

66856

Decision No. _____

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Joint Application of THOBURN S. HAWORTH, BRYAN W. HAWORTH, RUTH S. HAWORTH, and MARGARET HAWORTH, partners, doing business as ORANGE BELT STAGES, for authority to discontinue passenger stage corporation service between Hanford and King City and for amendment of certificate of public convenience and necessity.)

Application No. 45908

Craig McAtee, for applicant.
Hilton H. Nichols, for the Commission staff.

O P I N I O N

Thoburn S. Haworth, Bryan W. Haworth, Ruth S. Haworth and Margaret Haworth, partners, doing business as Orange Belt Stages, presently rendering a passenger stage service between Bakersfield and Barstow, King City and Hanford, Goshen and Bakersfield and Paso Robles and Bakersfield, serving all intermediate points, request authority to discontinue service between King City and Hanford and all intermediate points.

A public hearing was held before Examiner Daly at Hanford on January 16, 1964, and the matter was submitted. Notice of hearing was published in papers of general circulation in Monterey, Kings and Fresno Counties. Copies of the application were served upon all interested cities and counties. No appearance was made in protest to the application although letters of protest were received on behalf of the cities of Coalinga and Euron.

Applicants' overall operations are profitable. For the 11 months ending November 30, 1963, they realized a net profit of

\$99,134; however, 20 percent of the profit is assertedly derived from charter operations and the balance from applicants' interline operations with the Greyhound Lines, Inc., on interstate schedules moving between Bakersfield and Barstow. It was alleged that all of applicants' intrastate operations are conducted at a loss.

Service between Hanford and King City, a distance of 112 miles, was first commenced in 1944. Until October 26, 1963, applicants operated one round-trip schedule daily through the use of one 29-passenger Flexible bus. At the present time service is provided twice weekly on Tuesdays and Fridays. In conformity with General Order No. 98 applicants posted notice at all points of its intention to reduce service before placing the present service into effect. No protest was received and amended timetables were accepted by the Commission. With the exception of the war years this operation assertedly has never shown a profit. Exhibit 6 indicates that it resulted in a loss of \$21,537.67 for the year 1963.

The following operating results between King City and Hanford were set forth in Exhibit 7 for the year 1963:

<u>Pas- sengers</u>	<u>Bus Miles</u>	<u>Passenger Revenue</u>	<u>Passenger Revenue Per Mile</u>	<u>Pas- senger Miles</u>	<u>Load Factor</u>
6,373	71,232	\$9,194.82	12.90¢	350,878	17.0%

Operating expenses of \$33,699.85, as shown for this period and revenues of \$12,162.18 (including \$774.08 for express and \$2,193.28 for mail) result in an operating ratio of 277.9 percent as shown on Exhibit 6.

If the authority requested were granted the points of Coalinga and Huron would be without direct public transportation service. Residents of other points affected could use the service of the Greyhound Lines, Inc., and transfer to applicants' service at points such as Paso Robles or Goshen Junction.

With respect to Coalinga and Huron, Exhibit 10 indicates the following passenger traffic for the last six months of 1963.

	Coalinga		Huron	
	<u>Number of Passengers</u>	<u>Average Per Trip</u>	<u>Number of Passengers</u>	<u>Average Per Trip</u>
On	355	1.33	350	1.28
Off	357	1.30	253	.92
Total	<u>722</u>	<u>2.63</u>	<u>603</u>	<u>2.20</u>

After consideration the Commission finds that:

1. Applicants are operating a passenger stage service between Hanford and King City at a substantial loss.
2. Applicants' intrastate operations are conducted at a loss.
3. Applicants' overall operations are profitable, but the profit is derived from charter and interstate operations.
4. Although adequate notice was first given of the proposal to reduce and subsequently to discontinue service between Hanford and King City, no appreciable public interest was indicated.
5. The patronage by the cities of Coalinga and Huron is insufficient to justify continuing this service at a loss.
6. Public convenience and necessity no longer require applicants' service between King City and Hanford.

The Commission concludes that the application should be granted.

O R D E R

IT IS ORDERED that:

1. On April 15, 1964, and on not less than ten days' notice to the Commission and to the public, applicants may discontinue passenger stage service between Hanford and King City.
2. Within ninety days after the effective date hereof and on not less than ten days' notice to the Commission and to the public, applicants shall amend their tariffs and timetables presently

on file with this Commission to reflect the authority herein granted.

3. Appendix A of Decision No. 52614, as heretofore amended, is further amended by incorporating therein Second Revised Page 3 and First Revised Page 4, attached hereto, in revision of First Revised Page 3 and Original Page 4.

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

Dated at San Francisco, California, this 25th day of February, 1964.

William W. Bennett
President
George A. Traver
Fredrick B. Halloff
Commissioners

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 Hanford:

From Visalia, over California Highway 198 to Hanford.

4. Deleted.

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Decision No. 66856, Application No. 45908.

5. Deleted.

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.

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