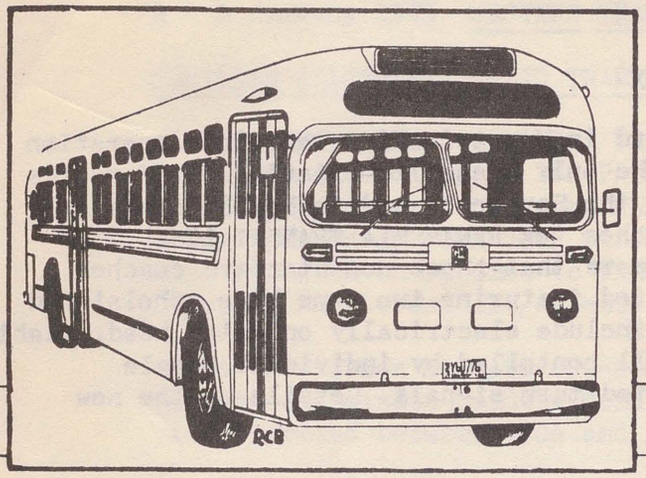


Western Transit

Monthly Publication of The Western Transit Society

Vol. 13 No. 1 January 1975

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: Sunday November 24th marked the launching of the nation's largest and only computerized demand responsive transit system as "Dial A Ride" service was inaugurated in Santa Clara County. Service began on an 18 zone system throughout the county which was followed on December 22nd with a revamping of the fixed routes. Public interest was so high initially that DAR service was fouled up during the first week as 90 per cent of the calls received on the 70 telephone lines were from prospective patrons seeking information rather than ordering a bus ride. Despite these problems DAR patronage jumped from 1225 riders the first Sunday of operation to 2986 on Friday November 29th, far exceeding SCCTD's anticipated growth rate to 10,000 riders within 12 months to two years. 90 of the 134 Twin Coach TC-31s (See Equipment Report) are involved in the DAR operation averaging out to 5 buses per Personalized Service Area (zone) during weekday peak periods. Service is offered 600AM/1000PM weekdays, 800AM/530PM Saturdays and 900AM/500PM Sundays and holidays. Passengers may ride door to door without transferring within any of the 18 service areas as well as to certain "Direct Service" locations (generally shopping centers, hospitals or employment centers) outside the area. Buses operate express from their areas to these Direct Service Locations. For example, DAR Area 14 (South Sunnyvale) coaches will operate direct service to Kaiser Hospital in Santa Clara and Sunnyvale Civic Center and downtown Sunnyvale in North Sunnyvale and Area 15 (North Sunnyvale) coaches run to Lockheed, Sunnyvale Community Center in South Sunnyvale and the Emporium in Mountain View. The 18 Service Areas have been designated by old Spanish or Mexican land grant names as well as service area numbers. These appear on the coach head, side and rear destination signs preceded by the unique DAR logo which consists of a coil within a square symbolizing the DAR circulation within the arterial routes. The Personalized Service Area designations are:

1 - Pueblo De San Jose (North and Central San Jose)
2 - Rancho San Juan Bautista (West San Jose)
3 - Rancho Los Huecos (South East Foothills)
4 - Rancho Pala (North East Foothills)
5 - Rancho Tularcitos (Milpitas)
6 - Rancho Yerba Buena (South San Jose)
7 - Rancho Santa Teresa (Almaden-Santa Teresa)
8 - Rancho Capitancillos (Blossom Hill-Union District)
9 - Rancho Narvaez (Willow Glen-Camden)
10- Rancho Del Tito (Campbell-Los Gatos-Monte Sereno-Saratoga)
12- Potrero De Santa Clara (Santa Clara-West Valley)
13- Rancho Quito (Cupertino-Monta Vista)
14- Rancho Ynigo (South Sunnyvale)
15- Rancho Borregas (North Sunnyvale)
16- Rancho San Antonio (Mountain View)
17- Rancho Concepcion (Los Altos)

SCCTD Continued

18- Rancho San Francisquito (Palo Alto)
19- Rancho De Las Llagas (Morgan Hill-San Martin-Gilroy)

With inauguration of DAR the new North County coach yard in Mountain View went into operation stocked exclusively with the propane fueled TC-31s. The only change to existing fixed routes was the shifting of the 30 series Palo Alto lines from the San Jose yard to North County resulting in replacement of SCCTD's only gas powered coaches (ex PENINSULA TRANSIT LINES TGH 3102s #260-268 and TGH 3501 #269) with TC-31s. It appears that these non standard coaches will be disposed of. The TC-31s are handsomely appointed featuring two tone blue upholstered seats and light blue carpeting. Operational features include electrically operated head, right side window and right rear window destination signs, all contolled by individual toggle switches located over the driver's head and foot operated turn signals. Details on the new arterial routes will be presented next month.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Underaa cost-reimbursement contract with the BAY AREA RAPID TRANSIT DISTRICT for a six month trial period ACT began service December 2nd between BART stations and outlying areas of Alameda and Contra Costa counties using their 2100 series TDH 4801s (2100-2120). 5 lines are operated: D-BART/WALNUT CREEK-DANVILLE-ALAMO-SAN RAMON-DUBLIN, M-BART/CONCORD-MARTINEZ, P-BART/CONCORD-PITTSBURG-ANTIOCH-BRENTWOOD, Q-BART/EL CERRITO DEL NORTE-PINOLE and U-BART/HAYWARD-DUBLIN-PLEASANTON-LIVERMORE. Except for Line Q which is rush hour only the service generally operates every half hour 530A-900A and 330P-700P, hourly 900A-330P and 700P-1000P Monday through Friday. Line P operates beyond Antioch to Oakley and Brentwood only four times a day. Fares are on a two zone basis, 25 cents for each zone with a dime per zone rate for those under 12 and over 64.

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: Remaining Golden Eagle service in the Western Area (one round trip Los Angeles/San Francisco and one round trip Los Angeles/Seattle) was discontinued October 27th replaced with Silver Eagles. AMERICAN BUSLINES added three round trips between Los Angeles and San Diego via Santa Ana/San Clemente/Oceanside on November 26th.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMR)

SAN FRANCISCO: Beginning Wednesday November 20th Line 77-BROTHERHOOD WAY was expanded to run on Wednesday in addition to Friday and Sunday and certain holidays. Wednesday/Friday trips leave St. Francis Circle at 1105A, 1145A and 230P and the Brotherhood Way terminal at 1125A, 215P and 250P. Sunday service will leave St. Francis Circle 830A and every 35 minutes until 1240P and will leave Brotherhood Way 850A and 35 minutely until 100P. The General Sign Up took effect January 19th. The only major change was reinstitution of rail service on Line M-OCEAN VIEW with late night and owl service operated by motor coaches. Later this year Ocean Division will be moved from its present location to the new John M. Woods Motor Coach Division at 22nd and Indiana Streets.

COBB'S COACHES (Daniel Elihu Cobb d/b/a)

MODESTO: CC has been granted a certificate to operate between Modesto, Sharpe Defense Depot and Tracy Defense Depot and between Stockton (Pacific Avenue and Benjamin Holt Drive, Sharpe Defense Depot and Tracy Defense Depot on a home to work basis also serving Manteca using a PD 4501 coach. Weekly fares will be charged ranging from $10 to $16.50 depending upon distance traveled.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The recent San Fernando Valley hearings on a proposed grid system (WT 12/74) resulted in Line 182-PACOIMA-WEST VALLEY INDUSTRIAL CENTER becoming a full service line operating every half hour 600A-700P and hourly 700P-1000P Monday/Saturday and hourly 600A-700P Sunday using 4 and 2 buses respectively. The line was also rerouted in Pacoima to run via Glenoaks, Paxton and Arleta between Van Nuys/Glenoaks and Devonshire/Arleta.

Hours of service on Line 200-DOWNTOWN MINI-BUS LOOP were extended December 16th to provide ten minute headway Monday/Friday 700A/900A and 515P/700P. Previously service operated between 900A and 400P. There was no change in Saturday schedules.

On January 5 RTD began serving UC Riverside and March AFB after the Riverside City Council purchased the Certificate of CALIFORNIA BUS LINES between Riverside and March Air Force Base via UC Riverside and Edgemont and thru the use of SB 325 funds contracted with RTD for the service. Line 62-UC RIVERSIDE-MAGNOLIA AVE-LA SIERRA was extended to travel north from downtown Riverside via Market, 3rd, Kansas, Linden, Aberdeen (UCR), North Campus Dr into Big Springs, Mt. Vernon, Blaine, Flanders, Highland and Celeste to Blaine (Canyon Crest Heights). The line was also extended on the La Sierra end to Meadow Mobile Home Park. 30 minute headway 6A-6P Monday/Friday (5 buses) and hourly 6P-10P night service, Saturday hourly over entire line with half hourly downtown Riverside to Tyler Mall (4 buses) and hourly Sunday service (3 buses) is operated. Line 149-MARCH AFB-RIVERSIDE-TYLER MALL was extended easterly on University, West Campus (UCR), Canyon Crest, Central, Highway 395, Alessandro and Graham into March AFB. Hourly midday and half hourly rush service will apply weekdays except service to/from March is from 8A to 530P only. Saturday schedules are hourly with March AFB trips 8A to 530P. Sunday service is not run.

Public hearings were held December 16th and 19th on plans for a grid system on the south side including 20 minute headways, 12 new lines and southward extensions of present lines 2, 7, 49, 73, 85 and 96.

The biggest story of the December 22nd Division Shake Up was not new routings or schedules, but the opening of a new Division, numbered 15 and located at 11409 Penrose Street in Sun Valley (near San Fernando Road and Tuxford Street). Transferred from Division 8 (Van Nuys) were Lines 14, 15, 16, 24, 90, 138, 182, 724 and 793. From Division 10 (Ave. 27 and Idell) came Lines 39 and 56. Initial equipment assignment included 1000-1048 (T8H5307As), 2396-2399 (TDH4801s), 4304-4333 (111-DD-D06-1s) and 6076-6099 (F2DV8C-401-1s). As all the 31/3200s were not yet in service to release the 1000s a number of 5700s from Division 10 and 7169-7177 from Division 8 were being operated. 220 buses, 300 operators and 60 maintenance personnel will call Division 15 home when the grid system for the Valley is implemented later this year.

Coach 9900, a double deck Neoplan and the first of two large capacity buses to be tested by RTD as its part in "Project Superbus", a federally funded program encouraging use of high capacity vehicles, is on the property. The bus has a capacity of 84, 57 on top and 27 below, the rear portion of the lower deck sealed off for the Cummins 903 engine with Allison automatic transmission, is air conditioned and has sealed windows. The bus is painted in RTD colors with aluminum sides between the two levels. The second bus is expected this month and then the buses will be put into revenue service.

THIRD CLASS MAIL IS NOT FORWARDED SO IF YOU MOVE PLEASE ADVISE BUSINESS OFFICE

CITY OF SANTA FE SPRINGS FREE TRAM (SFS)

SANTA FE SPRINGS: SFS is now operated using MONTEBELLO MUNICIPAL BUS LINES buses (MMBL 49, a TDH 4519 appearing on the cover of the SFS timetable). Service is now operated seven days a week excluding Christmas and New Years Day. The free fare bus has carried over 65,000 passengers in the past year with ridership on the rise. The Pram Tram to the beach carried 2,000 last summer.

INTRA CITY MUNICIPAL BUS SYSTEMS - PART XIII

The City of South Gate launched a 3 month trial Dial A Ride on December 18th using a 7 passenger cab from SOUTHEAST TAXI CO, 9AM/5PM Monday/Friday at a cost of $100 per day charging a quarter fare in tickets, not cash, with tickets available from the Chamber of Commerce. The City of San Jacinto has voted to change that city's bus system from fixed route to a Dial A Ride similar to neighboring Hemet. The Carson City Council has applied for a $318,000 federal grant toward purchase of 16 20 passenger buses including one equipped for handicapped riders. Routes would loop thru the city on a 30 minute headway and would be syncronized with TORRANCE TRANSIT SYSTEM, SCRTD, GARDENA MUNICIPAL BUS LINES and LONG BEACH PUBLIC TRANSPORTATION COMPANY. The City of Riverside will purchase 5 21 seat buses from Fleetwood Transit Buses, Inc. which will be used to transport Senior Citizens to different city sponsored programs free of charge. Both purchase of the buses and annual operating costs will be financed by the city's share of gas tax revenues.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: The Public Utilities Commission authorized and GLW placed into effect on December 16th a 7.8 per cent increase in California intrastate passenger fares (both commute and mainline) and express rates, the second part of a two step rate hike. Minimum fare was increased from 55 to 60 cents and 10 Ride and 20 Ride ticket books were also increased. On December 4th the LONG BEACH-SAN BERNARDINO route was extended westward to/from Torrance (two round trips) doubling service. December 12th saw the first direct GLW bus service from San Diego to Tijuana with connections to TRES ESTRELLA DE ORO for service to the interior of Mexico. Initially four round trips San Diego/Tijuana rah with five Los Angeles/Tijuana and three more San Diego/Tijuana trips starting on December 18th. Los Angeles departures are at 800A, 900A, 1201P, 100P and 400P and these schedules no longer stop at San Ysidro but will accept SY passengers for transfer at San Diego. GLW buses will cross the border into Mexico without customs inspection, but returning from Tijuana all passengers will be subject to U. S. customs inspection at San Ysidro.

EASTSHORE LINES (ESL)

SAN FRANCISCO: ESL is now operating eight round trips Monday through Friday between BART/Orinda and St. Mary's College via Moraga using a PSC the firm has held for many years, but which has been dormant for many years. Although the service is open to the general public the college has agreed to subsidize this operation. Cash fare is 25 cents and the route started on September 6, 1974.

ALAMEDA CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT inaugurated Line 29-NEWARK which travels thru northwest Newark, southeast to Mowry Ave and on to BART/Fremont with a commute hour extension (29A) via Jarvis Ave/DeCoto Rd to BART/Union City on December 16th. Weekday service is half hourly 5AM/8PM and hourly on Saturday 8AM/7PM. Fare is 25¢ with free transfers to AC service in Fremont

OMNITRANS (OT)

SAN BERNARDINO: OT will be the operating name of the new county wide transit system after having been chosenby the San Bernardino Association of Governments (SANBAG) and approved by the area transit service authorities in the West Valley, East Valley, Victor Valley and Barstow. Buses will be painted two tone blue and gold on a white background. The County of San Bernardino is presently taking delivery of 20 diesel powered 20 seat Mercedes Benz Model 0309 buses. Still undecided is whether the county, SAN BERNARDINO TRANSIT SERVICE or a private operator under contract will actually operate the buses (Ed. Note - It is believed that for the time being EAST VALLEY TRANSIT, the single line financed by the county and run by SBTS from Upland to Calimesa, will continue independent). The county has been negotiating for purchase of SBTS but no decision has been reached at this time. A joint powers agreement stipulating that each participant will pay its share of expenses for service and equipment has been signed officially establishing the WEST VALLEY TRAN SIT SERVICE AUTHORITY as a public entity. Under decisions made by the West End members of SANBAG's technical committee WVTSA, covering Montclair, Ontario, Upland, Chino, Los Serranos, Cucamonga and Alta Loma, will receive 7 new buses for service one the following lines: one to an east/west line thru Montclair and Ontario beginning at Indian Hill Village (formerly Pomona Valley Shopping Center) passing Montclair Plaza, SB County offices, Ontario Plaza and connecting with the Ontario to Upland line at 6th and Mountain in Ontario; two buses to ONTARIO-UPLAND to replace present RTD Line 146-ONTARIO-UPLAND will run hourly, be extended in Upland and also be extended in Ontario southerly to Philadelphia St; one bus to an ALTA LOMA-CUCAMONGA line, one bus to the CHINO-LOS SERRANOS line which will begin at Walnut & Central in downtown Chino traveling Central, Los Serranos, Monte Vista, Merril, Pipe Line, Sierra Vista, Country Club, Bird Farm, Pomona Rincon Rd, Los Serranos and Central to Walnut, one to a CHINO Demand/Responsive line covering the City of Chino, southwest corner of Ontario and that portion of Montclair south of the SP tracks. The limited destinations will be downtown Chino, Chino General Hospital and Montclair Plaza. Origins within Montclair and Ontario will also have as destinations the city halls. All originating patrons will have one limited destination, a transfer point to the fixed route service. One spare bus will be based in Chino. Hourly service for 13 hours Monday/Saturday and 10 hours Sunday is envisioned. Ontario has indicated that their service may be temporarily stymied as the pact with RTD for operation of Line 146 has a 30 day cancellation clause. There is a desire to have more demand/responsive service in the West End and the bus lines being recommended could be temporary until the county has enough buses to allocate 13 to the area at which time some service could be converted to D/R. A joint powers agreement has been signed between the cities of Victorville, Adelanto and the county and the start of bus service was planned by mid month. Precise details of the routes have not been formulated, but a Y shaped system using 3 buses was proposed. One bus would operate on a two hour round trip between Adelanto & Apple Valley and would intersect a one bus once an hour Victorville loop line and a third bus would run to Hesperia and connect to Victorville. A fourth bus could provide connecting service into the 3 bus network from outlying areas such as Lucerne Valley and Bell Mountain. SANBAG has suggested buses run 13 hours Monday/Saturday and four hours on Sunday. The system would be started on a test basis to determine how much bus service will be warranted and in which areas.

A C CAL SPANISH TOURS SERVICE (ACCST)

SAN FRANCISCO: ACCST presently holds PSC for 4 tours in and around San Francisco and is seeking permission to extend service to San Francisco Airport to pick up and deliver Spanish speaking passengers. Hourly scheduled service (630A-830P) charging a $3.50 fare is proposed.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: By a 695-70 vote members of Transport Workers Union Local 260 approved a new two year contract ending on December 23rd a 7 week strike (WT 12/74). The pact calls for 60¢ an hour more immediately and 40¢ the second year plus improved vacations, additional insurance, COL, a ninth paid holiday and sick leave of three days. Previously there was no sick leave. During the strike neither TWU officers nor members received any strike benefits, most of the operators found other employment with the aid of the union. No increase in bus fares is anticipated. HOUTRAN is now planning for service improvements when 100 new 51 seat buses, now on order, come in June including routes along seven major arteries feeding the central city and service into the Ship Channel area and reserved lanes on freeways for buses.

GALVESTON TRANSIT COMPANY (GTC)

GALVESTON: The City of Galveston, now subsidizing GTC $69,000 a year, will apply for federal funds to takeover the firm including rolling stock and real estate and purchase 17 new buses over five years including this year to replace the fleet. GTC has requested an increase in the subsidy to $169,000 to stay in business.

CONTINENTAL BUS SYSTEM (CBS)

DALLAS: Coach 11315 (05GE/8406)-formerly AMERICAN BUSLINES 29313 has joined the San Antonio-Houston Five Star pool replacing 11310 (05GE/7755) which was destroyed by fire in August following a five vehicle accident. Coach 11751 (01SE/7036) has been converted into a baggage combo car and repainted white with red lettering. The rear side door is designed similar to Greyhound's PD 4501s. This bus will probably replace 11768 (Kass SE/27841), the last CBS Kassborher which was also a combo.

EL PASO CITY LINES (EPCL)

EL PASO: Coach 3981, a TDH 4517, which has recently been losing parts to repair others in the fleet has been repaired itself, repainted into the new red stripe scheme and placed into service. Coach 3991, a TDH 4517, is now been repainted leaving only 3999 in the NATIONAL CITY LINES two tone green and white scheme. An employee hired after EPCL operators went out on strike last year has asked for a union representation election and a hearing was held in November with an election expected later this year.

CITY OF EL PASO STREETCAR DIVISION (CEP)

EL PASO: The present city charter does not allow for operation of transit service beyond city limits and an amendment which would authorize a city owned system to run into Juarez was placed before voters in December. Due to the controversy surrounding other amendments this proposal was defeated. The two cities had previously signed an agreement which may restore rail service in spite of the vote. Raul Lezama, the new mayor of Juarez is confident he can get permission from the Mexican government to restore the streetcars, but has imposed strict conditions as the price of his support - El Paso must extend the carline to Civic Center and San Jacinto Plaza and restrict passenger loading to 6 locations, EP must pay for track relocation in Juarez, EP must provide a new pedestrian bridge across the Rio Grande, EP will schedule a shopping tour of Juarez for each convention, EP must work to abolish the state tax on Mexican liquor, trolley fare would be 15 cents each way, streetcar operators must be Mexican citizens and both cities are to franchise the International Monorail Corp. which is already accomplished by El Paso. Present EP city government is receptive, but new elections are scheduled for March so the agreement is clouded.

7 * * January 1975 WESTERN TRANSIT

MEETING DATES

February 9, March 9, April 13, May 11
700 PM

Assembly Room
Culver City Municipal Bus Lines
9815 West Jefferson Boulevard
Culver City, California

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SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Three new lines using Mercedes buses started on December 2nd. Line 38 begins at Kettner and Broadway (Santa Fe Depot) via Broadway, 10th Ave., E St., 11th Ave., B Street, 3rd Ave., Fir St., 2nd Ave., Ash Street and Kettner to Broadway. Line 38A also starts at Kettner and Broadway via Broadway, India, A Street, 10th Ave, Broadway, India, B Street and Kettner to Broadway. Both lines operate every 10 minutes 700AM to 530PM Monday thru Friday. Line 38B-SAN DIEGO INTERNATIONAL AIRPORT-DOWNTOWN-SAN DIEGO ZOO runs daily on a 20 minute headway from 700AM until 900PM. From the Airport buses travel Harbor Drive, Broadway, 7th Ave., B St., 5th Ave., Fir St (returning directly via 6th), 6th Ave., Laurel St./El Prado, Pan American Rd West, Pan American Rd East, El Prado, Village Place Way to Zoo entrance. Schedules on Line 2-30TH STREET-SAN DIEGO INTERNATIONAL AIRPORT were revised so that Line 2 now operates to/from the Airport 600AM/800AM and 600PM/1230AM daily with other service turning back at Harbor and Broadway. Line 49-RANCHO BERNARDO SHUTTLE (WT 10/74) was discontinued at the end of November due to insufficient patronage.

AIR CREW TRANSIT, INC. (ACTI)

1000 OAKS: ACTI, operating under TCP 478 presently, is seeking a PSC including baggage, express and freight between Oxnard, 1000 Oaks and Los Angeles Airport including West Imperial Terminal on a 2 hour headway 500AM/1000PM daily, service from Oxnard 5 times a day using four 12 passenger Dodge Vans. Routing would be from Oxnard Esplanade via Ventura and San Diego Fwys to LAX stopping in 1000 Oaks at DuPars Restaurant. Local service within 1000 Oaks was mentioned, but no details are available.

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Norwalk Transit System	110-121	Flxible	512-KE-F73-19/FX532-543	
AC Transit	180-299	Flxible	53102-6-0/58901-59110	
Continental Bus System	11575-11576	B&C	05SE/-	
Union Bus Lines	22528-22532	B&C	05SE/-	
Santa Clara County Trnst	401-534	Twin	TC31/25605-25738	25 seat
San Diego Transit Corp	131-163	Mercedes	0309/-	20 seat
Montebello Municipal	62-67	GMC	T6H4523A/1018-1023	
Stockton Metro Transit	1736-1743	GMC	T6H4523A/1137-1144	
SCRTD	3100-3299	GMC	T8H5307A/2238-2437	51 seat
Falcon Charter Service	38-39	GMC	P8M4905A/880-881	
American Pacific Stage Company	(916 (917-921	GMC GMC	P8M4905A/852 P8M4905A/924-928	
USED				
Daly City Transit	(40 (207-209	GMC GMC	TDH3610/342 TDH4507/-	GET 4001 Guiton 207-9
Texas Bus Lines	434	GMC	PD4107/224	TNM&O L665
Holiday Lines	304	GMC	PD4106/1989	LVTR 163
Stardust Charters	unkn	GMC	PD4501/189	4 Winds 471
Gtr Vancouver Transit	unkn	GMC	TDH4509/1328,1332, 1706,1721	Assoc A6016D, A6018D. M6666D, A6020D
Monterey Peninsula Trnst	110-111	GMC	TDH4517/606,615	MARTA 645,654
American Charter Lines	200	Prevost	P-453-2028-71	Limo Coach 200
DISPOSITIONS				
Denver-Salt Lake-Pacific Stages	24703	B&C	01SE/6279	to pvt party
Russell Transportation	34	Crown	A-504-11/33230	to pvt party
American Pacific Stage	23,28	GMC	PDA4104/175, 180	to pvt party

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SPORT OF KINGS LINES (Carl Rodgers and John Mooney dba)

LOS ANGELES: SOKL has been granted a PSC to operate a specialized service (for employees of the tracks only) over five routes using either PD 4501s or van type vehicles. Routes are Santa Anita-Hollywood Park, Los Alamitos-Hollywood Park, Santa Anita-Los Alamitos, Hollywood Park-Pomona Fairgrounds and Los Alamitos-Pomona Fairgrounds.

SOUTHERN CALIFORNIA TRANSIT COMPANY (SCTC)

LOS ANGELES: SCTC has been authorized to begin a Dial A Ride service in San Fernando, Pacoima and Sylmar charging fifty cents per rider (WT 7/74).