, inauguration of Coliseum special service from four East Bay shopping centers and downtown Oakland.
(seven home games.)
- 8/5/67 Special service Oakland Coliseum, Oakland Raider games through December 31. Approximately 50,606 passengers carried by this service.
- 4/29/68 Coliseum Complex back roadway, "Cat Fish Road" closed. Special service discontinued for duration. Rt.57 to make Hegenberger stop.
- 5/11/68 Coliseum Complex "Cat Fish Road" opened and Rt.98 special service resumed. Some temporary closings experienced during midday hours.
- 5/21/68 Special service to Coliseum for Oakland "A" curtailed to single trip from most shopping centers.
- 6/14/68 Special Coliseum for Oakland "A" from Castro Valley and Southland Hayward abandoned. One coach El Cerrito, Oakland, Alameda, San Francisco two coaches for three trips.
- 7/26/68 Service to Chabot and Tilden Parks inaugurated
(Summer only) Chabot Clipper)
- 8/21/68 Chabot Regional Park Service cancelled.
- 9/8/68 Last Day Tilden Tripper.
- 11/17/68 Special service from Bay Fair and San Leandro to Raider Football games.
- 5/22/69 Special Oakland Coliseum service for "A's" games cancelled. San Francisco remains.
- 4/13/70 Special Oakland Coliseum service for "A's" games from San Francisco and shopping centers.
- 6/30/70 East Bay sightseeing tours in operation
(sched. for 6/16/70)
- 7/15/70 All shopping center service "A's" games cancelled.
- 9/6/71 Last day scenic tours for season.
- 4/15/72 Special Oakland Coliseum service for "A's" games from SFET only.
- 5/4/74 98P - Regional Park Service to Tilden, Lake Chabot, Redwood, Don Castro and Pinole Parks inaugurated.
Bicycle bus assigned Tilden Park.
- 6/15/74 Service fare to "A's" games increased.
- 7/1/74 Supplemental service in effect for Oakland A's baseball.
- 4/8/75
- 6/14/75 98P, W-SS, service operated to Tilden Park from BART Berkeley.
- 6/14/75 98P, W-S-S, service operated to Roberts Park and Redwood Regional Park from BART Fruitvale.
- 6/14/75 98P, S-S, service operated Don Castro Park from Bart Hayward.
- 6/14/75 W-S-S, Sunshine Fun Tours scheduled through 8/29/75.
- 9/1/75 98P, last day of operations for summer park service.

(Continued on ROUTE 98 - page 2)

ROUTE 201-202 - LIDO FAIRE

MAJOR CHANGES SINCE 1/1/60

10/18/76 Weekday Commute. Rt. 201 Lido Faire-Thornton Blvd.-
Rt. 202, Lido Faire-Mayhew Landing Rd. Mini route commute
hour service inaugurated. Rt. 202 to also operate
weekday midday and Saturdays, replacing Rt. 29 rerouted.

6/6/77 Weekdays/Saturdays. Mini route 202 discontinued weekday midday
and Saturdays.

ROUTE 98 - OAKLAND COLISEUM COMPLEX EXPRESS & MISC.

MAJOR CHANGES SINCE 1/1/60 (Continued)

6/12/76 Sunshine Fun Tours - Effective Saturday June 12, 1976 through Friday September 3, 1976.

6/13/76 98P, Sundays. TILDEN PARK - Effective 6/13/76 Sunday to Sept. 6, 1976, bicycle bus to be assigned.

6/13/76 98P, Sundays. REDWOOD REGIONAL PARK - Effective June 13, 1976 Sunday to September 6, 1976.

9/3/76 Weekdays & Sat. Park Service - Cancelled for Season.

6/18/77 98P Daily. Redwood Regional Park summer service inaugurated.

6/18/77 98P Daily. Tilden Park summer service inaugurated.

ROUTE 203/209 MOWRY-LOGAN/CAMDEN-PERALTA

MAJOR CHANGES SINCE 1/1/60

- 10/18/76 Weekday commute. Mini route commute hour service
inaugurated from BART/Fremont.
- 12/13/76 Weekdays. Minor reroute via Lawler.

ROUTE 204 BART/UNION CITY-NORTH FREMONT

MAJOR CHANGES SINCE 1/1/60

- 10/18/76 Weekday commute. Mini-route peak hours only, inaugurated.
Service route from BART/Union City.
- 12/20/76 Daily. Reroute via L/Union Square, R/Alvarado Niles Rd.,
L/Decoto Rd.
- 9/26/77 Weekdays. Reroute via Great Salt Lake Terr., L/Great
Salt Lake Drive, R/Lake Arrowhead.

ROUTE 205 - BART/UNION CITY-NICOLET AVE.

MAJOR CHANGES SINCE 1/1/60

- 10-18-76 Weekday Commute - Mini route peak hours only inaugurated.
Service route from BART/Union City.
- 12-20-76 Daily. Reroute via L/Union Square, R/Alvarado-Niles Rd.,
L/Decoto Rd.

ROUTE 206 - BART/UNION CITY-CABRILLO

MAJOR CHANGES SINCE 1/1/60

- 10/18/76 Weekday commute. Mini-route peak hours only inaugurated.
Service from BART/Union City.
- 12/20/76 Daily. Reroute via L/Union Square, R/Alvarado-Niles Rd.,
L/Decoto Road.

ROUTE 207 - BART/FREMONT-SUNDALE-FARWELL

MAJOR CHANGES SINCE 1/1/60

10/18/76 Weekday Commute, mini-route peak hours only, inaugurated.
Service route from BART/Fremont.

ROUTE 208/210 - LEMOS-PALM DR.-OLIVE, IRVINGTON, GRIMMER

MAJOR CHANGES SINCE 1/1/60

10/18/76 Weekday Commute, mini route peak hours only, inaugurated.
Service route from BART/Fremont.

ROUTE 211 - MONUMENT CENTER-GRIMMER & DOANE

MAJOR CHANGES SINCE 1/1/60

- 10/18/76 Weekday Commute. Mini-route peak hours only inaugurated.
Service route from Fremont and Washington Time Transfer Point
to Rt. 22.
- 2/7/77 Weekdays. Durham Road-Ohlone College-Extended to Ohlone
College, hourly headway peak hours only.

ROUTE 212 - CURTNER-WARM SPRINGS

MAJOR CHANGES SINCE 1/1/60

- 10/18/76 Weekday Commute. Mini-route peak hours only inaugurated. Service Route from Time Transfer Point with Rt. 22 at Paseo Padre Pkwy and Mission.
- 2/7/77 Weekdays. Warm Springs-Ohlone College - Extended to Ohlone College. Peak hours only on an hourly schedule.

DIAL-A-RIDE ZONE 1 - NORTH FREMONT
- Nicolet & Fremont Blvd. - Timed Transfer Point to Line 21 -

MAJOR CHANGES SINCE 1/1/60

12/13/76 Daily except commute hours service inaugurated. Timed Transfer at Brookvale Ctr., Fremont and Nicolet.
4/3/77 Daily. Weekday nights, Saturdays and Sundays consolidated with Zone 2.
6/5/77 Daily. To operate new DAR Zone 3 nights, Saturdays & Sundays.
10/30/77 Daily. Boundary changes to absorb Zone 2 portion north of Decoto Road.

DIAL-A-RIDE ZONE 2 - NICOLET-CABRILLO
- Nicolet & Fremont Blvd. - Timed Transfer Point to Line 21 -

MAJOR CHANGES SINCE 1/1/60

4/3/77 Daily. New Zone inaugurated. Also nights, Saturdays
and Sundays consolidated with Zone 1.

10/30/77 Daily. Brookvale area north of Decoto Rd. to Zone 1.
Zone 2 to absorb Zone 3 area.

DIAL-A-RIDE ZONE 3 - CABRILLO

MAJOR CHANGES SINCE 1/1/60

6/5/77. Daily. Consolidated with Zone 1
10/30/77 Daily. Consolidated with Zone 2.

DIAL-A-RIDE ZONE 4 - NILES

MAJOR CHANGES SINCE 1/1/60

- 12/13/76 Daily. Daily except Commute hours service inaugurated.
Timed transfer Fremont & Mowry.
- 4/3/77 Daily. Nights, Saturdays & Sundays consolidated with
DAR Zone 5.

DIAL-A-RIDE ZONE 5 - CAMDEN
- Timed Transfer Fremont Boulevard and Mowry -

MAJOR CHANGES SINCE 1/1/60

- 10/18/76 Daily. Courthouse Dial-A-Ride service inaugurated for off-peak hours. Timed transfer Fremont Blvd. & Mowry.
- 4/3/77 Daily. Nights, Saturdays & Sundays consolidated with DAR Zone 4.

DIAL-A-RIDE ZONE 6 - GLENMOOR
- Timed Transfer Point at BART/Fremont -

MAJOR CHANGES SINCE 1/1/60

- 7/31/77 Daily. This new zone added. To cover, with Z08, former
Z07, Farwell.
- 8/1/77 Daily. To take over Rt. 25 operation except weekday commute.

DIAL-A-RIDE ZONE 7 - FARWELL
- Timed Transfer Point to Line 29 - Mowry & Farwell -

MAJOR CHANGES SINCE 1/1/60

- 4/3/77 Daily. New Zone inaugurated to operate from Farwell and Mowry.
- 7/31/77 Daily. Service discontinued Sundays - to be covered by new DAR Z06 and DAR Z08.

DIAL-A-RIDE ZONE 8 - SUNDALE

- Timed Transfer Point to Line 29 - Mowry & Farwell -
- Timed Transfer Point to Lines 21-22, 23, 24 & 29 - BART/Fremont -

MAJOR CHANGES SINCE 1/1/60

- 7/31/77 Daily. This new zone added with Time Transfer Point BART/Fremont. To cover, with Z06, former Z07 Farwell.
- 8/8/77 Daily. Fremont City Hall at the corner of Stevenson and Paseo Padre Parkway included in boundaries of zone.

DIAL-A-RIDE ZONE 9 - OMAR-BLACOW-ROBIN-IRVINGTON CENTRAL PARK
- Timed Transfer Point to Lines 21-22, 23, 24 & 29 - BART/Fremont -

MAJOR CHANGES SINCE 1/1/60

9/26/77 Daily. Inaugurated daily except commute hours with
Time Transfer at BART/Fremont.
7/2/78 Daily. Extended to cover Zone 11.

DIAL-A-RIDE ZONE 11 - DURHAM ROAD-GRIMMER BLVD - IRVINGTON BUTANO PARK
- Timed Transfer Point to Line 23 - Blacow & Robin -

MAJOR CHANGES SINCE 1/1/60

9/26/77 Daily except commute hours inaugurated, with Time
Transfer at Blacow & Robin.
7/2/78 Daily. Cancelled - to be absorbed by DAR Zone 9.

DIAL-A-RIDE ZONE 13 - MISSION SAN JOSE
- Timed Transfer Point to Line 24 - Paseo Padre & Driscoll -

MAJOR CHANGES SINCE 1/1/60

- 2/6/77 Daily Mission San Jose service inaugurated, except
commute hours. Time Transfer Point Driscoll
& Paseo Padre Pkwy.
- 6/5/77 Daily. Zone 13 and 14 combined into one DAR Zone.
- 10/30/77 Daily. Mission San Jose expanded to include
Mission San Jose-Ohlone College (proposed Zone 15 area).
- 2/19/78 Mission San Jose - expanded to include Kimber
Park area just east of Mission Blvd. at Las Palmas Ave.

DIAL-A-RIDE ZONE 17 - NEWARK
- Timed Transfer Point to Line 29 - Cedar & Newark -

MAJOR CHANGES SINCE 1/1/60

- 10-18-76 Daily. Newark-West Dial-A-Ride service inaugurated for off-peak hours. Timed transfer at Lido Faire.
- 6/5/77 Daily. Zone 18 consolidated into Zone 17.
- 10/30/77 Newark-West to include proposed Zone 16 area-Lake Dist.
- 7/2/78 Nights & Sundays. Zone 17 and Zone 19 consolidated weekday nights and Sundays.

DIAL-A-RIDE ZONE 18 - NEWARK

MAJOR CHANGES SINCE 1/1/60

6/5/77 Consolidated into Zone 17.

DIAL-A-RIDE ZONE 19 - CEDAR
- Timed Transfer Point to Line 29 - Cedar & Mowry -

MAJOR CHANGES SINCE 1960

- 2-6-77 Daily. Newark-South - Service inaugurated, except commute hours, from Time Transfer Point, Cedar & Mowry (Swiss Park).
- 6/5/77 Daily. Cruise route cancelled. On call at Swiss Park, Cedar & Mowry.
- 7/2/78 Nights & Sundays. Zone 17 and Zone 19 consolidated weekday nights and Sundays.

DIAL-A-RIDE ZONE 20 - WARM SPRINGS
- Timed Transfer Point to Line 22 - Mission & Paseo Padre -

MAJOR CHANGE SINCE 1/1/60

7/31/77 Daily. This new zone added with Time Transfer at
Mission and Paseo Padre Pkwy. Includes proposed Zone 21.

ROUTE 301 - CONCORD CONTRACT SERVICE - CLAYTON ROAD

MAJOR CHANGES SINCE 1/1/60

- 9/8/75 Service inaugurated on Clayton Road between BART Concord and Michigan & Washington. 30 minute peak hour, 60 minute midday, hourly service Sat.
- 12/8/75 Running time adjustments.
- 6/1/76 Weekdays. CLAYTON RD., Diamond trip extension inaugurated.
- 9/7/76 301/302. Clayton Rd-Cowell Rd. - Fry Way loop canc. 301A extended to Homewood and San Miguel. Rt. 301 outbound rerouted Ayres Rd., Concord Blvd., Kirkwood, and Kirker Pass Rd., Rt. 302 outbound extended from Michigan and Washington to Pine Hollow and El Camino. One am and two am special school trips to and from Ayres School.
- 3/23/77 Weekdays & Saturdays. 301A. Reroute into BART/Concord station.
- 8/12/77 Weekdays. Special Concord Pavilion Service inaugurated (as requested). 30 minute service to 7:30 pm S.O. for break (1000p?)
- 5/30/78 School days. Clayton Valley High hours changed to 2.30pm. All trippers adjusted.
- 7/7/78 Weekdays, Saturdays & Sundays. Concord Pavilion Service - to operate when scheduled.

ROUTE 302 - CONTRACT SERVICE - COWELL ROAD
302T- " " - TURTLE CREEK

MAJOR CHANGES SINCE 1/1/60

9/8/75 Service inaugurated on Cowell Road between BART Concord and Michigan & Washington with loop from BART Concord to Fry Way. 30 minute peak, 60 minute midday, hourly service Saturday.

9/7/76 Outbound extended from Michigan and Washington to Pine Hollow and El Camino. One am and two am special school trips to and from Ayres School.

10/3/77 Weekdays. Rt. 302T Turtle Creek service inaugurated in lieu of Rt. Rt. 302 during weekday commute hours only.

5/30/78 School Days. Clayton Valley High hours changed to 2:30 pm. All trippers adjusted.

7/7/78 Weekdays, Saturdays & Sundays. Concord Pavilion Service. To operate when scheduled.

ROUTE 303/303A - CONCORD CONTRACT SERVICE
CONCORD BLVD.-BART/CONCORD-SUN VALLEY

MAJOR CHANGES SINCE 1/1/60

- 9/8/75 Service inaugurated from BART Concord on Concord Blvd. to SunValley. Midday hourly schedule, peak hour 35 minute headway, Saturday hourly service.
- 12/8/75 Schedule improvements to improve meet in AM at BART Concord.
- 3/23/77 Reroute into BART/Concord station. Weekdays/Saturdays.

ROUTE 304 - CONCORD CONTRACT SERVICE - OLIVERA ROAD
305 - " " " " - WILLOW PASS RD.-CIVIC CT

MAJOR CHANGES SINCE 1/1/60

9/8/75 Service inaugurated from BART Concord to Solano Way.
305, on Willow Pass between Landana & BART Concord.
Hourly service weekdays and Saturdays.

12/8/75 304, service adjustments for BART Concord connections
and school service.

12/8/75 305, terminal changed to Willow Pass & Lynwood.

9/7/76 Wkdy/Sat. Olivera Rd. Rerouted to and from BART/Concord
via Bonofacio for Heritage House. Rt. 304 rerouted
via E. Olivera, Esperanza, L/6th St to Salvio. Rt. 305
via Bonifacio, Beach into Baldwin Park.

3/23/77 Weekdays/Saturdays. Reroute into BART/Concord station.

ROUTE 306/306A - CONCORD CONTRACT SERVICE
MONUMENT BLVD-BART/CONCORD-CONCORD AVE-SUN VALLEY

ROUTE 306W - CONCORD CONTRACT SERVICE
MONUMENT BLVD-BART/CONCORD-WILLOW PASS-SUN VALLEY

MAJOR CHANGES SINCE 1/1/60

9/8/75 Service inaugurated from BART Concord to SunValley via Monument Blvd. Peak hour service 35 minutes, midday hourly service, hourly service Saturday.

12/8/75 AM schedule adjustments to make connections with Line MX at BART Concord.

9/7/76 Wkdy/Sat. Monument Blvd - Rerouted via Concord Ave and Stanwell Loop. (306)

10/25/76 306 Wkdys. Del Rio Circle. Trip leaving BART/Concord 7.56 am to loop Shary Circle as 309.

3/23/77 Weekdays/Saturdays. Reroute into BART/Concord Station.(306)

9/12/77 306W Midday and Saturdays. Rerouted via Willow Pass as Route 306W.

ROUTE 307 - CONCORD CONTRACT SERVICE
TREAT BLVD-DAVID AVE-BART/PLEASANT HILL

ROUTE 307B- CONCORD CONTRACT SERVICE
TREAT BLVD.-DAVID AVE.-BART/PLEASANT HILL

MAJOR CHANGES SINCE 1/1/60

- 9/8/75 Service inauguration from BART Pleasant Hill via Oak Grove to SunValley. Peak hour service 24 minutes, midday hourly service, Saturday hourly service.
- 12/8/75 Service adjustments to improve connections with Rt.307B at BART Concord.
- 9/7/76 Wkdy. BART/Concord Oak Grove BART/Pleasant Hill - Am trip from BART/Pleasant Hill 6.35 am to BART/Concord. Return trip lv. BART/Concord 6.02 pm. Midday service rerouted BART/Pleasant Hill to BART/Concord. (307)
- 3/23/77 Oak Grove Rd. - Reroute into BART/Concord Station.(307)

ROUTE 309 - CONCORD CONTRACT SERVICE - SHARY CIRCLE

MAJOR CHANGES SINCE 1/1/60

- 9/7/76 Weekday. Shary Circle - A new route. Two am and two pm trips from BART/Concord to Shary Circle and return.
- 3/7/77 Weekdays. 4.38 pm and 5.13 pm trip from Shary Circle rerouted via Fry Way and Willow Pass Rd.

ROUTE 315 - CONCORD SENIOR CITIZENS SERVICE

MAJOR CHANGES SINCE 1/1/60

7/5/77 Weekdays. Scheduled by Coordinator. Service began 7/5/77.
7/17/78 Hours expanded from 9:00am-4:00pm to approximately
6:30 am-6:30pm.

ROUTE 350-351 - ORINDA-MORAGA-LAFAYETTE CONTRACT SERVICE

MAJOR CHANGES SINCE 1/1/60

- 9/13/76 Weekday. Orinda Moraga Lafayette - New Service to/from BART/Orinda to BART/Lafayette via Moraga Way, Moraga Rd., via St. Mary's College and extended to Orinda Village. Free rides 9/13 thru 9/17.
- 6/6/77 Weekdays. Service from Orinda Village to BART/Orinda cancelled. Headway adjustments.

ROUTE 380 - EASTERN CONTRA COSTA COUNTY CONTRACT SERVICE
WEST PITTSBURG-PITTSBURG-ANTIOCH

MAJOR CHANGES SINCE 1/1/60

- 6/6/77 Weekdays. Service inaugurated - W. Pittsburg-Antioch. Shore Acres, W. Pittsburg, Railroad, Buchanan, Loveridge Leland, Los Medanos College, Delta Fair, Buchanan, G Street to 4th, Wilbur to Cavallo, Tregallas to Terminal at Tregallas and Lone Tree. Hourly Headway.
- 9/12/77 Weekdays. Pittsburg. Extended via School Street, Ronnie, Chester.
- 2/6/78 thru 2/28/78. Weekdays. Free service.
- 4/3/78 Weekdays. West Pittsburg-Antioch transferred from Div. 2 to Div. 3.
- 5/29/78 Tri-Delta Service. (Memorial Day) Special one-shift service operated.

ROUTE 381 - EASTERN CONTRA COSTA COUNTY CONTRACT SERVICE
LONE TREE WAY-LOS MEDANOS-MONTEZUMA

MAJOR CHANGES SINCE 1/1/60

- 6/6/77 Weekdays. Service inaugurated. Lone Tree Way-Los Medanos College - From Railroad and Frontage, via Railroad, Atlantic, Harbor, School Street, Railroad into Marina, Montezuma, W. 10th Street into E. 10th Street, Solari, E. 12th Street, Columboa, E. 14th Street, Pittsburg-Antioch Highway, Loveridge, Lealand, Delta Faire, Sommersville Road, 4th Street, R/E St., L/6th St., R/A St. to Terminal at Davison. Hourly headway.
- 12/5/77 Weekdays. Minor reroute in Antioch via Somersville, 10th, L Street to 4th.
- 2/6/78 thru 2/28/78 Weekdays. Free service.
- 4/3/78 Weekdays. Transferred from Div. 2 to Div. 3.
- 5/29/78 Memorial Day. Special one-shift service operated.

ROUTE 382 - EASTERN CONTRA COSTA COUNTY CONTRACT SERVICE
LOS MEDANOS COLLEGE-ANTIOCH-BRENTWOOD

MAJOR CHANGES SINCE 1/1/60

- 6/6/77 Weekdays. Service inaugurated. From Los Medanos College, via Leland, Delta Fair, L/Buchanan, L.Contra Loma, into L St., R/W. 18th St., into Victory Hwy, Hwy 4, R/Ohara, L/Cypress, R/Highway 4 into 2nd St., Oak St. to Terminal N.S. Railroad, Ret-Railroad, R/Balfour, R/Walnut Dainty L/Second to Highway 4 and return. 90 min. headway.
- 2/6/78 thru 2/28/78 Weekdays. Free service.
- 4/3/78 Weekdays. Transferred from Div. 2 to Div. 3.
- 5/29/78 Memorial Day. Special one-shift service operated.

Table II-1 outlines events of major importance in AC Transit's history.

Table II-1

MAJOR EVENTS IN AC TRANSIT SERVICE HISTORY

- 1955 Governor signs legislation permitting voters of Alameda and Contra Costa counties to create a special transit district.
- 1956 Voters approve Transit District.
- 1959 Voters pass \$16,500,000 bond issue to establish AC Transit District.
- 1960 AC Transit acquires Key System Transit Lines and begins operating under public ownership October 1. First of 250 new buses go into service Christmas Day.
- 1961 Intercity express system inaugurated.
First passenger shelter in District is built at Latham Square, Oakland.
Last gasoline-powered bus crossed Bay Bridge.
- 1962 Reduced fares introduced for school-aged children.
Berkeley "Ride & Shop" pass; Sunday and Holiday pass implemented.
Special service to sporting events launched.
- 1963 First Park-and-Ride lot is founded at Henry and Berryman, Berkeley.
Initial coordination meetings start between BART and AC Transit.

Table II-1 (cont'd.)

MAJOR EVENTS IN AC TRANSIT SERVICE HISTORY

- 1964 Shop-A-Round Pass inaugurated in downtown Oakland and San Leandro.
- AC/BART Coordination Study starts.
- 1965 Last gasoline-powered buses retire, giving AC Transit all diesel-powered fleet.
- AC Transit, BART and the San Francisco Public Utilities Commission representing San Francisco Municipal Railway, join in Northern California Transit Demonstration Project to determine transportation patterns of future.
- Government grant helps fund installations of two-way radios on 300 buses.
- "Stop-Off and Go-Again" transfer privileges inaugurated.
- 1966 Experimental articulated bus, "The Freeway Train", goes into service.
- 1967 Northbound buses depart Broadway in downtown Oakland to clear way for BART construction.
- Two-way radios operate on basic fleet.
- 1968 Ready Fare Plan inaugurated.
- 1969 Federal grand aids purchase of 45 "new look" buses, all to be equipped with two-way radios.
- Sherwood Forest area elects District annexation.
- AC Transit joins in testing steam engines in regular bus service.
- Task Force forms to study fast, direct transit service to Oakland International Airport.

Table II-1 (cont'd)

MAJOR EVENTS IN AC TRANSIT SERVICE HISTORY

- 1970 Off-peak fares for Senior Citizens reduced to 10 cents with no zone charges.
- 1971 Pedal Hopper service inaugurated from Berkeley to San Francisco.
One-way transfer introduced for BART-to-Bus use.
Passenger shelter program begins with installation at Atlantic Avenue and Webster Street, Alameda.
- 1972 All major local lines rerouted to serve BART stations.
The anti-vandalism "Project Linebacker" begins in cooperation with Oakland schools.
- 1973 First cut-down buses go into service.
Express service begins to BART stations from areas not Transit.
Direct service offered to five East Bay Regional Parks.
Gold Pass experiment in San Leandro provides free off-peak service to Senior Citizens.
- 1974 Local service in Fremont and Newark begins. Fremont and Newark voters elect annexation to District with a combination of fixed-route and Dial-A-Ride service.
Reduced fares in off-peak hours offered to disabled riders.
Experimental Dial-A-Ride service inaugurated in Richmond.
BART begins Transbay service.

Table II-1 (cont'd.)

MAJOR EVENTS IN AC TRANSIT SERVICE HISTORY

- 1975** Zone fares for local service eliminated.
- Richmond Dial-A-Ride ends.
- Local service in Pleasant Hill and Concord Begins.
- Special Transit Service District No. 2 forms in Fremont and Newark.
- Handicapped and senior citizen discount card center opens.
-
- 1976** Service begins in Moraga, Pittsburg, Antioch.
- STSD No. 2 (Fremont, Newark) service expands to include Dial-A-Ride during non-commute hours and mini-routes during commmute hours.
- Fifteenth Consecutive Fleet Maintenance Award is earned.
-
- 1977** Elderly/Handicapped Planning Study conducted.
- Board adopts policy mandating purchase of wheelchair accessible buses. (Resolution No. 456)
- First Bay Area Urban Transit Institute (BAUTI) convenes.
- Regional Transit Association is formed by major Bay Area operators.
-
- 1978** "Shop-A-Round" pass inaugurated into Berkeley.
- First comprehensive fare increase takes effect July 23.
- Thirty Articulated buses go in service.
-
- 1979** Exclusive bus lane inaugurated (Grand Avenue bypass lane).

Table II-1 (cont'd.)

MAJOR EVENTS IN AC TRANSIT SERVICE HISTORY

Directors adopt first Five-Year Plan.

On-board passenger survey conducted.

Local Monthly Pass introduced.

Directors adopt concept of Facilities Master Plan Study.

E&H Accessibility Committee adopts deployment plans for lift-equipped buses.

1980

Transbay Monthly pass introduced.

Elderly/Handicapped discount fare extends to 24 hour validity.

Dial-A-Ride in STSD No.2 is replaced by full fixed route system.

Fares increase on June 29, 1980.

Service extends along Hesperian corridor to Union City and Union City BART Station.

On-board survey of District 2 conducted.

1981

AC Transit/San Francisco MUNI introduce joint monthly pass.

New bus service connects Downtown Oakland and Alameda with Oakland International Airport.

Accessible Bus Service begins with deployment of 175 Lift-equipped buses.

First of new electronic fareboxes installed.

Second exclusive bus lane opens on Bay Bridge toll plaza, providing direct connection to the Grand Avenue by-pass lane.

Table II-1 (cont'd.)

MAJOR EVENTS IN AC TRANSIT SERVICE HISTORY

- 1982 Fares increase July 1, 1982.
- Fun Pass and Shop-A-Round Pass eliminated.
- New transfer policy takes effect.
- Monthly passes for senior citizens, disabled and students introduced.
-
- 1983 Board adopts Land Use Policy and Standards Manuals.
- Double Deck Bus tested on Transbay routes.
- Rucus computerized scheduling implemented.
- Driver training film dealing with security is produced in cooperation with other Bay Area operators.
-
- 1984 A purchase of service agreement signed with BART. BART agrees to fund four new lines, a line expansion and certain off-peak service to BART stations.
- Central Maintenance completed and implementation of use begins.
- SYSTEM DATA**
For a summary of system data see Appendix C located in back of this Plan.

TABLE II-2

HISTORY OF AC TRANSIT FARES

- October 1, 1960
- AC Transit begin service. Basic fare 25¢; zone fares 5¢ or 10¢; school fare 10¢; transbay fare 50¢-70¢; tokens five for \$1.00.
 - 10¢ fare extended to all week for school aged children to 12 years old.
- 1961
- 10¢ fare extended to all week for youth aged 13-16.
 - Transbay fares increase to 50¢ - 80¢.
- 1962
- Sunday and Holiday Fun Pass launched - 60¢ all day.
 - Children under five years old ride free with an adult.
 - Berkeley "Ride and Shop" provides free bus rides in downtown with merchant validation.
- 1964
- "Shop-A-Round" pass in downtown Oakland and San Leandro allows unlimited free rides in downtown areas between 9:00 AM and 3:00 PM areas. Issued on payment of initial fare.
- 1965
- New "Stop-Off and Go-Again" system started; allows more freedom in use of transfers.
- 1966
- Children's fare increase to 15¢.
- 1968
- New "Ready Fare" plan implemented; requires exact fare.
- 1969
- Transbay fares increase to 55¢ - 80¢.
 - Discounts on tokens discontinued.
- 1970
- Senior Citizen reduced fares implemented; 10¢ local fare in off-peak periods and weekends.
- 1971
- "Pedal Hopper" service across Bay Bridge begins—regular fare + 25¢ for bicycle.

Table II-2 (cont'd.)

- 1972 - BART-to-Bus transfer adopted.

- 1974 - Gold card experiment in San Leandro offers free bus rides to Senior Citizens in off-peak periods.
- Transbay 20 ticket book discounts dropped.
- Transbay fares increased to 60¢ - 85¢.

- 1978 - Systemwide fares increase: Adult base local, from 25¢ to 35¢; Adult base transbay, from 60¢ to 75¢.

- 1979 - New Monthly pass allows unlimited rides on local East Bay lines.

- 1980 - Monthly pass on transbay lines go on sale for \$36.00 to \$54.00.
- Elderly & Handicapped discount fare becomes valid twenty-four hours a day.
- Systemwide fares increase: Adult local base, from 35¢ to 50¢; Adult transbay, from 75¢ to \$1.00. Discount reinstated on 20-ticket books (5%); monthly passes discounted 10% (\$18.00). Zone boundaries adjusted; Zone 4 transbay and express eliminated.

- 1981 - AC Transit/San Francisco MUNI offer joint Transbay pass followed by joint Local Pass.

- 1982 - Youth (\$12.00), Senior Citizen (\$4.00), handicapped (\$4.00) Pass introduced in April.
- New rules enacted governing use of transfers.
- Systemwide fares increased. (See Table II-3)

- 1984 - New BART/AC Transit transfer arrangement implemented.