

ORIGINAL

Decision No. 65872

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 SANTA FE TRANSPORTATION COMPANY, a
 California corporation, for authority
 to abandon a portion of its certifi-
 cate of public convenience and neces-
 sity to operate as a passenger stage
 corporation between Porterville and
 Hanford, California and intermediate
 points and for permission to terminate
 contract.

Application No. 45344

Leland E. Butter, for applicant.
Hilton K. Nichols, for Commission staff.

O P I N I O N

By this application Santa Fe Transportation Company, hereinafter called Transportation, seeks authority to abandon a portion of its certificate which authorizes the transportation of persons and their baggage and newspapers between Hanford and Porterville and intermediate points.

A public hearing was held before Examiner Porter on May 28, 1963 at Visalia.

Transportation is a passenger stage corporation transporting passengers over public highways between various points in the State of California, as set forth in an in lieu certificate of public convenience and necessity granted by this Commission in Decision No. 58789 dated July 21, 1959, in Application No. 41195. Among other things, said certificate authorizes Transportation to transport passengers and their baggage and shipments of newspapers in passenger carrying vehicles between Hanford and Porterville and intermediate points, subject to the restriction that no service shall be provided locally between Visalia and Goshen Junction and intermediate points.

Said certificate is subject to a contractual arrangement between Transportation and Orange Belt Stages, a partnership, (approved by the Commission's Decision No. 45373 of February 20, 1951 in Application No. 32050, supplemented by its Decisions Nos. 52873 of April 10, 1956 and 62577 of September 19, 1961) under which Orange Belt Stages conducts passenger bus operations for the account of Transportation between Hanford and Porterville and intermediate points, connecting at Hanford with trains of The Atchison, Topeka and Santa Fe Railway Company. Orange Belt Stages also holds a certificate to operate service over the route and between the points in question; this authority is contained in Appendix A to Decisions Nos. 52614 and 58563. Orange Belt Stages is compensated by Transportation in amounts set forth in said contract and said decisions of this Commission, representing the cost to Orange Belt Stages of performing this service.

Exhibit 10 which is set forth below shows the amount the railroad has paid for the account of the Santa Fe Transportation Company to Orange Belt Stages to fulfill the guarantee. The rail tickets honored are for the bus portion of the trip.

COMPARISON OF RAIL REVENUE WITH GUARANTEE
ORANGE BELT STAGES
1962

<u>Month</u>	<u>Guarantee Paid Orange Belt Stages</u>	<u>Value of Rail Tickets Honored</u>	<u>Net Loss Sustained by Santa Fe</u>
January	\$ 2,065.49	\$ 78.32	\$ 2,007.17
February	1,948.05	56.42	1,891.63
March	2,064.15	36.68	2,027.47
April	1,897.12	63.98	1,833.14
May	2,044.18	47.33	1,996.85
June	1,936.96	54.74	1,882.22
July	1,914.66	64.24	1,850.42
August	1,941.29	70.85	1,870.44
September	1,814.59	58.27	1,756.32
October	1,922.37	70.43	1,851.94
November	1,795.14	80.56	1,714.58
December	<u>1,908.44</u>	<u>79.41</u>	<u>1,829.03</u>
	\$23,272.44	\$761.23	\$22,511.21

Although applicant published and posted notice of the hearing in this matter, no appearance was made in protest to the authority sought.

At the present time there are five scheduled trips with the Transportation guarantee applying to three of the trips.

A partner of Orange Belt Stages stated that it is their intention to place one more schedule in operation so that they would operate three round trips a day in the area in question.

The Commission finds that continued operation of this service will result in an unwarranted loss to applicant, and that public convenience and necessity no longer require the service sought to be abandoned.

O R D E R

IT IS ORDERED that:

1. Santa Fe Transportation Company may discontinue and abandon its operation as a common carrier of passengers and their baggage and shipments of newspaper in passenger carrying vehicles between Hanford and Porterville and intermediate points as set forth in Commission's order attached to Decision No. 53789, Application No. 41195.
2. Applicant shall give not less than five days' notice to the Commission and the public of its discontinuance of service pursuant to this order.
3. Effective concurrently with the discontinuance of service herein authorized, applicant shall amend its tariffs and timetables to reflect the authority herein granted. Tariff and timetable filings shall be made effective not earlier than five days after the effective

date of this order and on not less than five days' notice to the Commission and the public.

4. Effective concurrently with the effective date of tariff filings required by ordering paragraph 3 hereof, the certificate of public convenience and necessity granted by Decision No. 58789 dated July 21, 1959, in Application No. 41195, is hereby revoked and, in place and stead thereof, a certificate of public convenience and necessity to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, is granted to Santa Fe Transportation Company, a corporation, as more particularly set forth in Appendix A attached hereto and by this reference made a part hereof.

5. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulation:

Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98 and insurance requirements of the Commission's General Order No. 101-A. Failure to file such reports, in such form and at such time as the Commission

may direct, or to comply with and observe the provisions of General Orders Nos. 98 and 101-A, may result in a cancellation of the operating authority granted by this decision.

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

Dated at San Francisco, California, this 13th day of AUGUST, 1963.

William W. Bennett
President
John E. Hatcher
George G. Grover
Fredrick B. Holdhoff

Commissioners

Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.

By the certificate of public convenience and necessity granted in the decision noted in the margin, Santa Fe Transportation Company is authorized to transport in each direction passengers and their baggage and shipments of newspapers in passenger-carrying vehicles only between Los Angeles and Bakersfield over and along the following described routes subject to the following conditions and restrictions:

Los Angeles-Bakersfield Route

From the depot of the Santa Fe Transportation Company in Los Angeles via city streets through Hollywood and North Hollywood to Lankershim Boulevard, thence via Lankershim Boulevard to its junction with U. S. Highway 99, thence via U. S. Highway 99 to Bakersfield.

From the depot of the Santa Fe Transportation Company in Los Angeles via city streets to U. S. Highway 99, thence via U. S. Highway 99 to Bakersfield (serving Glendale, Burbank, and San Fernando).

From the depot of the Santa Fe Transportation Company in Los Angeles via city streets to Arroyo Seco Parkway, thence along Arroyo Seco Parkway, Avenue 26, North Figueroa Street, York Boulevard, Pasadena Avenue, Mission Street, Fair Oaks Avenue, Glenarm Street, Raymond Avenue, to The Atchison, Topeka and Santa Fe Railway Company station in Pasadena, thence via Raymond Avenue, Colorado Street, Orange Street, Harvard Street to applicant's Glendale depot.

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Restrictions and Conditions

- (1) Only those passengers and their baggage who have a prior or a subsequent movement beyond Los Angeles or Bakersfield, or both, via the lines of The Atchison, Topeka and Santa Fe Railway Company shall be transported between Los Angeles and Bakersfield. No transportation shall be performed locally between Los Angeles and Bakersfield and intermediate points.
- (2) The passenger stage services of Santa Fe Transportation Company and Transcontinental Bus System, Inc., shall be co-ordinated and integrated with each other and with the rail service of The Atchison, Topeka and Santa Fe Railway Company. Said services shall provide for stopover privileges and for the interchange of tickets subject to the payment by the passenger or by a refund to the passenger, as the case may be, of the difference between rail fares and passenger stage fares.

Applicant is authorized to turn its motor vehicles at termini and intermediate points in either direction, at intersections of streets, or by operating around a block contiguous to such intersections, or in accordance with local traffic rules.

End of Appendix A

Issued by California Public Utilities Commission.

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