

83467

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of SOUTHERN CALIFORNIA COMMUTER BUS SERVICE, INC., a corporation, for a certificate of public convenience and necessity for passenger stage service to transport employees of Northrop Aircraft Company between points in Los Angeles and Orange County, on the one hand, and Hawthorne, California, on the other hand.

Application No. 54213
(Filed July 27, 1973)

In the Matter of the Application of SOUTHERN CALIFORNIA COMMUTER BUS SERVICE, INC., a corporation, for a certificate of public convenience and necessity for passenger stage service between points in Orange County and Los Angeles County, on the one hand, and places of employment in the vicinity of Los Angeles International Airport and the South Bay Area, on the other hand.

Application No. 54214
(Filed July 27, 1973;
amended November 21, 1973)

Application of Four Winds Transportation, Inc., a California corporation, for authority to establish operations as a passenger stage corporation between Costa Mesa, City of Orange, and Placentia, Orange County, on the one hand, and Hughes Aircraft facilities at or near Los Angeles International Airport in the City of Los Angeles, on the other hand.

Application No. 54099
(Filed June 8, 1973)

James H. Lyons, Attorney at Law, for Southern California Commuter Bus Service, Inc., applicant in A. 54213 and 54214.
Russell & Schureman, by Christopher Ashworth, Attorney at Law, for Four Winds Transportation, Inc., applicant in A. 54099.
Russell & Schureman, by Christopher Ashworth, Attorney at Law, for Mark IV Charter Lines, Four Winds Transportation, Inc., Douglas Bus Lines, Great Western Stage Lines, Community Enterprises and Educational & Recreational Services, Inc., protestants in A. 54213 and 54214.
Stephen Parry, Richard T. Powers, Attorney at Law, Howard Beardsley, and C. J. Holman, for Southern California Rapid Transit District, protestant.
Ronald J. Hoffman, for Com-Bus and Southern California Commuter Bus Service, Inc., protestant in A. 54099.
John deBrauwere, for the Commission staff.

O P I N I O N

In Application No. 54213 applicant Southern California Commuter Bus Service (ComBus) requests a certificate to operate as a passenger stage corporation between certain points in the San Fernando Valley, Thousand Oaks, certain points in Orange County, on the one hand, and, on the other hand, various Northrop Aircraft facilities located in the general vicinity of the Los Angeles International Airport transporting employees of Northrop Aircraft. In Application No. 54214 applicant ComBus requests a certificate to operate as a passenger stage corporation between certain points in Orange County, the San Fernando Valley, Palos Verdes, and Thousand Oaks, on the one hand, and, on the other hand, a number of places of employment in the general vicinity of the Los Angeles

International Airport transporting employees of up to eight specifically named companies, including those of Hughes Aircraft (Hughes). The applications came on for consolidated hearings before Examiner Pilling at Los Angeles which ended February 5, 1974.

Protestants Mark IV Charter Lines, Four Winds Transportation, Inc., and Southern California Rapid Transit District (SCRTD) appeared at the hearing and gave testimony in opposition to the granting of the application.

In Application No. 54099 applicant Four Winds Transportation, Inc. (Four Winds) requests a certificate as a passenger stage corporation to operate between Placentia and Orange, on the one hand, and, on the other hand, the facilities of Hughes in the general vicinity of the Los Angeles International Airport limited to the transportation of employees of Hughes. The application was heard in Los Angeles before Examiner Pilling terminating on March 26, 1974. The application was protested by ComBus and SCRTD. A member of the Commission's staff appeared at the hearings and assisted in developing the records. The decisions on these applications are being consolidated because two of the routes requested in Application No. 54214 partially duplicate the two routes requested in Application No. 54099 and both applications seek to transport Hughes' employees, though the two routes in Application No. 54214 involve employees of seven other companies as well.

Application of ComBus

The president of ComBus testified that ComBus proposes to conduct a commuter service during the peak rush hours in the morning and late afternoon and evening five days a week, holidays excluded. It will satisfy its basic equipment needs through an arrangement for buses with drivers made with charter-party carriers.

It owns two 41-passenger scenic-cruisers and one 12-passenger 1974 Dodge Maxi van configured as a minibus which it will use as backup buses. It will procure additional buses as needed. ComBus has recently received authority from this Commission to issue 100 shares of its common stock having a par value of \$100 per share in Decision No. 83120 dated July 9, 1974. It expects to start operations with a paid-in surplus of approximately \$15,000. The witness estimated the proposed operation would net \$28.50 per week per bus leased with driver. Buses leased without driver on long term leases for use in its commuter operations and buses that are owned by ComBus will be leased to charter-party carriers when the buses are not working in the commuter service. In such case ComBus estimates that a bus under bare bus lease would net a total of \$103.14 per week and an owned bus \$165.64 a week. ComBus will charge a fare of up to \$14 per week per passenger. Out of the passengers who ride each bus ComBus will appoint a bus captain who will represent it in the collection of weekly fares, satisfying complaints where possible, and observe the operation of the bus. The bus captain will receive a free ride for his work. He will report to an area coordinator who in turn will report to ComBus's president.

Many of the routes applied for are currently being operated. They were started by ComBus's president under the erroneous belief that no certificate was necessary. ComBus currently has contracts with six charter-party carriers, three of whom testified at the hearing as to the availability of buses for the operation. ComBus's president testified that when he was informed that his operations were of questionable legality he requested the underlying charter-party carriers to apply for certificates and when they did not apply he organized ComBus and had it apply for certificates.

Thirty public witnesses, two of whom were employees of Hughes, testified as to the need for ComBus's service. They testified variously that they liked to read or sleep while going to and from work; that the proposed service is cheaper, more reliable, more comfortable, and more relaxing than driving their own cars; that they produce better quality work because they are more rested when they get to work; that taking a bus to work reduces their car insurance premiums; and that they would use the service if the applications are authorized.

Protestant Mark IV, primarily a charter-party carrier, objects to the granting of the application on the grounds it would violate the Commission's General Order No. 98-A, paragraph 12.01 in that ComBus would not have control over the bus and driver as required by that paragraph and for the reason that Mark IV has on file its Application No. 54536 to serve the employees of at least one of the companies sought to be served by ComBus from Palos Verdes. (This application was dismissed at the request of Mark IV by Decision No. 82845 dated May 7, 1974.)

Protestant Four Winds also primarily a charter-party carrier objects to the granting of the application on the basis that the president of ComBus has no experience in the operation of buses and that Four Winds has two applications pending which duplicate some of ComBus's proposed routes from Orange County - Applications Nos. 54099 and 54413. In Application No. 54099, Four Winds requests authority to serve the employees of Hughes Aircraft Company from Placentia using the Artesia freeway as its major route of travel, and from Orange using the Garden Grove and San Diego freeways as the major routes of travel. In Application No. 54413, not yet heard, Four Winds seeks duplicative authority to serve some of the routes requested in ComBus's applications and to serve the same employees. ✓

SCRTD objects to the proposed service from San Fernando Valley points. SCRTD currently offers single line direct service from Van Nuys to Ventura and Sepulveda Boulevards--Line No. 88--with local stops between Van Nuys and Westwood Village and express to destination at the Los Angeles Airport. SCRTD expects to reduce its transit fares to a flat 25¢ per passenger. In addition SCRTD operates many routes within the San Fernando Valley and connects with other SCRTD lines for service to and from the Los Angeles International Airport and vicinity. The witness for SCRTD stated that the district also offers subscription service which is a service not unlike that which applicant proposes to perform and that SCRTD is ready, willing, and able to provide such service covering the routes requested in the application though at a higher rate. SCRTD has met with many of the companies whose employees applicant is seeking to serve. It presently operates over 30 buses in its subscription service. Many of the companies using SCRTD subscription service pay the entire bus fare for their employees and other companies contribute part of the employee's bus fare. It is unclear whether the company or its employees contract with SCRTD for the service. SCRTD is fearful that if the application is granted it may be prevented from expanding or changing its service in the area or putting on new service in the area because of the operation of Section 30637 of the Public Utilities Code which provides that SCRTD shall not "...establish...any rapid transit service or system...as will or may, either then or at any time in the future, divert, lessen or compete for the patronage or revenues of the existing system of a publicly or privately owned public utility without the consent of the said utility." In the witness's opinion many of the services requested are in competition with existing SCRTD lines, especially those to and from the San Fernando Valley. SCRTD requests that if any certificate is issued as a result of these proceedings that it be subordinated to the right of SCRTD to provide bus service to the general public paralleling applicant's routes.

Application of Four Winds

Four Winds is a charter-party carrier of passengers with headquarters at Placentia. It operates eight buses, two of which are leased. As of July 31, 1973 it had a net worth of \$9,502. For the 12-month period ending August 31, 1973 it had gross operating income of \$152,171 for a net profit after taxes of \$3,355. It proposes to institute a commuter operation at a present weekly fare of \$12. Buses will leave Orange and Placentia at 6:35 a.m. and 6:15 a.m., respectively, and arrive at 7:50 a.m. and 7:45 a.m. at the Hughes facilities with three intermediate pickup stops. The route will be reversed in the late afternoon and early evening. Service will be five days a week except holidays. Four Winds is currently engaged in the service for which it seeks a certificate. At one time it operated the service in connection with another person and later in connection with ComBus but the latter and Four Winds had a falling out and each now offers the service with ComBus retaining the majority of Hughes' riders. The witness for Four Winds testified that it has bus captains on the commute routes who take care of collecting the weekly fare. Six employees of Hughes appeared and testified in support as to the need for Four Winds's service.

ComBus objects to the granting of the application on the grounds that ComBus's Application No. 54214 requests a grant of authority over the same routes for the transportation of Hughes employees; that Four Winds in effect purloined the two routes it was applying for from ComBus and that Four Winds is not a fit operator because of an altercation that almost developed between a Four Winds driver and ComBus personnel shortly after the split developed between Four Winds and ComBus. SCRTD objects to the granting of the Four Winds application for substantially the same reasons as it objects to the granting of the ComBus applications.

Findings

1. Each applicant proposes to operate as a passenger stage corporation rendering a commuter service during the peak rush hours for the employees of a specifically named employer or employers.

2. ComBus proposes to conduct its operations with buses and drivers obtained from charter-party carriers while Four Winds will use its own buses and drivers.

3. There is presently no certificated passenger stage service between the points and over the routes or within the territory each applicant proposes to operate.

4. Thirty public witnesses (including two employees of Hughes) who are potential riders in ComBus's proposed operation appeared and testified as to their need for the ComBus's service. Six Hughes employees, potential riders in Four Winds proposed operations, appeared in support of the Four Winds application.

5. ComBus has five area coordinators who coordinate anywhere from 5 to 15 routes, including the requested routes, and who supervise the organization and operation of the buses. ComBus and Four Winds will have a bus captain on each of their buses to see that the proper route is followed and the proper stops are made, receive passenger complaints, assign seats, collect the weekly fare, and supervise the satisfactory operation of the driver. Drivers in the Four Winds operation will be employees of the Four Winds.

6. ComBus will be required to execute a charter agreement for the buses and drivers setting forth the specific times and operations between points, to assure reliability of service and to clearly indicate when ComBus has control of the operation.

7. In view of the arrangements set forth in Findings 5 and 6, each applicant will exercise complete supervision, direction, and control over its operations and drivers in the operations.

8. In using chartered buses belonging to charter-party carriers, ComBus will require but a minimum amount of capital and ComBus's capitalization is adequate to finance the operation. Four Winds has equipment and capitalization adequate to initiate and maintain its proposed operations.

9. Applicants, through their respective owners, are equally experienced, fit, and able to conduct their proposed operations.

10. On routes commencing at Orange both applicants will pick up inbound passengers at the same four locations so that the territory served is identical. On routes which operate along the Artesia Freeway each applicant will pick up inbound passengers at different points, none of which are closer than two miles apart. ComBus commences its route at Tustin while Four Winds commences at Placentia. Routes of both applicants which operate along the Artesia Freeway are needed to serve all points in this territory.

11. Public convenience and necessity require the proposed services subject to the conditions hereinafter set forth. However, need has been shown for the service of only one bus company to serve the employees of Hughes on the route commencing at Orange. The inclusion of the Hughes passengers with the passengers of seven other companies in the ComBus operations will lend a greater permanency of service for all of the passengers involved by giving ComBus a broader base in number of actual and potential passengers to draw from for use in maintaining a viable service as opposed to fragmenting its requested authority by excluding them and authorizing Four Winds to perform the service for the single company's employees. Only ComBus should be authorized to serve the Hughes employees as well as employees of the other seven companies from Orange.

12. The authority granted as the result of the subject applications shall contain the condition that the holder or holders thereof consent now and for the future to SCRTD's establishing service competitive with service which may be given under the authority granted and which SCRTD is proscribed from establishing, but for such consent, by Section 30637 of the Public Utilities Code.

13. The projects involved in the three applications will not have, with reasonable certainty, a significant effect on the environment.

Conclusion

A certificate of public convenience and necessity to operate as a passenger stage corporation as set out in the ensuing order should be issued to each applicant. For convenience we shall revoke the current authority of ComBus and reissue a new certificate restating all of its operating authority.

Applicants are placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. Certificates of public convenience and necessity are granted to Southern California Commuter Bus Service, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix A, attached hereto and made a part hereof.

2. A certificate of public convenience and necessity is granted to Four Winds Transportation, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix B, attached hereto and made a part hereof.

3. In providing service pursuant to the authority granted by this order, applicants shall comply with the following service regulations. Failure so to do may result in a cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicants shall file written acceptances of the certificates granted. Applicants are placed on notice that if they accept the certificates they will be required, among other things, to comply with the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-Series, and the insurance requirements of the Commission's General Order No. 101-Series.
- (b) Within one hundred twenty days after the effective date of this order, applicants shall establish the authorized service and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the authorized service.

- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79-Series and 98-Series.
- (e) Applicants shall maintain their accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of their operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.
- (f) Southern California Commuter Bus Service, Inc. shall execute a charter agreement(s) for the buses and drivers which sets forth the specific times and operations between points involved herein when using buses and drivers furnished from charter-party carriers.

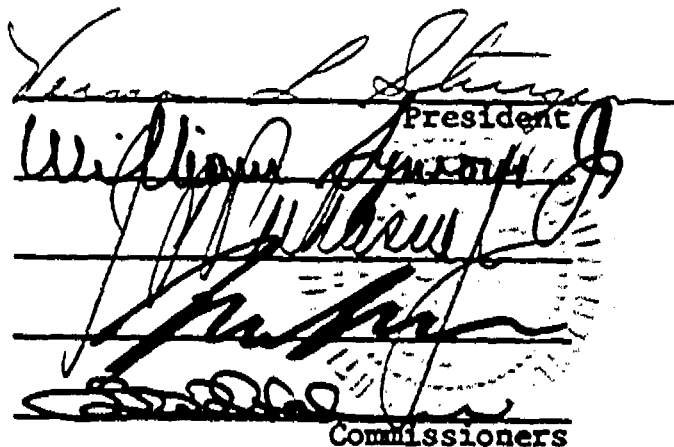
4. As a condition precedent to the issuance of the certificates granted in paragraphs 1 and 2 of this order, each applicant shall, within thirty days after the effective date of this order, file with the Commission, with copies to SCRTD, its consent now and for the future to SCRTD's establishing service competitive with service to be offered under the authority pursuant to the subject applications.

A. 54213, et al. b1 *

5. The certificate of public convenience and necessity granted to ComBus by Decision No. 83367 is revoked effective concurrently with the effective date of the tariff filings required by paragraph 3. ✓

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

Dated at Los Angeles, California, this 17th day of SEPTEMBER, 1974.


President
Commissioners

CERTIFICATE

OF

PUBLIC CONVENIENCE AND NECESSITY

Showing passenger stage operative rights, restrictions, limitations,
exceptions and privileges applicable thereto.

All changes and amendments as authorized by
the Public Utilities Commission of the State of California
will be made as revised pages or added original pages.

This certificate supersedes the Certificate of public
convenience and necessity granted to Southern
California Commuter Bus Service, Inc., by Decision
No. 83367 in Application No. 54544.

Issued under authority of Decision No. **83467**
dated SEP 17 1974, of the Public Utilities Commission
of the State of California, on Applications Nos. 54213 and 54214.

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Issued by California Public Utilities Commission.

Decision No. 83467, Applications Nos. 54213 and 54214.

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.

Southern California Commuter Bus Service, Inc., a corporation, by the certificate of public convenience and necessity granted by the Decision noted in the margin, is authorized to transport passengers between:

1. Certain points in Orange, Los Angeles, and Ventura counties on the one hand, and the following industrial facilities in the Los Angeles International Airport-South Bay Area on the other hand:

- (a) TRW Systems Group, One Space Park, Redondo Beach
- (b) Federal Aviation Administration, Compton and Aviation Blvds., Hawthorne
- (c) Federal Aviation Administration Airport Offices, Imperial Highway at Nash Street
- (d) Xerox Corporation, 701 S. Aviation Blvd., El Segundo
- (e) Xerox Corporation, Century and Airport Blvds.
- (f) McDonnell-Douglas Astrophysics, 2332 El Segundo Blvd.
- (g) Fairchild Industries, Inc., 1800 East Rosecrans Avenue, Manhattan Beach
- (h) Continental International Center, El Segundo Blvd. at Continental Blvd.
- (i) Hughes Aircraft El Segundo Facilities
- (j) Hughes Aircraft Airport Facilities
- (k) Northrop Corporation, Prairie Avenue at Broadway, Hawthorne, and Northrop buildings within a one-half mile radius of this intersection
- (l) Western Airlines Maintenance facility, Century and Sepulveda Blvds., Los Angeles

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Decision No. 83467, Applications Nos. 54213 and 54214.

Subject to the following provisions:

- (a) All transportation shall be limited to employees of the industries listed above, as specified in the route descriptions of routes 1, NA1, NA2, NA3, NA3a, NA4, NA4a, NA7, NA7a, NA8, SB-4, SB-4a, SB-4b, SB-7, SB-7a, SB-8, SB-8a, and SB-9.
- (b) Different stops between the first and last pickup point specified in routes SB-4a, SB-4b, SB-7, SB-7a, SB-8, SB-8a, and SB-9, may be made along the described routes, as passenger convenience may require, provided that each entire route receives proper service.

2. Certain points in Los Angeles, Ventura and Orange Counties, on the one hand, and the Los Angeles Civic Center and the Federal Building in Westwood, on the other hand, over and along the routes hereinafter described subject to the following provisions:

- (a) Routes shall be run for a minimum of 30 passengers using a 38 (or greater) passenger bus, and for a minimum for 10 passengers including the driver, using a 13-passenger (or greater) minibus.
- (b) Transportation is limited to the employees of the City, County, State, and Federal government agencies working in the Los Angeles Civic Center Area for routes CC #11 and 12, and to employees of the Federal government working in the Westwood Federal Building for routes VA #2, 3, 4, 6, 7, and 9.

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Decision No. 83467, Applications Nos. 54213 and 54214.

Conditions Applicable to All Routes

- a) Weekly charge is for five round trips per weeks; if there is a recognized holiday given by the company or agency, the weekly charge will be prorated.
- b) Availability of a seat will depend upon advance reservation.
- c) If more than one bus is required to service any particular route, each of the buses on that route may eliminate one or more of the stops along that route so that more direct service may be provided to the passengers, provided, however, that all stops shall be serviced by at least one bus.
- d) Passengers shall be picked up and/or discharged only at the points specified in the route descriptions, except as otherwise provided herein.
- e) Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local tariff regulations.
- f) When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.

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Decision No. 83467. Applications Nos. 54213 and 54214.

SECTION 2. ROUTE DESCRIPTIONS.

Route No. 1 Mission Viejo - LAX Area Industries
(TRW, FAA, Xerox, Fairchild, McDonnell-Douglas, Hughes)

Commencing at OSO Parkway and Goleta Drive (Golf Club), Mission Viejo (1); thence west on OSO Parkway, north on San Diego Freeway, north on La Paz Road to Muirlands Boulevard, Mission Viejo (2); south on Muirlands Boulevard, north on San Diego Freeway, east on El Toro Road to Bridger Road, El Toro (3); west on El Toro Road, north on San Diego Freeway to Culver Boulevard, Irvine (4); north on San Diego Freeway, south on Brookhurst to Adams Avenue, Huntington Beach (5); north on Brookhurst to Warner Avenue (6); west on Warner Avenue, north on San Diego Freeway to Westminster (7); west on San Diego Freeway to Valley View, north on Valley View to Cerulean (8); north on Valley View, west on Lampson, north on Seal Beach Boulevard to Rossmoor Shopping Center, Seal Beach (9); south on Seal Beach Boulevard, north on San Diego Freeway to Bellflower Boulevard (10); north on San Diego Freeway, north on Inglewood Avenue, west on Compton Boulevard to Aviation Boulevard where passengers are discharged; north on Aviation to Rosecrans Boulevard where passengers are discharged; north on Aviation to Alaska Avenue where passengers are discharged; then north on Aviation, west on El Segundo Boulevard to the McDonnell-Douglas Astrophysics Facility and the various Hughes El Segundo Facilities and Hughes Airport Facilities in the area bounded by the south side of El Segundo Boulevard, the east side of Sepulveda Boulevard, the north side of Imperial Highway and the east side of La Cienega Boulevard. Return by reverse of the above route.

Number indicate locations set forth below where passengers are picked up or discharged.

STOPSNo.

1. OSO Parkway and Goleta Drive (Golf Club), Mission Viejo
2. La Paz Road and Muirlands Boulevard, Mission Viejo
3. El Toro Road and Bridger Road, El Toro
4. Culver Boulevard and San Diego Freeway, Huntington Beach
5. Brookhurst and Adams, Huntington Beach
6. Warner and Brookhurst
7. Westminster and San Diego Freeway
8. Valley View and Cerulean, Garden Grove
9. Seal Beach Boulevard at Rossmoor Shopping Center, Seal Beach
10. Bellflower Boulevard and San Diego Freeway, Long Beach

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Route VA-1 - WEST SAN FERNANDO VALLEY - WESTWOOD FEDERAL BLDG.

Commencing at Fallbrook Avenue and Victory Boulevard (CANOGA PARK); then east on Victory Boulevard, south on Topanga Boulevard to Ventura Boulevard (WOODLAND HILLS) where passengers are to be picked up; then east on Ventura Freeway to Reseda Boulevard, north on Reseda Boulevard to Burbank Boulevard (TIZANA) where passengers are to be picked up; then east on Burbank Boulevard to Balboa Boulevard (ENCINO) where passengers are to be picked up; then east on Burbank Boulevard to Sepulveda Boulevard, south to San Diego Freeway, south to Wilshire Boulevard (WESTWOOD), east to Federal Building where passengers are to be discharged; and return.

Route VA-2 - NORTH SAN FERNANDO VALLEY - WESTWOOD FEDERAL BLDG.

Commencing at Devonshire Street and Canoga Avenue (CANTSWORTH); then east on Devonshire Street to Reseda Boulevard (NORTHridge) where passengers are to be picked up; then south on Reseda Boulevard to Roscoe Boulevard (RESEDA) where passengers are to be picked up; then east on Roscoe Boulevard to Sepulveda Boulevard (SEPULVEDA) where passengers are to be picked up; then south on Sepulveda Boulevard to Hatteras Boulevard (VAN NUYS) where passengers are to be picked up; then south on Sepulveda Boulevard to San Diego Freeway, south to Wilshire Boulevard (WESTWOOD), east to the Federal Building where passengers are to be discharged; and return.

Route VA-4 - NORTH ORANGE COUNTY - WESTWOOD FEDERAL BLDG.

Commencing at 17th Street and Newport Freeway (TUSTIN); then north on Newport Freeway to Lincoln Avenue (ORANGE) where passengers are to be picked up; then north on Newport Freeway, west on Riverside Freeway to Harbor Boulevard (FULLERTON) where passengers are to be picked up; then west on Riverside Freeway, west on Artesia Freeway to Valley View Street (BUENA PARK) where passengers are to be picked up; then west on Artesia Freeway, west on Artesia Boulevard, north on San Diego Freeway to Wilshire Boulevard (WESTWOOD), east on Wilshire Boulevard to the Federal Building where passengers are to be discharged; and return.

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Decision No. 83457, Applications Nos. 54213 and 54214.

Route VA-6 - MISSION VIEJO/HUNTINGTON BEACH/LONG BEACH - WESTWOOD FEDERAL BLDG.

Commencing at Oso Parkway and San Diego Freeway (MISSION VIEJO); then north on San Diego Freeway stopping and picking up passengers at Culver Drive (IRVINE), Brookhurst Street (FOUNTAIN VALLEY), Westminster Avenue (WESTMINSTER), and Bellflower Boulevard (LONG BEACH); then north on San Diego Freeway to Wilshire Boulevard (WESTWOOD), east on Wilshire Boulevard to the Federal Building where passengers are to be discharged; and return.

Route VA-7 - SOUTHWEST SAN FERNANDO VALLEY - WESTWOOD FEDERAL BLDG.

Commencing at Westlake Boulevard and Ventura Freeway (THOUSAND OAKS); then south on Ventura Freeway stopping and picking up passengers at Las Virgenes Canyon Road (AGOURA), Topanga Canyon Road (WOODLAND HILLS), Reseda Boulevard (TARZANA), and Balboa Boulevard (ENCINO); then south on Ventura Freeway, south on San Diego Freeway to Wilshire Boulevard (WESTWOOD), east on Wilshire Boulevard to Federal Building where passengers are to be discharged; and return.

Route VA-9 - SOUTH CENTRAL LOS ANGELES - WESTWOOD FEDERAL BLDG.

Commencing at Long Beach Boulevard and Firestone Boulevard (SOUTH GATE); then north on Long Beach Boulevard, north on Pacific Boulevard to Slauson Avenue (HUNTINGTON PARK) where passengers are to be picked up; then west on Slauson Avenue to Western Avenue (HYDE PARK) where passengers are to be picked up; then west on Slauson Avenue to La Brea Avenue (INGLEWOOD) where passengers are to be picked up; then west on Slauson Avenue to San Diego Freeway, north to Wilshire Boulevard (WESTWOOD), east to the Federal Building where passengers are to be discharged; and return.

Issued by California Public Utilities Commission.

Decision No. 83467, Applications Nos. 54213 and 54214.

Route CC-11 - HUNTINGTON BEACH/DOWNEY - L.A. CIVIC CENTER

Commencing at Brookhurst Street and Adams Avenue (HUNTINGTON BEACH); then north on Brookhurst Avenue to Warner Avenue (FOUNTAIN VALLEY) where passengers are to be picked up; then west on Warner Avenue, north on San Diego Freeway to Westminster Boulevard (WESTMINSTER) where passengers are to be picked up; then north on San Diego Freeway, north on 605 Freeway to Cerritos Avenue (CERRITOS) where passengers are to be picked up; then north on 605 Freeway to Rosecrans Avenue (NORWALK) where passengers are to be picked up; then north on 605 Freeway, north on Santa Ana Freeway to Lakewood Boulevard (DOWNEY) where passengers are to be picked up; then north on Santa Ana Freeway to Los Angeles Civic Center where passengers are to be discharged; and return.

Route CC-12 - TUSTIN/BUENA PARK - L.A. CIVIC CENTER

Commencing at 17th Street and Newport Freeway (TUSTIN); then north on Newport Freeway, west on Garden Grove Freeway, north on Santa Ana Freeway; stopping at Katella Avenue (ANAHEIM), Lincoln Avenue (ANAHEIM), and Orangethorpe Avenue (BUENA PARK) where passengers are to be picked up; then continuing north on Santa Ana Freeway to Los Angeles Civic Center where passengers are to be discharged; and return.

Route NA-1 - MISSION VIEJO/HUNTINGTON BEACH/LONG BEACH - NORTHROP

Commencing and picking up passengers at OSO Parkway and Coleta Drive, Mission Viejo; thence west on OSO Parkway, north on the San Diego Freeway, north on La Paz Road to Muirlands Boulevard, Mission Viejo, where passengers are to be picked up; thence south on Muirlands Boulevard to the San Diego Freeway, north on the San Diego Freeway to El Toro Road, east on El Toro Road to Bridger Road, El Toro, where passengers are to be picked up; thence west on El Toro Road to the San Diego Freeway, north on the San Diego Freeway to Culver Road, Irvine, where passengers are to be picked up; thence north on the San Diego Freeway to Brookhurst Street, south on Brookhurst Street to Adams Avenue, Huntington Beach, where passengers are to be picked up; thence north on Brookhurst Street to Warner Avenue, Fountain Valley, where passengers are to be picked up; thence west on Warner Avenue to the San Diego Freeway, north on the San Diego Freeway to Westminster Avenue, Westminster (Albertson's Market -- 2 blocks east of the freeway) where passengers are to be picked up; thence west on the San Diego Freeway to Valley View Street, north on Cerulean, Garden Grove, where passengers are to be picked up; thence north on Valley View Street, west on Lampson Avenue, north on Seal Beach Boulevard to Rossmoor Shopping Center, Seal Beach, where passengers are to be picked up; thence south on Seal Beach Boulevard to the San Diego Freeway, north on the San Diego Freeway to Bellflower Boulevard, Long Beach (Los Coyotes Diagonal) where passengers are to be picked up; thence north on the San Diego Freeway to El Segundo Boulevard, east on El Segundo Boulevard, north on Prairie Avenue to Northrop Corporation, Hawthorne (Prairie Avenue and Broadway) stopping at various Northrop buildings; and return.

Route NA-2 - WEST SAN FERNANDO VALLEY - NORTHROP

Commencing and picking up passengers at Devonshire Street and Canoga Avenue, Chatsworth; thence west on Devonshire Street, south on Topanga Canyon Boulevard to Roscoe Boulevard, Canoga Park, where passengers are to be picked up; continuing south on Topanga Canyon Boulevard to Victory Boulevard, Canoga Park, where passengers are to be picked up; continuing south on Topanga Canyon Boulevard to Ventura Boulevard, Woodland Hills, where passengers are to be picked up; thence north on Topanga Canyon Boulevard, south on Ventura Freeway, south on the San Diego Freeway to Imperial Highway, east on Imperial Highway, south on Prairie Avenue to Northrop Corporation, Hawthorne (Prairie Avenue and Broadway) stopping at various Northrop buildings; and return.

Issued by California Public Utilities Commission.

Decision No. 83467, Applications Nos. 54213 and 54214.

Route NA-3 - NORTH SAN FERNANDO VALLEY-NORTHROP

Commencing and picking up passengers at Devonshire Street and Reseda Boulevard, Northridge; thence south on Reseda Boulevard to Roscoe Boulevard, Reseda, where passengers are to be picked up; thence east on Roscoe Boulevard to Sepulveda Boulevard, Sepulveda, where passengers are to be picked up; thence south on Sepulveda Boulevard to Hatteras Street, Van Nuys, where passengers are to be picked up; continuing south on Sepulveda Boulevard, west on Burbank Boulevard, south on the San Diego Freeway to Imperial Highway, east on Imperial Highway, south on Prairie Avenue to Northrop Corporation, Hawthorne (Prairie Avenue and Broadway) stopping at various Northrop buildings; and return.

Route NA-3 (Alternate) - NORTH SAN FERNANDO VALLEY-NORTHROP

Commencing and picking up passengers at Devonshire Street and Canoga Avenue, Chatsworth; thence east on Devonshire stopping and picking up passengers at Reseda Boulevard, Northridge, Balboa Boulevard, Granada Hills, and Langdon Avenue, Mission Hills; thence south on the San Diego Freeway to Burbank Boulevard, east on Burbank Boulevard to Sepulveda Boulevard, north on Sepulveda Boulevard to Hatteras Street, Van Nuys, where passengers are to be picked up; thence south on Sepulveda Boulevard, west on Burbank Boulevard to the San Diego Freeway; thence south on the San Diego Freeway to Imperial Highway, east on Imperial Highway, south on Prairie Avenue to Northrop Corporation, Hawthorne (Prairie Avenue and Broadway) stopping at various Northrop buildings; and return.

Route NA-4 - NORTH ORANGE COUNTY-NORTHROP

Commencing and picking up passengers at 17th Street and the Newport Freeway, Tustin; thence north on the Newport Freeway to Lincoln Avenue, Orange where passengers are to be picked up; thence north on the Newport Freeway, west on the Riverside Freeway to Harbor Boulevard and Orangefair Avenue, Fullerton, where passengers are to be picked up; thence west on the Riverside Freeway and Artesia Freeway to Valley View Street, and Orangethorpe Avenue, Buena Park, where passengers are to be picked up; thence west on the Artesia Freeway and Artesia Boulevard, north on the San Diego Freeway to El Segundo Boulevard, east on El Segundo Boulevard, north on Prairie Avenue to Northrop Corporation, Hawthorne (Prairie Avenue and Broadway) stopping at various Northrop buildings; and return.

Route NA-4a (Alternate) - NORTH ORANGE COUNTY - NORTHEROP

Commencing and picking up passengers at Metropolitan and City Drive, Orange; thence south on City Drive, west on Garden Grove Freeway, north on Valley View to Lampson Avenue, Garden Grove where passengers are to be picked up; thence west on Lampson Avenue, north on Los Alamitos Boulevard, west on Katella to Donnis Road where passengers are to be picked up; thence west on Katella and Willow Avenue in Long Beach to Los Coyotes Diagonal where passengers are to be picked up; continuing west on Willow, north on Lakewood Boulevard, north on the San Diego Freeway to El Segundo Boulevard, east on El Segundo Boulevard, north on Prairie Avenue to Northrop Corporation, Hawthorne (Prairie Avenue and Broadway) stopping at various Northrop buildings; and return.

Issued by California Public Utilities Commission.

83467

Decision No. _____ Applications Nos. 54213 and 54214.

Route NA-7 - THOUSAND OAKS/SOUTHWEST SAN FERNANDO VALLEY-NORTHROP

Commencing and picking up passengers at Westlake Boulevard and Townsgate Road, Westlake Village; thence via Westlake Boulevard and the Ventura Freeway to Las Virgenes Road, Brent's Junction, where passengers are to be picked up; thence south on the Ventura Freeway to Calabasas Parkway, Calabasas where passengers are to be picked up; thence via the Ventura Freeway and Valley Circle Boulevard to Ventura Boulevard, where passengers are to be picked up; thence via the Ventura Freeway and Topanga Canyon Boulevard to Ventura Boulevard where passengers are to be picked up; thence east along Ventura Boulevard picking up passengers at Canoga Avenue, Reseda Boulevard, and Balboa Boulevard; thence north on Balboa Boulevard to Burbank Boulevard, Encino where passengers are to be picked up; thence south on Balboa Boulevard, south on the Ventura Freeway, south on the San Diego Freeway, east on Imperial Highway, south on Prairie Avenue to Northrop Corporation, Hawthorne (Prairie Avenue and Broadway) stopping at various Northrop buildings; and return.

Route NA-7a (Alternate) - THOUSAND OAKS, MALIBU, SANTA MONICA-NORTHROP

Commencing and picking up passengers at Towngate Road and Westlake Boulevard, Westlake Village; thence via Westlake Boulevard and the Ventura Freeway to Malibu Canyon Road, where passengers are to be picked up; thence south on Malibu Canyon Road to Pacific Coast Highway, where passengers are to be picked up; thence south on Pacific Coast Highway to California Incline, where passengers are to be picked up; thence east on the Santa Monica Freeway, south on the San Diego Freeway, east on Imperial Boulevard, south on Prairie Avenue to Northrop Corporation, Hawthorne (Prairie Avenue and Broadway), stopping at various Northrop buildings; and return.

Route NA-8 - CENTRAL SAN FERNANDO VALLEY-NORTHROP

Commencing and picking up passengers at Fallbrook Boulevard and Roscoe Boulevard, Canoga Park; thence east along Roscoe Boulevard picking up passengers at Topanga Canyon Boulevard, Canoga Avenue, De Soto Avenue, Winnetka Avenue, Tampa Avenue, Reseda Boulevard, and Balboa Boulevard; thence south on Balboa Boulevard to Burbank Boulevard, Encino where passengers are to be picked up; thence south on Balboa Boulevard, south on the Ventura Freeway, south on the San Diego Freeway, east on Imperial Highway, south on Prairie Avenue to Northrop Corporation, Hawthorne (Prairie Avenue and Broadway) stopping at various Northrop buildings; and return.

Issued by California Public Utilities Commission.

Decision No. 83467, Applications Nos. 54213 and 54214.

Route SB-4 - NORTH ORANGE COUNTY - LAX AREA INDUSTRIES (TRW, FAA,
FAIRCHILD, XEROX, CONTINENTAL, WESTERN, McDONNELL-DOUGLAS, HUGHES)

Commencing and picking up passengers at 17th Street and the Newport Freeway, Tustin; thence north on the Newport Freeway to Lincoln Avenue, Orange, where passengers are to be picked up; thence north on the Newport Freeway, west on the Riverside Freeway to Harbor Boulevard and Orange Fair Avenue, Fullerton, where passengers are to be picked up; thence west on the Riverside Freeway and Artesia Freeway to Valley View Street and Orangethorpe Avenue, Buena Park, where passengers are to be picked up; thence west on the Artesia Freeway and Artesia Boulevard, north on the San Diego Freeway to Inglewood Avenue, thence north on Inglewood Avenue, west on Compton Boulevard to TRW and FAA Headquarters facilities (Aviation Boulevard and Compton Boulevard) where passengers are discharged; thence north on Aviation Boulevard to XEROX Corporation facilities (Aviation Boulevard and Alaska Avenue) where passengers are discharged; thence north on Aviation Boulevard to FAIRCHILD Corporation facility (Rosecrans Avenue and Aviation Boulevard) where passengers are discharged; thence north on Aviation Boulevard to XEROX Corporation facilities (Aviation Boulevard and Alaska Avenue) where passengers are discharged; thence north on Aviation Boulevard, west on El Segundo Boulevard to Continental International Center building (El Segundo Boulevard and Continental Boulevard) where passengers are discharged; also discharging passengers at McDONNELL-DOUGLAS Astrophysics Facility at 2332 El Segundo Boulevard; thence west on El Segundo Boulevard, north on Sepulveda Boulevard, east on Imperial Highway to FAA Airport facilities (Imperial Highway and Nash Street) where passengers are discharged; thence east on Imperial Highway, north on Aviation Boulevard to XEROX Airport facilities (Century Boulevard and Aviation Boulevard) where passengers are discharged; thence west on Century Boulevard to Western Airlines maintenance facilities (Century Boulevard and Sepulveda Boulevard) where passengers are discharged, and return. Stops will be made to discharge and pick up passengers at various Hughes El Segundo and Hughes Airport facilities located within the area bounded by El Segundo Boulevard, the east side of Sepulveda Boulevard, Century Boulevard and La Cienega Boulevard.

Issued by California Public Utilities Commission.

Decision No. **83467**, Applications Nos. 54213 and 54214.

Route SB-4a (Alternate) - NORTH ORANGE COUNTY - LAX AREA INDUSTRIES
(TRW, FAA, FAIRCHILD, XEROX, CONTINENTAL, WESTERN,
McDONNELL-DOUGLAS, HUGHES)

Commencing and picking up passengers at Metropolitan and City Drive, Orange; thence south on City Drive, west on Garden Grove Freeway, north on Valley View to Lampson Avenue, Garden Grove, where passengers are to be picked up; thence west on Lampson, north on Los Alamitos Boulevard, west on Katella to Donnis Road, where passengers are to be picked up; thence west on Katella and Willow Avenue to Los Coyotes Diagonal, where passengers are to be picked up; continuing west on Willow Avenue, north on Lakewood Boulevard, north on the San Diego Freeway, north on Inglewood Avenue, west on Compton Boulevard to TRW and FAA Headquarters facilities (Aviation Boulevard and Compton Boulevard) where passengers are discharged; thence north on Aviation Boulevard to FAIRCHILD Corporation facility (Roscerans Avenue and Aviation Boulevard) where passengers are discharged; thence north on Aviation Boulevard to XEROX Corporation facilities (Aviation Boulevard and Alaska Avenue) where passengers are discharged; thence north on Aviation Boulevard, west on El Segundo Boulevard to Continental International Center building (El Segundo Boulevard and Continental Boulevard) where passengers are discharged; also discharging passengers at McDONNELL-DOUGLAS Astrophysics Facility at 2332 El Segundo Boulevard; thence west on El Segundo Boulevard, north on Sepulveda Boulevard, east on Imperial Highway to FAA Airport facilities (Imperial Highway and Nash Street) where passengers are discharged; thence east on Imperial Highway, north on Aviation Boulevard to XEROX Airport facilities (Century Boulevard and Aviation Boulevard) where passengers are discharged; thence west on Century Boulevard to Western Airlines Maintenance facilities (Century Boulevard and Sepulveda Boulevard) where passengers are discharged, and return. Stops will be made to discharge and pick up passengers at various HUGHES El Segundo and HUGHES Airport facilities located within the area bounded by El Segundo Boulevard, the east side of Sepulveda Boulevard, Century Boulevard and La Cienega Boulevard.

Issued by California Public Utilities Commission.

Decision No. 83467, Applications Nos. 54213 and 54214.

Route SB-4b (Alternate) - ORANGE COUNTY - TO XEROX CORPORATION

Commencing at Wayfield Street and Chapman Avenue, Orange; thence east on Chapman Avenue to Newport Freeway, south to San Diego Freeway, north to Bristol Street, where passengers are to be picked up; thence north on San Diego Freeway to Magnolia Street where passengers are to be picked up; thence north on San Diego Freeway, north on Seal Beach Boulevard to Rossmore Shopping Center, where passengers are to be picked up; thence south on Seal Beach Boulevard to San Diego Freeway, north on San Diego Freeway to Rosecrans Avenue, west on Rosecrans Avenue to Aviation Boulevard, north on Aviation Boulevard to XEROX Corporation (at Alaska Street), and return.

Issued by California Public Utilities Commission.

Decision No. 83467, Applications Nos. 54213 and 54214.

Route SB-7 - THOUSAND OAKS/SOUTHWEST SAN FERNANDO VALLEY - LAX AREA INDUSTRIES
(TRW, FAA, FAIRCHILD, XEROX, CONTINENTAL, WESTERN)

Commencing and picking up passengers at Westlake Boulevard and Townsgate Road, Westlake Village; thence via Westlake Boulevard and the Ventura Freeway to Las Virgenes Road, Brent's Junction, where passengers are to be picked up; thence south on the Ventura Freeway to Calabasas Parkway, Calabasas where passengers are to be picked up; thence south on the Ventura Freeway to Valley Circle Boulevard and Ventura Boulevard where passengers are to be picked up; thence via Valley Circle Boulevard, the Ventura Freeway, and Topanga Canyon Boulevard to Ventura Boulevard, Woodland Hills where passengers are to be picked up; thence east along Ventura Boulevard picking up passengers at Canoga Avenue, Reseda Boulevard, and Balboa Boulevard; thence north on Balboa Boulevard to Burbank Boulevard, Encino where passengers are to be picked up; thence south on Balboa Boulevard, south on the Ventura Freeway, south on the San Diego Freeway to Century Boulevard, thence west on Century Boulevard to XEROX Airport facilities (Century Boulevard and Aviation Boulevard) where passengers are discharged; thence west on Century Boulevard to Western Airlines Maintenance facilities (Century Boulevard and Sepulveda Boulevard) where passengers are discharged; thence south on Sepulveda Boulevard, east on Imperial Highway to FAA Airport facilities (Imperial Highway and Nash Street) where passengers are discharged; thence south on Nash Street, west on El Segundo Boulevard to Continental International Center building (El Segundo Boulevard and Continental Boulevard) where passengers are discharged; thence east on El Segundo Boulevard, south on Aviation Boulevard to XEROX Corporation facilities (Aviation Boulevard and Alaska Avenue) where passengers are discharged; thence south on Aviation Boulevard to FAIRCHILD Corporation facility (Rosecrans Avenue and Aviation Boulevard) where passengers are discharged; thence south on Aviation Boulevard to TRW and FAA Headquarters facilities (Aviation Boulevard and Compton Boulevard) where passengers are discharged; and return.

Issued by California Public Utilities Commission.

Decision No. 83457, Applications Nos. 54213 and 54214.

Route SB-7a (Alternate) - SOUTHWEST SAN FERNANDO VALLEY - LAX AREA INDUSTRIES
(TRW, FAA, XEROX)

Commencing and picking up passengers at Fallbrook Avenue and Victory Boulevard, Canoga Park; thence south on Fallbrook Avenue, east on Ventura Boulevard to Ponce Avenue, Woodland Hills, where passengers are to be picked up; thence east on Ventura Boulevard, south on Ventura Freeway, north on Balboa Boulevard to Burbank Boulevard, Encino, where passengers are to be picked up; thence east on Burbank Boulevard and south on Sepulveda Boulevard to Magnolia Boulevard, Van Nuys, where passengers are to be picked up; thence south on Sepulveda Boulevard, south on the San Diego Freeway, west on Rosecrans Avenue to TRW, Inc. facilities (Aviation Boulevard and Rosecrans Avenue) where passengers are to be discharged, then south on Aviation Boulevard to XEROX Corporation (Aviation Boulevard and Alaska Avenue) where passengers are to be discharged; thence south on Aviation to TRW, Inc. and FAA Headquarters (Aviation Boulevard and Compton Boulevard) where passengers are to be discharged, and return.

Route SB-8 - CENTRAL SAN FERNANDO VALLEY - LAX AREA INDUSTRIES (TRW, FAA,
FAIRCHILD, XEROX, CONTINENTAL, WESTERN)

Commencing and picking up passengers at Fallbrook Boulevard and Roscoe Boulevard Canoga Park; thence east along Roscoe Boulevard picking up passengers at Topanga Canyon Boulevard, Canoga Avenue, De Soto Avenue, Winnetka Avenue, Tampa Avenue, Reseda Boulevard, and Balboa Boulevard; thence south on Balboa Boulevard to Burbank Boulevard, where passengers are to be picked up; thence south on Balboa Boulevard, south on the Ventura Freeway, south on the San Diego Freeway to Century Boulevard, thence west on Century Boulevard to XEROX Airport facilities (Century Boulevard and Aviation Boulevard) where passengers are discharged; thence west on Century Boulevard to Western Airlines Maintenance facilities (Century Boulevard and Sepulveda Boulevard) where passengers are discharged; thence south on Sepulveda Boulevard, east on Imperial Highway to FAA Airport facilities (Imperial Highway and Nash Street) where passengers are discharged; thence south on Nash Street, west on El Segundo Boulevard to Continental International Center building (El Segundo Boulevard and Continental Boulevard) where passengers are discharged; thence east on El Segundo Boulevard, south on Aviation Boulevard to XEROX Corporation facilities (Aviation Boulevard and Alaska Avenue) where passengers are discharged; thence south on Aviation Boulevard to FAIRCHILD Corporation facility (Rosecrans Avenue and Aviation Boulevard) where passengers are discharged; thence south on Aviation Boulevard to TRW and FAA Headquarters facilities (Aviation Boulevard and Compton Boulevard) where passengers are discharged; and return.

Issued by California Public Utilities Commission.

Decision No. 83467, Applications Nos. 54213 and 54214.

Route SB-8a (Alternate) - NORTH/CENTRAL SAN FERNANDO VALLEY-LAX AREA INDUSTRIES
(TRW, FAA, FAIRCHILD, XEROX, CONTINENTAL, WESTERN)

Commencing at Devonshire Street and Topanga Canyon Boulevard, Chatsworth; thence east along Devonshire Street stopping and picking up passengers at Canoga Avenue, Tampa Avenue, Balboa Avenue, and Sepulveda Boulevard; thence south on the San Diego Freeway and west on Century Boulevard to XEROX Airport facilities (Century Boulevard and Aviation Boulevard) where passengers are discharged; thence west on Century Boulevard to Western Airlines Maintenance facilities (Century Boulevard and Sepulveda Boulevard) where passengers are discharged; thence south on Sepulveda Boulevard, east on Imperial Highway to FAA Airport facilities (Imperial Highway and Nash Street) where passengers are discharged; thence south on Nash Street, west on El Segundo Boulevard to Continental International Center building (El Segundo Boulevard and Continental Boulevard) where passengers are discharged; thence east on El Segundo Boulevard, south on Aviation Boulevard to XEROX Corporation facilities (Aviation Boulevard and Alaska Avenue) where passengers are discharged; thence south on Aviation Boulevard to FAIRCHILD Corporation facility (Rosecrans Avenue and Aviation Boulevard) where passengers are discharged; thence south on Aviation Boulevard to TRW and FAA Headquarters (Aviation Boulevard and Compton Boulevard) where passengers are discharged; and return.

Issued by California Public Utilities Commission.

Decision No. 83467, Applications Nos. 54213 and 54214.

Route SB-9 - PALOS VERDES/REDONDO BEACH - LAX AREA INDUSTRIES(TRW, FAA, FAIRCHILD, XEROX, CONTINENTAL, WESTERN, McDONNELL-DOUGLAS,
HUGHES)

Commencing and picking up passengers at Palos Verdes Drive West and Hawthorne Boulevard, Palos Verdes; then north along Hawthorne Boulevard to Silver Spur Road, Rolling Hills Estates, where passengers are to be picked up; thence north on Hawthorne Boulevard, north on Palos Verdes Drive North to Palos Verdes Drive West, Palos Verdes Estates, where passengers are to be picked up; thence north along Palos Verdes Boulevard to Pacific Coast Highway, Redondo Beach, where passengers are to be picked up; thence north along Pacific Coast Highway to Torrance Boulevard, Redondo Beach, where passengers are to be picked up; thence north along Pacific Coast Highway, north along Aviation Boulevard, Compton Boulevard, north on the San Diego Freeway to Inglewood Avenue, thence north on Inglewood Avenue, west on Compton Boulevard to TRW and FAA Headquarters facilities (Aviation Boulevard and Compton Boulevard) where passengers are discharged; thence north on Aviation Boulevard to FAIRCHILD Corporation facility (Rosecrans Avenue and Aviation Boulevard) where passengers are discharged; thence north on Aviation Boulevard to XEROX Corporation facilities (Aviation Boulevard and Alaska Avenue) where passengers are discharged; thence north on Aviation Boulevard, west on El Segundo Boulevard to Continental International Center building (El Segundo Boulevard and Continental Boulevard) where passengers are discharged; also discharging passengers at McDONNELL-DOUGLAS Astrophysics Facility at 2332 El Segundo Boulevard; thence west on El Segundo Boulevard, north on Sepulveda Boulevard, east on Imperial Highway to FAA Airport Facilities (Imperial Highway and Nash Street) where passengers are discharged; thence east on Imperial Highway, north on Aviation Boulevard to XEROX Airport facilities (Century Boulevard and Aviation Boulevard) where passengers are discharged; thence west on Century Boulevard to WESTERN AIRLINES Maintenance facilities (Century Boulevard and Sepulveda Boulevard) where passengers are discharged, and return. Stops will be made to discharge and pick up passengers at various HUGHES El Segundo and HUGHES Airport facilities located within the area bounded by El Segundo Boulevard, the east side of Sepulveda Boulevard, Century Boulevard and La Cienega Boulevard.

Issued by California Public Utilities Commission.

Decision No. 83467, Applications Nos. 54213 and 54214.

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY

Showing passenger stage operative rights, restrictions,
limitations, exceptions, and privileges applicable thereto.

All changes and amendments as authorized by the Public
Utilities Commission of the State of California will be
made as revised pages or added original pages.

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.

Four Winds Transportation, Inc., by the Certificate of Public Convenience and Necessity granted by the decision noted in the margin, is authorized to transport passengers between certain points in Orange and Los Angeles Counties, on the one hand, and Hughes Aircraft's El Segundo and Airport facilities, on the other hand, over and along the route described in Section 2, and subject to the following conditions:

- (1) No passenger shall be transported who does not have as either point of origin or destination the specified Hughes Aircraft facilities.
- (2) Passengers shall be picked up and/or discharged only at the stops specified in the route description.
- (3) Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections in accordance with local traffic regulations.
- (4) When route descriptions are given in one direction, they apply in either direction unless otherwise indicated.

Issued by California Public Utilities Commission.

Decision No. 83467 in Application 54099.

SECTION 2. ROUTE DESCRIPTION,

Route 1. Northeastern Orange County to Hughes Aircraft

Commencing and picking up passengers at Orangethorpe Avenue and Kraemer Avenue, Placentia; thence west on Orangethorpe Avenue, north on State College Boulevard to Chapman Avenue, Fullerton, where passengers are to be picked up; thence south on State College Boulevard, west on the Riverside Freeway and Artesia Freeway to Beach Boulevard; thence north on Beach Boulevard to Orangethorpe Avenue, Buena Park, where passengers are to be picked up; thence south on Beach Boulevard, west on Artesia Freeway, south on Bellflower Boulevard to Artesia Boulevard, Bellflower, where passengers are to be picked up; thence north on Bellflower Boulevard, west on the Artesia Freeway and Artesia Boulevard, north on the San Diego Freeway, west on Imperial Highway to the Hughes Aircraft Facility, El Segundo (Imperial Highway and Sepulveda Boulevard) where passengers are discharged; thence north on Sepulveda Boulevard, east on Century Boulevard, south on Aviation Boulevard to 102nd Street to the Hughes Aircraft Airport Facility, and return.