

ORIGINAL

Decision No. 78640

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation on the Commission's own motion of procedures for determining California intrastate operating results of interstate bus carriers operating in California.

Case No. 9168
(Filed December 22, 1970)

(Appearances are set forth in Decision No. 78354.)

Additional Appearance:
William C. Bricca, Attorney at Law,
for the Commission staff.

FINAL OPINION

This proceeding is an investigation on the Commission's own motion instituted for the purpose of determining methods and procedures for separation and allocation of interstate and intrastate revenues, expenses, investments and related matters of interstate bus carriers providing intrastate passenger and express service between California points, and incorporating such methods and procedures into a manual applicable to all such carriers.^{1/}

Interim Decision No. 78354, dated February 22, 1971, adopted the separations and allocations procedures set forth in Exhibit 1-A in Case No. 9168 as a basis for the development of California

1/ The following passenger stage corporations are named as respondents in the Order Instituting Investigation herein:

- Amador Stage Lines, Inc.; American Buslines, Inc. (a corp.);
- Gray Line Scenic Tours, Inc., dba California-Nevada Golden Tours;
- California Parlor Car Tours, Inc.; Continental Pacific Lines, dba Continental Pacific Trailways;
- Continental Trailways, Inc. (a corp.); Greyhound Lines, Inc., dba Greyhound Lines-West;
- Las Vegas-Tonopah-Reno Stage Line, Inc. (a corp.); Orange Belt Stages (a corp.);
- Peerless Stages, Inc. (a corp.); Reno-Loyalton-Calpine Stage Lines, Inc. (a corp.);
- Sun Valley Bus Lines, Inc. (a corp.); Yosemite Park and Curry Co. (a corp.);
- Eureka-Redding Stages, Inc. (a corp.); Yreka Western Railroad Company (a corp.).

intrastate revenues, expenses, investment and taxes in studies presented to support revisions of the fares of Greyhound Lines, Inc. (West Division), and California Parlor Car Tours, Inc. (subsidiaries of The Greyhound Corporation) until further order of the Commission.

Further hearings were scheduled to provide other respondents opportunity to review the procedures provided in Exhibit 1-A as they would apply to each respondent's California operations. Hearing was held on March 1, 1971, and the matter was continued on the calendar to April 16, 1971, to provide opportunity to certain respondents to present additional evidence. Letters from counsel for said respondents state that further hearings are not required. Therefore, Case No. 9168 was removed from the calendar, and the matter submitted on March 22, 1971.

The purpose, scope, and history of the allocation procedures in Exhibit 1-A are described in Decision No. 78354 (supra). As indicated therein, the procedures developed in Exhibit 1-A relate specifically to the operations of Greyhound Lines, Inc. The record shows that the only other passenger stage corporation operations conducted on a broad scale within California, which entail separations of expenses in a manner similar to Greyhound, are the operations conducted by the Trailways group of carriers (Continental Pacific Lines, dba Continental Pacific Trailways; Continental Trailways, Inc.; and American Buslines, Inc.). A representative of this group of carriers testified that said carriers had reviewed the procedures set forth in Exhibit 1-A and have no objection to their use in developing relevant data in future proceedings involving their California intrastate fares.

The record indicates that the services provided, the amount of traffic handled, and the records maintained by the remaining respondents are materially different from those of Greyhound and the Trailways group. The record shows the procedures outlined in Exhibit 1-A cannot be related to the operations of other respondents without modification, and that said procedures may be more detailed than required for such carriers.

Findings

1. Methods of separations and allocations of revenues, expenses, taxes and investment set forth in Exhibit 1-A are reasonable for the purpose of developing California intrastate revenues, expenses and rate base in future fare proceedings of the respondents hereinabove described as the Trailways group.

2. It has not been shown that the procedures set forth in Exhibit 1-A are necessary for use by other respondents in future fare proceedings.

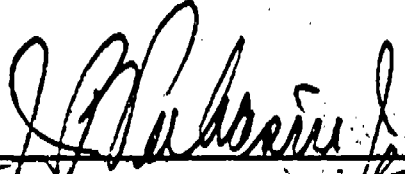
The Commission concludes that the following order shall issue.

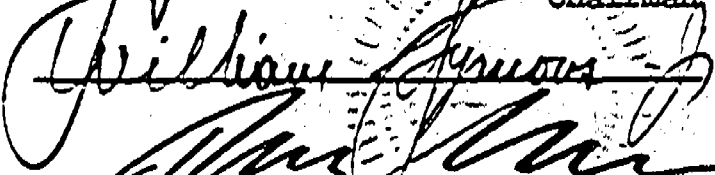
FINAL ORDER

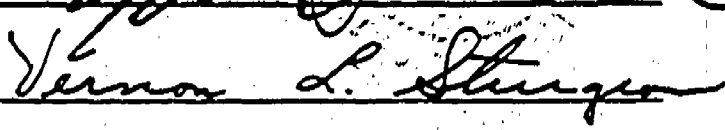
IT IS ORDERED that the separations and allocations procedures set forth in Exhibit 1-A in Case No. 9168 shall serve as a basis for the development of California intrastate revenues, expenses, investment and taxes in studies presented to support revisions of the fares of American Buslines, Inc. (a corporation); Continental Pacific Lines, doing business as Continental Pacific Trailways; and Continental Trailways, Inc. (a corporation) until further order of the Commission.


The effective date of this order is ten days after the date hereof.

Dated at San Francisco, California, this 4th
day of MAY, 1971.



Chairman






Commissioners