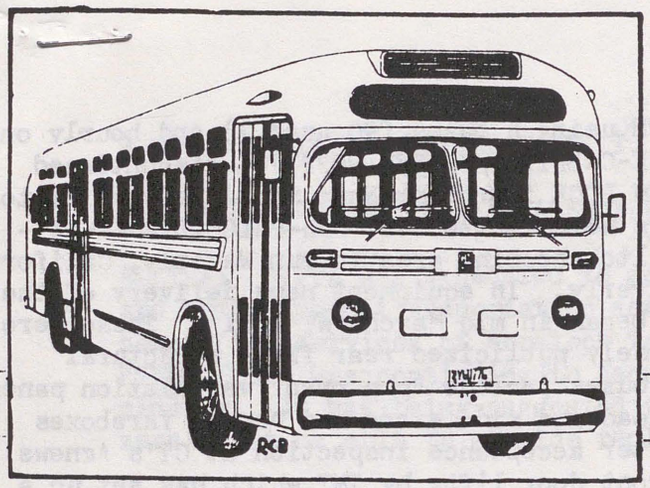


Western Transit

Monthly Publication of The Western Transit Society

VOL. 19 NO. 7 JULY 1981

COUNTY TRANSIT (CT)

SAN JOSE: On March 7 EXPRESS 11-SUNNYVALE-GREAT AMERICA-BART/FREMONT began its second season of weekend/holiday only service concurrent with the Spring opening of Marriotts' Great America Theme Park. Headways, based on 1980's experience, were 60 rather than 30 and vehicle requirements were 2 rather than 4. Service changes effective with the April 6 Sign Up were: EXPRESS 1-WESTGATE-STANFORD INDUSTRIAL PARK had headways improved from 40 to 15 (trips increased from 5am/4pm to 10 am/pm and three am trips were extended from the Ind. Park terminal at Page Mill & El Camino Real (ECR) via ECR and University to Palo Alto SP Depot with 2 pm trips originating at this point. Coach requirements increased from 2am/4pm to 6am/7pm. EXPRESS 2-SANTA TERESA-STANFORD INDUSTRIAL PARK was rerouted to bypass an unproductive section along Evelyn between Westinghouse Plant and Mary Ave and to better serve the Mountain View industrial area. EXPRESS 3-SAN JOSE SP-BART/ FREMONT had its San Jose Depot loop changed while EXPRESS 4-PIEDMONT HILLS-PALO ALTO had reverse commute service added with one eastbound morning and one westbound afternoon trip. EXPRESS 5-EAST SAN JOSE-MOUNTAIN VIEW added a second short westbound reverse commute trip. EXPRESS 8-CAMBRIAN PARK-SANTA CLARA INDUSTRIAL AREA is a new line running from Hillsdale & Caden in the Cambrian Park area of southwest San Jose via Camden, San Tomas Expwy, Scott onto Arques and Oakmead Pkwy to Lawrence Expwy where the first of 4 am trips terminate, the 2nd and 4th continue on to Great America Ind. Park on a cw loop via Lawrence, Tasman and Patrick Henry to Great America Pkwy and the third trip serve Sunnyvale Ind. Area on a cw loop from Lawrence & Oakmead onto Stewart, Santa Trinita, Arques, De Guigne and Duane to Stewart. All four pm trips begin at Lakeside and Arques with the first and fourth traveling Arques, Oakmead, Lawrence, Tasman, Patrick Henry, Great America, Scott, Walsh, San Tomas and Camden to Hillsdale and the 2nd and 3rd trips make the Stewart/De Guigne/Duane loop to Oakmead and doubling back Oakmead, Arques onto Scott, Walsh and regular route to Cambrian Park. 2am/3pm buses required and line operates from Pedro Chaboya Division. 20-MILPITAS-MOUNTAIN VIEW had weekend/holiday ev ning service added 630PM-900PM and midday and weekend trips were rerouted in Milpitas to serve City Hall. 21-ALUM ROCK-SAN JOSE SP DEPOT had all midday, all weekend and three additional peak trips extended from 1st and Santa Clara to SP Depot. Weekend headways were improved to 30 minutes at all hours and weekend/holiday thru routing of alternate buses with 81-SANTA CLARA was discontinued. 23-SAN JOSE-STANFORD SHOPPING CENTER had weekday evening service improved from 60 to 30 between 7PM and 930PM and added 60 minute service between San Jose and Palo Alto SP Depot to 1230AM weekdays and to 1030PM weekends. 55-LAKEWOOD VILLAGE-CUPERTINO replaced former midday and weekend/holiday only 98 over the same route except that weekday peak service is extended from Lakewood Village to Great America Industrial Park on a loop type routing. Weekday headways are 30 minute with 4 buses to 7PM and hourly to 10PM with weekend headways of 45 minutely and two buses. 62-PIEDMONT HILLS-LOS GATOS had weekday headways improved from 30 to 15 between Piedmont Hills and Good Samaritan Hospital where alternate buses turn back and Los Gatos bound buses now travel via S. Bascom onto Los Gatos Ave. 64-SANTA CLARA-ALMADEN VALLEY had night service extended to midnight (hourly headways) all days. 72-DOWNTOWN SAN JOSE-ALMADEN EXPRESSWAY VIA McLAUGHLIN replaced midday/weekend/holiday line 90 and extended its southern terminal from Capitol Expwy and Vistapark via Vistapark & Branham to Cherry.

COUNTY TRANSIT Continued

Line 72 operates 30 minutely weekdays from 6AM to 730PM using 4 buses (90 used 3) and hourly weekends between 830AM and 630PM. 81/81A-EAST SAN JOSE-CABRILLO/KAISER HOSPITAL discontinued weekend thru routing of eastbound 81 trips with 21-ALUM ROCK improving East San Jose service to Toyon & McKee from 60 to 30 and weekend operating hours were lengthened. 84-PALO ALTO SP-MAYFIELD MALL was slightly modified in the Midtown Palo Alto shopping area to run Waverly, California (return Oregon Expwy), Middlefield, Colorado and Waverly. In equipment news delivery of the 219 forty foot Grumman-Flxible 870 buses (#1600-1818) began in mid March (WT 4/81). These were the first coaches to receive the design fix for the widely publicized rear frame structural failure problem prior to delivery. Features of these buses include "pop open" ventilation panes in the side windows, Transign "Trans Dot" electronic head and side signs and Duncan fareboxes capable of accepting and registering dollar bills. After acceptance inspection at CT's Agnews Overhaul and Repair Center the 870s are fitted with front door lifts by TMT which has set up a shop in Milpitas for this purpose. The original order of Gilligs (#600-681) are also being retrofitted with TMT lifts and are being placed in service in increasing numbers. The second Gillig order (#682-733) was purchased with lifts already installed. It was expected the 870s would be placed into service during June. Nimco rebuilt TDH 5301s, 5302s and 5304s from TNJ, WMATA and HOUTRAN of the 4800-4881 series continue to be deployed into the active fleet with 50 in service by mid March. Only 62 of the 134 Twin Coach TC 31s remain on the active roster. Their use is restricted mostly to the South County local lines 15G and 15M, the San Jose Park N Ride Shuttle, the 80 series local lines in San Jose and Palo Alto and to duties as standby coaches to fill in for regular schedules throughout the system in the event of breakdowns or overloads.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: On January 26 new line 55-SAN ANDREAS ROAD was introduced connecting theouter end of 54-APTOS-LA SELVA BEACH with the Watsonville Transit Center along a largely rural route. Limited weekday only service is offered from La Selva Beach at La Playa & Estrella via Estrella, San Andreas Rd, W. Beach (Watsonville), Rodriguez and 2nd to Main looping Main, Beach, Union and Maple onto 2nd. Trips leave La Selva at 1015AM and 215PM returning from Watsonville at 1045AM and 245PM. On January 12 passenger lift service was added to 1-UNIVERSITY and interlined routes 65-LIVE OAK VIA 30TH and 66-LIVE OAK VIA 17TH. On March 25 bike racks (rear mounted) were placed on all 35-BOULDER CREEK-SANTA CRUZ buses on a permanent basis and introduced in a test program on those runs on 8-COUNTY HOSPITAL and 40-DAVENPORT which are thru routed which includes all off peak 40 trips and alternate 8 trips.

TRANSIT FARES IN SAN DIEGO COUNTY

SAN DIEGO TRANSIT CORPORATION, NATIONAL CITY TRANSIT and CHULA VISTA TRANSIT all increased fares July 1st. SDTC basic fare is now 80¢ which includes elderly and handicapped during peak hours and 40¢ for those groups during non peak hours and a $1 express fare. NCT and CVT now have the same rates with one exception. Adult fares are 60¢, juniors, elderly and handicapped are 40¢, children under 6 are free and in Chula Vista the "Downtowner" bus is 25¢. These systems plus THE STRAND EXPRESS, the suburban routes of COUNTY TRANSIT SYSTEM and MTDB's San Diego Trolley will now all honor a new Ready Pass ($31 for regular and $15.50 for elderly and handicapped) which will allow unlimited riding on local services of all the systems. These passes will also be valid on Express buses and the San Diego Trolley upon payment of an equalizing fare.

NOTIFY US IF YOU ARE MOVING SO THAT YOU CAN CONTINUE TO RECEIVE WESTERN TRANSIT IN A TIMELY MANNER

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: PVVTA was scheduled to go out of business and cease fixed route, Dial A Ride and handicapped transportation services in the Blythe area on July 1st. Efforts to secure the services of Morelock Taxi Service on a subsidized basis failed and the PVVTA Board was continuing to secure a replacement service for the handicapped and elderly. It was being suggested that the Palo Verde Association for Handicapped Citizens might be able to provide replacement service with subsidy.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: STA fares were increased July 1st. The adult fare on most local lines increased from 50 to 60¢ with the senior (over 60) and junior (under 13) fare going from 25 to 30¢. On Lines 9/10-DESERT HOT SPRINGS-COACHELLA the adult fare is 75¢ with seniors and juniors 50¢. However, between the hours of 10AM nd 200PM the system-wide fare is now 25 cents. The fare for the service which STA operates for handicapped persons in Palm Springs and for the intravalley service which is used primarily to transport students of the Foundation of the Retarded of the Desert in Palm Desert remained at 25¢ although STA General Manager Lee Norwine had recommended an increase in this rate to 60 cents. The City of Palm Springs sponsored and STA operated Sun Surrey service using red double decker buses in the downtown area on a loop type route is not expected to return in the fall unless the city comes up with a new assessment method for the Downtown Business Improvement District. The city still intends to sue the merchants who have not paid last year's assessments and the newly formed Merchants and Citizens Association is considering a class action suit to eliminate past Sun Surrey assessments.

DESERT AREA RAPID TRANSIT (DART)

APPLE VALLEY: A plan for an experimental transit system for Hesperia, Apple Valley and George Air Force Base is nearing completion and service could begin within three months. Initially a six month program is envisioned according to county transit planners.

OMNITRANS (OT)

SAN BERNARDINO: With the close of service on June 30th Line 50-RANCHO CUCAMONGA was discontinued. Persons previously using Line 50 may use the Rancho Cucamonga Dial A Ride. Because of increasing costs and decreasing ridership the city asked that the service be dropped. Line 50 operated hourly 620AM-820PM Monday - Saturday and 920AM-520PM Sunday using one bus.

GARDENA MUNICIPALBUS LINES (GMBL)

GARDENA: Bus fares were increased July 1st to help meet rising costs and dwindling subsidies. Adult fares are now 35¢ with a 30¢ zone charge to Los Angeles; students, elderly and handicapped are now 25¢ and midday free fares for elderly and handicapped were eliminated. Interagency transfers are now 20¢ with local transfers free.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: Beginning July 5th TTS began charging fares to senior citizens who previously rode free of charge. Senior fare is now 10 cents with zone charges of 10 cents. All other fare charges remained the same.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD fares also were increased July 1st. Cash fares were all increased - adults from 65¢ to 85¢, students 50¢ to 65¢, seniors and handicapped 30¢ to 40¢. Transfers were reduced a nickel - to 15¢ for adults and to 5¢ for seniors and handicapped. Freeway distance steps were increased from 30 to 40¢ for adults and were instituted for seniors and handicapped at 20¢. Prices of monthly passes were also increased proportionately while the 25 cent fares on Lines 202-CHINATOWN-OCCIDENTAL CENTER MINI-BUS and 603-EASTSIDE-RTD STATION DOWNTOWN SHUTTLE and the dime fare on 205-WESTWOOD VILLAGE MINI-BUS LOOP remained constant. They may rise pending concurrence of the sponsoring agencies.

AIRPORT BUS OF BAKERSFIELD (ABOB)

BAKERSFIELD: Expected to start in mid July ABOB will operate seven round trips per day connecting Bakersfield and the Los Angeles International Airport. Bakersfield terminal will be the Regal Oak Inn with a second stop at Magic Mountain in Saugus. Fares to/from Bakersfield will be $20 adults/$10 children with Saugus fares at half those prices. Fifteen passenger vans with reclining seats, individual reading lamps, headphones for stereo tapes and a movie will be used.

SUNDANCE STAGE LINES, INC. (SDS)

SAN DIEGO: SDS has filed application with the Public Utilities Commission seeking a certificate between points in San Diego County and Mammoth Resort areas.

FRESNO TRANSIT (FT)

FRESNO: FT also increased its fares July 1st as adult fares went from 35 to 40¢, student tokens rose from 25 to 35¢ and elderly and handicapped rose from 10 to 20¢. Monthly passes for adults rose from $12 to $18, students $10 to $16 and seniors and handicapped from $2 to $5. Handy Ride fares for the elderly and handicapped unable to use the fixed route system increased from 35 to 40¢ with passes going from $14 to $18. In addition to those changes the Fresno City Council also approved many service reductions including elimination of all Sunday service and elimination of holiday service on New Years Day, Independence Day, Thanksgiving and Christmas. Saturday service on 22-WEST AVENUE, 24-FRUIT AVENUE, 29-CLINTON AVENUE and 45-ASHLAN AVENUE was also dropped and service frequencies on several lines will be reduced. As a result of these changes fifteen positions at FT will be eliminated although there will be no layoffs due to unfilled positions at this time. FT is now receiving delivery of twelve 40 foot Grumman-Flxible 870 buses which are equipped with both the kneeling feature and front door wheelchair lifts. These units, numbered 8101-8112, also feature the new pop open ventilation windows.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: Beginning June 8 new Lines 61-DOWNTOWN OAKLAND-OAKLAND INTERNATIONAL AIRPORT commenced operating every 30 to 45 minutes weekdays only between Kaiser Center, along Broadway in Oakland, Buena Vista in Alameda and Doolittle Drive in East Oakland and serving the airport's north field and main terminal. Line 88 now features all trips operating between downtown and the AMTRAK station via BART/Oakland West. Line 40/43 was extended from Albany to BART/El Cerrito and extended in San Leandro to Bay Fair Shopping Center and BART/Bay Fair. New service in the Pinole-Rodeo-Crockett area via Line 70 from Hilltop Shopping Center via Tara Hills nd Pinole to Hercules and Viewpoint and 70A (replacing 78A) from Hilltop via San Pablo Avenue to Crockett.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The Assembly Bill (AB 95) to abolish the Golden Gate Bridge, Highway and Transportation District as it is presently constituted has been amended to keep the district alive after state officials were advised the federal government has indicated the district is in line to receive a $36 million grant to replace the deterioring roadway on the span. Three provisions of the bill do remain - direct election of directors, the district would have to, in effect, get out of the ferry business and no alterations could be made to the bridge or its approaches without approval of the Legislature, a provision aimed at preventing a second deck or San Francisco freeway connection to the bridge. Weekend and holiday fares on the Sausalito Ferry were increase from $2 to $2.50 beginning July 4th and the value of transfers between GGT buses and those of SONOMA COUNTY AREA TRANSIT, SANTA ROSA TRANSIT and PETALUMA TRANSIT was reduced from 25¢ to 10¢ at the request of the other systems. On June 8 new Line 66-TOLL PLAZA-BART/DALY CITY began operation. Connecting with buses to/from Marin and Sonoma four morning southbound trips depart the Toll Plaza with four afternoon northbound trips from BART/Daly City. The line operates along Park Presidio Blvd and 19th Avenue and stops on 19th Avenue at Lincoln, Judah, Noreiga, Quintara, Taraval and Holloway. Line 66 will be operated on a six month trial basis. Beginning July 1st a bus equipped with wheelchair lift, four wheelchair spaces and twelve standard seats began a special reserved seat operation. There are two round trips operated each weekday departing Santa Rosa at 8AM arriving San Francisco Trans Bay Terminal 1100AM, departing San Francisco 1110AM for San Rafael, departing San Rafael 212PM for San Francisco and departing San Francisco 330PM for Santa Rosa arriving there 630PM. Persons holding a Bay Reion Discount Card are eligible for this service and fares will be at the same discount as on regular GGT buses. It is planned to order twenty nine additional buses for the GGT fleet during this coming fiscal year. Tentative agreement between the bridge district and twelve of the fourteen unions representing its employees has been reached on new two year wage contracts although the memberships have not yet voted on the plans. The pacts would increase wages and fringe benefits 10.2% this year and 9.4% next year. Two bargaining units representing one plumber and eight electricians have not yet reached agreement. These two groups struck two years ago and did stop the bus operation.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: The BART Board has voted to extend an operating agreement with GREYHOUND LINES, Inc. to continue providing commute service between points in Contra Costa County and San Francisco. The average daily number of 600 commuters were hit with a 35 per cent fare increase on July 1st, however, caused by a requirement of the Metropolitan Transportation Commission that Greyhound service receive 60 per cent of its operating costs from fares if it is to receive $390,000 in state transit funds next year. GL-W uses a fleet of MC 7 buses operating over three routes - R-MINERT ROAD-WALNUT CREEK-ORINDA-SAN FRANCISCO, T-CONCORD-PLEASANT HILL-WALNUT CREEK-LAFAYETTE-ORINDA-SAN FRANCISCO and Y-CONCORD-PLEASANT HILL-ORINDA-SAN FRANCISCO.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: HTAhas moved into a central administration, operations and mechanical facility. Formerly HTA was administered from the County Public Works Building, buses stored and washed at the County's 2nd Street Yard, buses repaired and maintained at the County's Jacobs Avenue Garage, fueling was done at a truck stop on the south side of town as the County has no diesel fuel and buses were parked behind the Carson Mansion during midday. HTA will be engaging its own mechanical staff and will install fueling facilities. The new location is mid way between Eureka and Arcata facing the Humboldt Bay at 6700A North Highway 101.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
HOUTRAN	1126	GrFlx	40102-8-1/92870	replacement
Santa Monica Muni	4748-4782	GrFlx	401026C-1/92887-901	
Fresno Transit	8101-8112	GrFlx	401026C-1/93122-133	
Santa Barbara MTD	242-256	Gillig	35/96-T-6V92/800013-27	
Utah Transit Authority	(3501-3505	M-B	0309D/-	
	(8101-8124	GMD	T6H5307N/B3500533-556	
Tri Met (Portland)	200-210	GMD	T6H4523N/B3500028-038	
Grays Harbor TA	27-29	GMD	T6H4523N/B3500385-387	
Boise Urban Stages	401-410	GMD	T8H5307A/B3500151-160	
Regional Transportation District	4801-4927	GMD	T6H5307N/B3500402-528	
San Diego Transit Corp	(901-965	GMD	T8H5307A/B3500588, B3500654-717	correction
MASSTRANS (Okla City)	unkn	GMC	T8060H/812331-2352	
HOUTRAN	1901-1908	GMC	T8020H/812475-2482	
Gardena Bus Lines	779-780	GMC	T8020H/812500-2501	
Zanetti Bus & Fast Express	D164	GMC	P8M4905A/1045	
USED				
Sunshine Charters	125	GMC	TDH3301A/004	CNGT 125
Sonoma County Area Transit	(unkn	GMC	SDH4501/043,047, 064,077	AC 122,126, 143,156
Boise Urban Stages	351-352	GMC	TDH5302/477,482	orig East Mass
Gray Line of Salt Lake City	unnumb	GMC	SDM 4501/108	Orange Coast Sghsg 1244
Lake Shore Motor Coach Lines	134	GMC	PD 4107/063	Wisc Coach 134
Sun Valley Bus Lines	(161,164	GMC	PD4107/570,294	Peerless 276, Manhat Trns 406
	(165,157	GMC	PD4107/488,1177	SGL 5046, North Star 129
	(unnumb	GMC	PD4107/647	Arrow Stgs 702
Lewis Bros Stages	330	MCI	MC7/-	Domenico 201

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ORANGE COUNTY TRANSIT DISTRICT SURVEY - JULY 1981

This is the fourth OCTD Survey and will cover operations as they exist in the summer of 1981. County wide Dial-A-Ride is now a reality and peak hour service has been increased as has selected weekend services. Amid reductions in government funding the district will have only a slight expansion in its service during the year and, in fact, it is expected that selected low productivity lines may be discontinued in total or in part. Better bus service for the home to work and school traveler continues to be the principal goal of the agency.

EQUIPMENT ROSTER

FLEET NOS	BUILDER	MODEL	SERIAL NOS	SEATS	YEAR	NO.	NOTES
0101-0108	Ford	Econoline 250	1084,1087-1093	7	1980	8	7
0201-0212	Ford	Econoline 250	1085,1094-1102, 1104-1105	12	1980	12	
0711-0713	Transcoach	2411-WC	7093-7095	13	1976	3	7
0721-0784	Transcoach	2221-S	7028-7092	19	1975/6	62	8
0785-0791	Microbus	Fortivan	S0138-S0144	12	1978	7	
0792-0799	Microbus	Fortivan	S0145-S0152	7	1978	8	7
1001-1020	GMC	TDH5303	3023-3055 mixed	51	1965	20	1
1021-1055	GMC	TDH5303	4223-4257	51	1966	35	?
1101-1155	Flxible	53102-8-1	61162-61216	47	1976	55	
1201-1209	Flxible	111-DD-D05-1	56791-56799	41	1972	9	3
1301-1316	Flxible	111-DC-D06-1	57100-57115	36	1973	16	4
1501-1515	Flxible	45102-8-1	57604-57618	36	1973	15	5
1601-1663	Flxible	45102-8-1	58541-58603	36	1974	63	6
1801-1822	Flxible	53102-8-1	59821-59842	44	1975	22	9
1901-1922	Flxible	53102-8-1	59799-59820	51	1975	22	10
2001-2065	Flxible	53102-8-1	90428-90492	48	1979	65	11
3001-3175	GMC	T8H203	A1196-A1370	43	1980	175	7
					Total Fleet --	597	

ROSTER NOTES

1- Former DALLAS TRANSIT SYSTEM 105-135 mixed
2- Former DALLAS TRANSIT SYSTEM 201-235
3- Former 201-209
4- Former 301-316
5- Former 501-515
6- Former 601-663
7- Wheelchair lift equipped
8- Buses 0723 and 0761 off roster, buses 0726, 0730-0733, 0735, 0740, 0755 and 0737 retrofitted with lifts
9- Former 801-822, 1822 last bus built at Flxible's Loudonville, Ohio plant
10- Former 901-922
11- Equipped with kneeling feature, 2021 equipped with front door wheelchair lift

EQUIPMENT ASSIGNMENTS

DIVISION 2 (South County)

Coach Nos	Lines Used On
0105-0108	980 series
0211-0212	do
0721,24,25,27	do
0728,34,38,39	do
0742,44,48,51	do
0752-0754	do

DIVISION 4 (Garden Grove)

Coach Nos	Lines Used On
1001-1013@	35,46,58,70,141
1034-1053@	do
1131-1155	25,35,69,256
1201-1209	132,145,146
1634-1663	25,28,54,141,145,146
1801-1822	33,38,71,260
1909-1922	36,47,208
2021	35,38,50,64,204
2036-2065	do
3068-3175	29,30,37,42,43,49,56,60

DIVISION 5 (Central County)

Coach Nos	Lines Used On
0785-0791	960 series
0792-0799	do

@ - Numbers interspersed

DIVISION 7 (Irvine)

Coach Nos	Lines Used On
1016-1033@	80,143,144
1101-1130	45,53,65,95,209
1301-1316	22,62,68,133
1501-1515	57,202,205,206
1601-1623	45,66,95,291
1901-1908	53
2001-2020	57,61,70,75,201,203
2022-2035	do
3001-3067	57,72,74,76,78,85,91

DIVISION 8 (West County)

Coach Nos	Lines Used On
0101-0104	920 series
0201-0210	do
0722,29,35,36	do
0737,40,56,60	do
0781,82,84	do

DIVISION 10 (North and East County)

Coach Nos	Lines Used On
0213-0214	900 series
0711-0713	do
0726,41,43,46	do
0730-0733	940 series
0747,49,50	do

SERVICE TABLE

Line No.	Name	Div	Peak Hdwy	MONDAY-FRIDAY AM--PM	Base	Rqmt	SATURDAY Base	Rqmt	SUNDAY Base	Rqmt
22	TUSTIN-LA HABRA	7	60	3--3	60	3	75	1	75	1
25	KNOTT/GOLDEN WEST	4	30	9--9	30	8	60	5	-	-
28	BASTANCHURY	4	60	2--2	60	2	-	-	-	-
29	BEACH BOULEVARD	4	20	12--13	20	13	20	13	30	9
30	ORANGETHORPE	4	30	6--7	30	6	60	3	60	3
32	OPERATORS SHUTTLE	4	-	- -	30	4	-	-	-	-
33	MAGNOLIA AVENUE	4	30	4--4	60	2	60	2	-	-
35	BROOKHURST STREET	4	20	8--9	35	5	30	5	60	3
36	SEAL BEACH-NE ANAHEIM	4	60	2--2	-	-	-	-	-	-
37	EUCLID STREET	4	20	10--10	30	7	60	3	60	3
38	LA PALMA AVENUE	4	20	9--10	30	6	60	4	60	4
42	LINCOLN AVENUE	4	20	11--11	20	11	30/60	6	60	4
43	HARBOR BOULEVARD	4	10/30	26--27	15/30/60	17	20/60	12	20/60	12
45	FAIRVIEW STREET	7	30	6--6	60	3	60	3	-	-
46	BALL ROAD	4	30	6--6	30	6	60	3	-	-
47	ANAHEIM BOULEVARD	4	30	6--6	30	6	60	3	60	3
49	STATE COLLEGE BLVD	4	20	7--7	20	7	60	2	60	2
50	KATELLA AVENUE	4	20	9--9	30	6	30	6	60	3
53	MALL OF ORANGE-BALBOA	7	20/60	12--12	20/60	12	30	8	30	8
54	CHAPMAN-SPRINGDALE	4	20/40	7--8	30/60	6	60	3	60	2
56	GARDEN GROVE BLVD	4	60	3--3	60	3	-	-	-	-
57	SANTA ANA-LAGUNA HILLS	7	10/20	23--24	10/20	24	20	14	20	13
58	17TH STREET CROSSTOWN	4	30	5--6	-	-	-	-	-	-

SERVICE TABLE

Line No.	Name	Div	Peak Hdwy	MONDAY-FRIDAY AM--PM	Base	Rqmt	SATURDAY Base	Rqmt	SUNDAY Base	Rqmt
60	WESTMINSTER AVENUE	4	20	8-- 9	20	8	20	8	30	5
61	JAMBOREE ROAD	7	30	4-- 4	60	2	60	2	-	-
62	WEST FIFTH-HAZARD	7	45	2-- 2	45	2	45	2	-	-
64	BOLSA AVENUE	4	20	6-- 7	20	6	20	6	30	4
65	TUSTIN-BALBOA	7	30	6-- 6-	30	6	60	3	60	3
66	McFADDEN AVENUE	7	30	5-- 5	60	3	60	3	-	-
68	FIRST STREET CROSSTOWN	7	30	4-- 4	-	-	-	-	-	-
69	YORBA LINDA	4	20	9-- 9	20	9	30	6	60	3
70	EDINGER AVENUE	7	20	7-- 8	20	7	20	7	30	5
71	TUSTIN AVENUE	4	30	7-- 7	60	2	60	2	60	2
72	WARNER AVENUE	7	30	5-- 5	60	3	-	-	-	-
74	TALBERT-MAIN-CULVER	7	20	C	30	C	60	C	60	2
75	EL TORO-SANTA ANA	7	30	6-- 7	60	4	60	4	60	2
76	ADAMS AVENUE	7	20	14--14	30	10	60	4	-	-
78	MICHELSON	7	60	3-- 3	60	3	-	-	-	-
80	VICTORIA-SOUTH FLOWER	7	60	3-- 3	60	3	60	3	-	-
85	SAN CLEMENTE-SANTA ANA	7	30	7-- 7	30	6	60	3	60	2
91	SAN CLEMENTE-MISSION VIEJO	7	30	7-- 8	30	8	30/60	5	30/60	5
95	PACIFIC COAST HWY	7	30	10--10	30	10	60	5	60	5
100	ANAHEIM STADIUM	4	-	- -	-	-	(1 RT	1	(1 RT	1
		7	-	- -	-	-	(1 RT	1	(1 RT	1
132	ORANGE AVENUE	4	60	2-- 2	60	1	-	-	-	-
133	RAYMOND/EAST	7	45	2-- 2	45	2	-	-	-	-
141	NEWHOPE-SEGERSTROM	4	30/60	7-- 7	60	2	-	-	-	-
143	EAST 17TH	7	30	A	30	A	60	A	60	A
144	EAST 1ST	7	30	4-- 4	30	4	60	2	60	2
145	SOUTH FLOWER	4	20	6-- 6	30	4	60	2	60	2
146	RAITT-GREENVILLE	4	20	B	20	B	60	B	60	B
161	NEWLAND-TRASK	4	-	- -	-	-	-	-	-	-
201	SAN CLEM-FULLERTON PARK/RIDE	7	2RT	2-- 2	-	-	-	-	-	-
202	SAN CLEM-THE CITY PARK/RIDE	7	1RT	1-- 1	-	-	-	-	-	-
203	SAN CLEM-LONG BCH PARK/RIDE	7	3RT	4-- 3	-	-	-	-	-	-
204	FULLERTON-NWPT CNTR PARK/RIDE	4	1RT	1-- 1	-	-	-	-	-	-
205	LAGUNA HILLS-LONG BEACH PARK/RIDE	7	1RT	1-- 1	-	-	-	-	-	-
206	SAN CLEM-NWPT CNTR PARK/RIDE	7	1RT	1-- 1	-	-	-	-	-	-
208	HTN BCH-NE ANAHEIM EXP	4	1RT	1-- 1	-	-	-	-	-	-
209	SAN CLEM-NE ANAHEIM PARK/RIDE	7	2RT	2-- 2	-	-	-	-	-	-
256	RIVERSIDE-HTN BCH EXP	4	1RT	1-- 1	-	-	-	-	-	-
260	RIVERSIDE-SANTA ANA EXP	4	1RT	1-- 1	-	-	-	-	-	-
291	SAN CLEM-SANTA ANA PARK/RIDE	7	2RT	2-- 2	-	-	-	-	-	-
				345 355		263		165		119

SERVICE TABLE NOTES

A-See Line 144 B-See Line 145 C-See Line 76

Researcher and Editor - Edmund Buckley

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