

Decision No. 52614**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 Thoburn S. Haworth, Bryan W. Haworth,  
 Ruth H. Haworth, and Margaret Haworth,  
 Copartners, dba ORANGE BELT STAGES,  
 for revision of its operating authority  
 in certain particulars and for issuance  
 of a new loose-leaf form of certificate  
 in lieu of all presently granted  
 operating rights.

Application No. 37212

O P I N I O N

In the above entitled application Thoburn S. Haworth, Bryan W. Haworth, Ruth H. Haworth, and Margaret Haworth, partners, doing business as Orange Belt Stages, request the Commission to grant to them a new passenger stage certificate which would be commensurate with but would supersede all of their presently existing operative authorities as described and expressed in four decisions heretofore issued by the Commission. A copy of the Articles of Partnership of applicants is attached to the application and marked Exhibit 1.

Applicants are conducting business as a passenger stage corporation and providing service for the transportation of passengers, baggage and shipments of express, weighing not to exceed 100 pounds, subject to certain restrictions and limitations, between Fresno, Coalinga and Riverdale; Visalia and King City via Hanford and Coalinga; Visalia and Bakersfield via Exeter, Porterville and Ducor; Ducor and Delano; Bakersfield and Paso Robles via Famosa, Shafter and Wasco (2 routes are used between Bakersfield and Wasco); and between Bakersfield and Barstow via Tehachapi and Mojave.

In granting the new certificate applicants request:

1. That certain of their existing route descriptions be simplified or clarified without otherwise affecting the operative authority.
2. That they be authorized to discontinue operations:
  - (a) Between Visalia and Farmersville via Linnell Farm Labor Center.
  - (b) Between Ducor and Delano.
3. That the operational route between Lerdo and Shafter be defined as an alternate route without service to intermediate points.
4. That their route of operation between Fresno and Coalinga via Riverdale be amended to permit operations via Riverdale and Huron.
5. That the new certificate be issued in an appendix form capable of future amendments or changes as to routes and rights authorized by the issuance of new or substitute pages. Thus, applicants' operative authority could always be kept current.

In regard to the proposed discontinuance of the line via the Linnell Farm Labor Center, applicants allege that the labor center was established for the benefit of farm labor temporarily in residence there. Transportation to and from the center was provided by diversion of schedules operating between Exeter and Visalia. The farm labor center has now become inactivated and a need for bus service no longer exists.

In support of the request to discontinue service to and from Delano, it is alleged that the route between Delano and Ducor was authorized and operated as a segment of a through service between Exeter (or Visalia) and Delano at which latter point

connections were made with the schedules of other passenger stage lines operating along U.S. Highway 99 between Delano and Bakersfield and points south. The operation between Ducor and Delano was supported almost entirely by such interchange passengers. As applicants have extended service from Ducor to Bakersfield over another route (Decision No. 50812, dated November 30, 1954) all such through or interchange traffic now uses the direct service over the shorter route to Bakersfield without transfer. Consequently, no traffic remains for transportation between Ducor and Delano except an occasional local passenger. The Commission has received from the City Council of Delano its waiver of protest to applicants' proposal to discontinue the Ducor-Delano route of operation.

Regarding applicants' proposal to designate the Lerdo-Shafter route as an alternate route without intermediate service, applicants assert that two routes have been authorized between Bakersfield and Wasco, one via Lerdo and Shafter and the other via Rosedale and Shafter. Applicants allege that in effect this authorizes an optional operation between Lerdo and Shafter. They state that such route between Lerdo and Shafter had in fact been operated as an alternate route only, without service to intermediate points because of no demand.

In connection with the proposed Fresno-Coalinga rerouting, applicants allege that the presently authorized route of operation between those points does not pass through the town of Huron. They assert there are no intermediate communities or sources of traffic on this route at places intermediate to Riverdale and Coalinga, while the community of Huron can be served under the proposed rerouting. This would provide a more direct service to and from

Huron than over the indirect route via Goshen Junction, which service would still be available. No objection has been received in connection with this proposal.

After full consideration of applicants' request the Commission finds that public convenience and necessity require the granting to applicants of a new certificate authorizing service as a passenger stage corporation to, from and between the points and over the routes as more specifically set forth in paragraph (1) of the following order. The new certificate will be issued in an appendix form which is designed so that it can and may be adapted to a loose-leaf system. Under such plan the currently effective operative authority of the carrier can be made by the issuance of substitute sheets reflecting corrections, changes, extensions or other modifications of the operative authority involved. No one has objected to the proposal of applicants and a public hearing appears to be unnecessary. The application will be granted as set forth in the following order.

O R D E R

An application therefore having been filed and duly considered by the Commission and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Thoburn S. Haworth, Bryan W. Haworth, Ruth H. Haworth and Margaret Haworth, partners, authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers and their baggage, and express not exceeding 100 pounds in weight per shipment and to be transported on passenger-carrying vehicles only, between the termini and

all points intermediate thereto over the routes as described and specified in Appendix A which is attached hereto and, by this reference, made a part hereof, and subject to the privileges, restrictions, limitations and specifications herein and therein contained. Service under this certificate shall be conducted as a single, consolidated and unified operation.

(2) That Thoburn S. Haworth, Bryan W. Haworth, Ruth H. Haworth and Margaret Haworth, partners, are relieved from the minimum rate provisions of Decision No. 31606, in Case No. 4246, as amended.

(3) That the certificate of public convenience and necessity granted in paragraph (1) of this order is not in addition to nor an enlargement of applicants' existing operative rights as otherwise granted, but supersedes all presently existing certificates of public convenience and necessity or other passenger stage operative rights held by applicants which are hereby revoked and more particularly the operative rights created by Decision No. 47970 in Application No. 33733; Decision No. 51308 in Application No. 36725; Decision No. 50812 in Application No. 35848; and Decision No. 51481 in Application No. 36558.

(4) That, in providing service pursuant to the certificate herein granted, applicants shall comply with and observe the following service regulations:

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period not to exceed thirty days after the effective date hereof.
- (b) Applicant shall comply with the provisions of General Orders Nos. 79, 80 and 98 by filing in triplicate, and concurrently making effective, appropriate tariffs and timetables satisfactory to the Commission within thirty days after the effective date hereof and on not less than one day's notice to the Commission and the public.

(c) Within thirty days after the effective date hereof applicant shall file with the Commission fifteen sets of maps drawn to an indicated scale upon sheets of paper 8½ x 11 inches in size. Upon each set of maps there shall be delineated in a distinctive manner all routes, by classes, and principal points which applicant is authorized to serve. Each sheet of each set of maps in addition to the foregoing shall also show the name of applicant, a designation of the route group to which it relates, proper orientation and other information essential to a clear understanding of the map.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 7th day of February, 1956.

[Signature]  
President

[Signature]

[Signature]

[Signature]

Commissioners

APPENDIX A

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TO

DECISION NO. 52614

IN

APPLICATION NO. 37212

Showing certificated points and routes of operation to be served by Thoburn S. Haworth, Bryan W. Haworth, Ruth H. Haworth, and Margaret Haworth, a partnership, doing business as Orange Belt Stages, together with specifications, exceptions, restrictions, limitations and privileges applicable thereto.

All amendments to this Appendix A will be made as revised pages or added original pages.

Effective as shown by Decision No. 52614

Issued by California Public Utilities Commission

CORRECTION NUMBER CHECKING SHEET

This appendix is issued in a form appropriate for loose-leaf use. All amendments thereof will be issued as loose-leaf revised or added pages. All revised pages or added pages will show correction numbers consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed.

Upon receipt of revised or added pages a check mark must be placed opposite the correction number corresponding to number shown at lower left-hand corner of the new page. If correction numbers are properly allocated and checked, as received, check marks will appear in consecutive order with no omissions. However, if check marks indicate that a correction has not been received, an immediate request therefor should be made.

CORRECTION NUMBERS

1	26	51	76	101	126
2	27	52	77	102	127
3	28	53	78	103	128
4	29	54	79	104	129
5	30	55	80	105	130
6	31	56	81	106	131
7	32	57	82	107	132
8	33	58	83	108	133
9	34	59	84	109	134
10	35	60	85	110	135
11	36	61	86	111	136
12	37	62	87	112	137
13	38	63	88	113	138
14	39	64	89	114	139
15	40	65	90	115	140
16	41	66	91	116	141
17	42	67	92	117	142
18	43	68	93	118	143
19	44	69	94	119	144
20	45	70	95	120	145
21	46	71	96	121	146
22	47	72	97	122	147
23	48	73	98	123	148
24	49	74	99	124	149
25	50	75	100	125	150

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AUTHORIZED TERMINI AND ROUTES

## 1. Between Visalia and Bakersfield:

From Visalia, over California Highway 198 to junction unnumbered highway (Farmersville Road), thence over unnumbered highway via Farmersville to Exeter, thence over California Highway 65 to Bakersfield.

Restrictions:

- (a) No passengers, baggage or express will be transported in service between Visalia and points west thereof, on the one hand, and Bakersfield, on the other hand, over the route via Exeter, Porterville and Ducor.
- (b) No service shall be rendered to or from points between the junction of California Highway 65 and U. S. Highway 99, said junction included, on the one hand, and Bakersfield, on the other hand.

## 2. Between Visalia and Woodlake:

From Visalia, over unnumbered highway via Ivanhoe to Woodlake.

## 3. Between Visalia and Coalinga:

From Visalia, over California Highway 198 to junction Lemoore Avenue (North Lemoore), thence over city streets to junction D Street and California Highway 198, thence over California Highway 198 to junction unnumbered highway (Huron Road), thence over unnumbered highway via Huron to Coalinga.

## 4. Between Fresno and Huron:

From Fresno, over California Highway 41 to junction unnumbered highway (Elmwood), thence over unnumbered highways via Caruthers and Riverdale to Huron.

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## 5. Between Coalinga and King City:

From Coalinga, over California Highway 198 to San Lucas, thence over U. S. Highway 101 to King City.

Restrictions:

- (a) No local service shall be rendered between San Lucas and King City and intermediate points.
- (b) No local service shall be rendered between Coalinga and the junction of California Highway 198 and Priest Valley Road, and intermediate points.

## 6. Between Bakersfield and Paso Robles:

From Bakersfield, over U. S. Highway 99 to Famoso, thence over U. S. Highway 466 to junction California Highway 41, thence over California Highway 41 to Paso Robles.

Restriction:

No local service shall be rendered between Bakersfield and Famoso and intermediate points.

## 7. Between Bakersfield and Wasco:

From Bakersfield, over Rosedale Highway to Shafter Highway to Santa Fe Road to Wasco Avenue to Poso Drive to F Street to Wasco.

## 8. Between Lerdo and Shafter:

From Lerdo, over unnumbered highway to Shafter, to be operated as an alternate route serving no intermediate points.

## 9. Between Bakersfield and Barstow:

From Bakersfield, over U. S. Highway 466 to junction U. S. Highway 91, thence over U. S. Highway 91 to Barstow.

Restriction:

No local service shall be rendered between Muroc Junction and Beechers Corners and intermediate points.

## 10. Between the junction of California Highway 198 and U. S. Highway 99, and the junction of 14th Avenue West and California Highway 198:

From the junction of California Highway 198 and U. S. Highway 99, over U. S. Highway 99 to Goshen Junction, thence over 14th Avenue West to junction California Highway 198.

Restriction:

No local service shall be rendered between points located on U. S. Highway 99.

END OF APPENDIX A

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