

ORIGINAL

Decision No. 84274

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
DOUGLAS BUS LINES, INC. for authority
to extend service areas to serve the
ITT Cannon Electric Plant in Santa Ana.

Application No. 53705
(Filed November 21, 1972)

In the Matter of the Application of
DOUGLAS BUS LINES, INC. for AUTHORITY TO
EXTEND COMMUTER BUS SERVICE and to
ESTABLISH FARES to the following
Facilities:

1. McDonnell-Douglas Plant,
Long Beach.
2. McDonnell-Douglas Plant,
Huntington Beach.
3. Rockwell International Facility,
Downey.
4. Aero Space-Samsco Offices,
Inglewood.
5. Rockwell International Facility,
Palmdale.
6. Hughes Aircraft Plants at
Culver City and Inglewood.

Application No. 54324
(Filed September 13, 1973;
amended November 26, 1973)

Investigation on the Commission's own
motion into the status, rules,
regulations, operations, service,
facilities, equipment and practices of
Douglas Bus Lines, Inc., a California
corporation.

Case No. 9630
(Filed October 30, 1973)

Russell & Schureman, by Christopher Ashworth,
Attorney at Law, for applicant.

Richard T. Powers, Attorney at Law, and Steve Parry,
for Southern California Rapid Transit District,
protestant.

R. W. Russell, by K. D. Walpert, for Department of
Public Utilities & Transportation, interested
party.

Peter Arth, Jr., Attorney at Law, Ralph E. Douglas,
John deBrauwere, and Alburt F. Braggins, for the
Commission staff.

O P I N I O N

Douglas Bus Lines, Inc. (Douglas) is a passenger stage corporation operating under a certificate of public convenience and necessity granted by this Commission. Douglas seeks additional operating authority in Applications Nos. 53705 and 54324. Case No. 9630 is an investigation on the Commission's own motion into the operations and practices of Douglas to determine, among other things, whether Douglas' operating authority should be suspended or revoked. These proceedings were consolidated for hearing because of interrelated subject matter.

A duly noticed public hearing was held in these matters before Examiner Donald B. Jarvis in Los Angeles on November 15 and 16, 1973.^{1/} The matter was submitted on December 19, 1973, after the filing of the transcript and briefs by the parties.

The material issues presented in these consolidated proceedings are as follows: (1) Has Douglas violated the Motor Carrier Safety Regulations of the California Administrative Code? (2) Has Douglas violated provisions of General Order No. 98-A? (3) Has Douglas violated the provisions of Section 1038 of the Public Utilities Code?^{2/} (4) Has Douglas conducted operations without first obtaining the authority required by Section 1031? (5) If Douglas has committed any of the alleged violations, what action should be taken by the Commission in the lawful exercise of its jurisdiction? (6) Do public convenience and necessity require that Douglas be granted any of the additional operating authority sought in Applications Nos. 53705 and 54324?

^{1/} Application No. 53705, which had been on the calendar prior to consolidation of the three proceedings, was called and continued by Examiner Mattson on September 20, 1973.

^{2/} Unless otherwise specified, all code references are to the Public Utilities Code.

Douglas presently renders a passenger stage service for the transportation of persons who are employees of specified facilities and industrial plants between various pickup areas and these facilities and plants. Application No. 53705 seeks authority to serve the ITT Cannon Electric Manufacturing Company (ITT-Cannon) plant in Santa Ana. Douglas had been serving the ITT-Cannon plant in Los Angeles without authority from the Commission. ITT-Cannon closed the Los Angeles plant and transferred its operations to the Santa Ana plant. The application requests authority to serve the Santa Ana plant along two routes commencing at the parking lot of the closed Los Angeles plant. Application No. 54324, as amended, seeks authority to serve, from various pickup areas, the following facilities or plants: (1) McDonnell-Douglas Plant, Long Beach. (2) McDonnell-Douglas Plant, Huntington Beach. (3) Rockwell International Facility, Downey. (4) SAMS0 Offices, Inglewood. (5) Hughes Aircraft Plants at Culver City and Inglewood.

The matters raised in Case No. 9630 relate to whether Douglas' operating authority should be suspended or revoked for violations of the Public Utilities Code, Commission rules and orders, and the Administrative Code. The alleged violations are also pertinent to the question of Douglas' fitness to receive additional operating authority. These issues will be hereafter considered.

Douglas has 53 pieces of operating equipment, which includes 45 buses. Thirty-four buses are used to conduct its operations. The remainder are inoperable. At the time of the hearing it employed 3 mechanics and 3 mechanic trainees. It employs 2 persons who spend 80 percent of their time cleaning the buses. Douglas does not employ full-time drivers. The bus drivers are also employees of the plant or facility which the vehicle serves. Douglas also employs a purser for each route who is responsible for collecting fares. The purser, too, is an employee of the plant or facility which the vehicle serves. After leaving the point of origin,

each bus makes one or two stops at designated points along the route to the plant or facility served. On some routes the bus is filled to its seating capacity with regular passengers and there is a waiting list of prospective passengers. Fares are collected on a weekly basis. Occasionally a non-regular passenger is transported on a single round trip for a pro rata fare. Douglas had operating revenues of \$210,409 and net income of \$12,141 for the first six months of 1973.

The evidence adduced by Douglas, generally, was to the effect that the type of service which it provides is in the public interest, particularly during a time of energy crisis. It appears that Douglas is presently providing service on the routes for which authority is herein sought. Some riders on these routes testified that continuance of this service was preferable to driving their own vehicles or utilizing car pools.

The Southern California Rapid Transit District (District) protested the applications. District presented no evidence at the hearings. Its primary reason for opposing the applications is the possibility that at some time in the future operating rights granted under these applications might preclude District from offering service along similar routes. Section 30637 provides in part that:

"The district shall not establish, construct, complete, acquire, operate, extend or reroute (all of the foregoing being hereinafter referred to by the word 'establish' in all forms thereof), directly or indirectly, either itself or by lease or contract with any other person or persons or otherwise, any rapid transit service or system in such manner or form 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."

District's operations are primarily those of conducting regularly scheduled operations for the general public. Douglas' operations are commute ones applicable only to employees of specific plants and facilities. There is presently no conflict between the two operations. If the requested authority is granted, the public's interest in general transportation can be adequately protected by requiring Douglas to consent to any operations which District may establish in the areas involved. (In re Southern California Commute Service (1974) Decision No. 83467 in Applications Nos. 54213, 54214, and 54099, see Finding 12, Ordering Paragraph 4.)

The Highway Patrol is charged with regulating the safe operation of certain types of vehicles, including buses. (Vehicle Code Section 34500(c).) The Highway Patrol is mandated to adopt safety regulations. (Vehicle Code Section 34501.) These regulations are contained in Administrative Code, Title 13, Section 1210 et seq. It is a misdemeanor to fail to comply with the regulations adopted by the Highway Patrol. (Vehicle Code Section 34506.) The Highway Patrol is mandated to enforce its safety rules and regulations. (Vehicle Code Section 34504.)

In June and November of 1972 and August and November of 1973 the Highway Patrol conducted inspections of Douglas' vehicles. Numerous violations of the safety regulations were found during each inspection. A tabulation of the violations is set forth in Appendix AA attached hereto. On seven occasions since 1970, the Highway Patrol ordered a total of 13 buses placed out of service because they were imminently hazardous to operate and likely to cause an accident or have a breakdown. As a result of the June 1972 inspection the Highway Patrol filed a complaint against Mr. J. Marshall Gage, the president of Douglas, in the Municipal Court of the Los Cerritos Judicial District. The complaint charged Gage with:

- "1. Failure to institute and maintain a systematic preventive maintenance program for vehicles operated under Douglas Bus Lines control.
- "2. Failure to maintain vehicles in a clean and sanitary operating condition.
- "3. Failure to require drivers to inspect their assigned vehicles and file a daily vehicle condition report reflecting defects noted."

Specific violations were enumerated. Gage pleaded guilty to the charges and was fined.

The record indicates that Douglas has been operating over the routes for which authority is herein sought. This is in violation of Section 1031.

General Order No. 98-A applies to passenger stage corporations. Part 3.01 of the General Order provides that:

"Every passenger stage seating thirteen (13) or more persons and every trolley coach shall be equipped with a bell cord or buzzer which will enable any passenger to signal the driver when a stop is desired."

A Commission associate transportation engineer inspected Douglas' buses and found that several of the buses were not equipped with a pull cord or buzzer, and on others which were so equipped, the pull cords or buzzers did not function.

Part 4 of the General Order provides in part that:

"4.01. Cleanliness. Every passenger stage and trolley coach shall be maintained in a satisfactorily clean and sanitary condition.

"4.02. Interior Lighting. Every passenger stage and trolley coach operating during the hours of darkness between sunset and sunrise shall be equipped with a light or lights arranged so as to adequately illuminate the whole interior of the vehicle without affecting the driver's vision."

As indicated, the Highway Patrol inspections found that the buses were not maintained in a satisfactory clean and sanitary condition. This was one of the grounds for the misdemeanor conviction heretofore

discussed. In addition, the Commission engineer found that cleaning the buses of passenger litter (newspapers, paper or plastic cups, soft drink or beer cans, cigarette butts and ashes, etc.) was only done occasionally. The Highway Patrol inspections and that of the Commission engineer indicate instances of inadequate interior illumination of the buses.

Parts 7.01, 8.01, and 8.02 of the General Order provide that:

"7.01. Smoking by Drivers. Drivers shall not smoke or use tobacco in any manner or form during the time they are operating in passenger service."

"8.01. Smoking by Passengers Prohibited in Urban Service. A passenger shall not smoke or carry a lighted cigarette, pipe or cigar on any passenger stage or trolley coach operating in urban service.

"8.02. Smoking of Cigarettes Permitted in Other Than Urban Service. A passenger shall not smoke on or carry a lighted cigarette, pipe or cigar on any passenger stage operating in other than urban service, with the exception that a passenger may smoke a cigarette only, in the last four rows of seats, provided that:

- "(a) Passenger stage is equipped with ventilating blowers capable of delivering at least 1200 cubic feet per minute of air into the passenger stage of which 20 percent is fresh air.
- "(b) Ventilating blowers are operating.
- "(c) Cigarette ash trays are provided.
- "(d) Passenger Stage has an interior sign at the entrance and over or near the rear wall of the passenger compartment, to advise all passengers that cigarette smoking only is permitted in last four rows of seats."

The Commission engineer found evidence on two occasions that some of Douglas' bus drivers had been smoking while operating in passenger service. There is a question of whether Douglas'

operations constitute urban service.^{3/} Douglas' service does not manifest all of the traditional incidents of either urban or inter-urban service. None of the routes is over 50 miles, but Part 2.04 of the General Order defines, in part, urban service as being "not more than 50 miles." The record indicates that most of Douglas' routes are between 25 and 50 miles. The Commission engineer testified that in his opinion this type of service rendered by Douglas was a hybrid one. In the circumstances, we find that for the purposes of General Order No. 98-A, Douglas' service is other than urban. Thus, Section 8.02 of the General Order is applicable to the facts herein presented.

The record indicates that smoking has been permitted in buses in areas other than the last four rows; that ash trays are not provided on some buses where smoking is permitted; and that many buses do not have the signs required by the General Order. We note in passing that we are here dealing only with General Order No. 98-A, which has been in effect in its present form since October 1, 1971. In 1973 the Legislature amended Section 561 so that it now provides that:

- "(a) Every railroad corporation, passenger stage corporation, passenger air carrier, and street railroad corporation providing departures originating in this state shall provide designated space for their nonsmoking passengers.
- "(b) Every such corporation and carrier shall display in the passenger seating area of every passenger car, passenger stage, aircraft, or other vehicle notices sufficient in number, posted in such locations as to be readily seen by boarding passengers, advising the location of the space

^{3/} Part 2.04 of General Order No. 98-A defines urban service as follows:

"2.04. 'Urban' Service. 'Urban' service means service performed within metropolitan or more or less thickly populated or built up areas or between such areas in close proximity, the one-way route mileage of which service is not more than 50 miles."

designated for the nonsmoking passengers pursuant to subdivision (a). Words on such notices which state 'No Smoking' or an equivalent phrase shall be at least three-quarters of one inch high, and any other explanatory words on the notices shall be at least one-quarter of an inch high.

"(c) As used in this section, 'passenger air carrier' shall have the same meaning as provided in Sections 2741 and 2743."

Parts 10.1, 10.2, 10.3, and 10.5 of the General Order provide that:

"10.01. Vehicle Numbers Required. Every passenger stage corporation, and passenger charter-party carrier shall assign an identifying number to each passenger or trolley coach. Such number shall be painted on or otherwise permanently attached to the rear and each side of the exterior of each such vehicle in figures at least four (4) inches in height made with a 3/4-inch stroke.

"10.02. Name of Carrier to Be Displayed on Vehicle. A passenger stage or a trolley coach shall not be operated in service unless there is painted or displayed on the rear and on each side of each such vehicle the name or trade name of the passenger stage corporation, or passenger charter-party carrier in whose service the vehicle is operating. The letters of the name shall be sufficiently large as to be easily readable at a distance of not less than 100 feet. However, the provisions of this section shall not apply to vehicles temporarily leased by carriers for a period of less than 30 days.

"10.03. Route and Destination Signs Required. Every passenger stage and trolley coach shall display a destination sign visible from the front of each such vehicle, and in addition, when operating in urban service, shall display a route letter or number on both the front and the right-hand side of each of such vehicles near the entrance door."

"10.05. Passenger Charter-Party Carrier Identification to Be Displayed on Vehicle.

"(a) All carriers shall display:

"1. The following symbols on each motor vehicle operated:

CAL-TCP-_____ -A or -B or -P

The number assigned by the Commission to the carrier's authority shall be shown in the blank following TCP--followed by the letter 'A', 'B', or 'P' to designate the type of authority, i.e., Class A certificate, Class B certificate or Permit respectively.

* * *

"(b) Illegal Display of P.U.C. Identification.
Immediately upon revocation, suspension or termination of any permits or certificates of public convenience and necessity issued by the Public Utilities Commission, P.U.C. identification must be removed from the sides of each motor vehicle. If new operating authority is later granted, it will be the responsibility of the carrier to make appropriate identification on both sides of each motor vehicle."

The record indicates that many of Douglas' buses did not have numbers and the company name properly displayed. Some buses had the names of other companies on them. Douglas does not have charter-party carrier authority. Some of its buses displayed charter certificate numbers of other companies and other buses displayed the charter certificate number of a company which Douglas sought to acquire but was never granted authority to do so.

Parts 11.01, 11.05, 11.07, 11.29, 11.31, and 11.42 provide that:

"11.01. Timetable Filing Required.

"(a) Except as provided in Section 11.04,^{4/} every passenger stage corporation shall publish and file with this Commission three (3) copies of each timetable as provided in this part.

^{4/} Section 11.04 is not applicable.

"(b) Every passenger stage corporation publishing a public timetable or timetables for distribution shall file with this Commission three (3) copies of each such public timetable as soon as it is prepared and made available for distribution."

"11.05. Timetables Must Be Posted. Copies of timetables shall be posted and kept open for public inspection at the principal offices of each passenger stage corporation and at each of its agency stations."

"11.07. Timetables Shall Be Adhered To. Except as otherwise permitted by this part, timetables shall be substantially adhered to at all times."

"11.29. Points Between Which Applicable. The major termini or points between which the timetable applies shall be shown on the title page."

"11.31. Contents of Timetable. The timetable shall show:

"(a) The time of ARRIVAL and DEPARTURE from principal termini, except in 'on call' service.

"(b) The time of DEPARTURE from points intermediate to principal termini, except in 'on call' service.

"(c) The frequency of service, i.e. Daily; Daily Except Sunday; Monday through Friday; and other similar provisions.

"(d) Distance in miles between points shown.

"(e) Restrictions in service or operative rights, if any exist."

"11.42. Changes Resulting In Reduction In Service. At least ten (10) days prior to the effective date of any change or revision in service which would result in any reduction in service, a written notice of the proposed change shall be filed with this Commission and a copy of such notice shall be posted in each agency station along the route and in each passenger stage serving such route. Upon the expiration of said ten (10) days' notice the change may be placed into effect, unless, in the event of a protest being filed or for any other cause deemed good and sufficient, this Commission should require

the carrier to file a formal application requesting the prior authority of the Commission before making such a change.

"Requirements of this section shall also apply to operations, routes, or schedules of urban service otherwise exempted under the provisions of Section 11.04 if change or revision in any schedule involves:

- "(a) Reduction in service resulting in headways of greater than 30 minutes, except during the first and last hours of service.
- "(b) Reduction in service where headways are greater than 30 minutes.
- "(c) Any variation in the scheduled time of the first or last scheduled trip in excess of 15 minutes.
- "(d) Discontinuance of all service on any regular operating day.
- "(e) Discontinuance of all service after 8:00 p.m. on any regular operating day."

The record indicates that Douglas discontinued service on certain routes without giving notice to the Commission. For some time prior to the hearings Douglas' timetables listed routes which were not being operated and did not list routes which were being operated. Approximately one week before the hearing Douglas filed an accurate timetable with the Commission.

Douglas does not contest the fact that the violations heretofore discussed did occur. It argues that many of the violations were trivial, that it has made substantial progress in correcting violations since the Highway Patrol inspection in June of 1972, and that the benefits to its passengers and the general public by permitting continued operations outweigh any detriment caused by the violations.

There is a need for public transportation commute services which transport large numbers of persons to their places of employment. Such service helps conserve fuel, eliminate traffic congestion,

and reduce air pollution. However, the need is not just for any service, but a safe and competent one operated in accordance with law. "Neither lack of capital nor a public need for transportation service can excuse a failure to remedy dangerous mechanical deficiencies attributable to inadequate inspections and neglect in performing necessary repairs." (In re Norman W. Holmes (1968) 58 CPUC 610.)

Some of the violations are not critical to the health and safety of Douglas' passengers. However, others are. We will not be diverted by arguments over the need for operative buzzers^{5/} from considering the impact of improperly adjusted brakes, unsafe tires, loose ball joints, etc. We do not agree with all of Douglas' characterizations of what constitutes a minor violation. Furthermore, the lesser violations when aggregated with the more serious ones indicate a modus of operations in flagrant disregard for the laws and rules applicable to passenger stage corporations.

The Commission is of the opinion that the public interest will best be served by giving Douglas a period in which to remedy its practices. To accomplish this result, the ensuing order will terminate Douglas' operating authority as of July 1, 1975, provided, however, that if Douglas makes an appropriate showing to the Commission prior to that date that it is complying with the laws and rules applicable to passenger stage corporations we will

^{5/} Douglas argues that its failure to comply with Part 3.01 of General Order No. 98-A is of little significance because its buses make predetermined pickup and discharge stops enroute to and from the plant or facility served.

revoke our order. In addition, we will grant Douglas temporary authority for the routes herein sought until July 1, 1975.^{6/} ✓

If Douglas does not comply with the Public Utilities and Administrative Code and General Order No. 98-A, it will be required to cease operations on July 1, 1975. No other points require discussion. ✓
The Commission makes the following findings and conclusions.

1. Douglas is a passenger stage corporation as defined in Section 226 of the Public Utilities Code.

2. Douglas presently renders a passenger stage service for the transportation of persons who are employees of specified facilities and industrial plants between various pickup areas and these facilities and plants.

3. Application No. 53705 seeks authority to serve the ITT-Cannon Electric Manufacturing Company plant in Santa Ana. Douglas had been serving the ITT-Cannon plant in Los Angeles without authority from the Commission. ITT-Cannon closed the Los Angeles plant and transferred its operations to the Santa Ana plant. The application requests authority to serve the Santa Ana plant along two routes commencing at the parking lot of the closed Los Angeles plant. Douglas has been conducting operations to the Santa Ana plant without authority from this Commission.

4. Application No. 54324, as amended, seeks authority to serve, from various pickup areas, the following facilities or plants:

(1) McDonnell-Douglas Plant, Long Beach. (2) McDonnell-Douglas Plant, Huntington Beach. (3) Rockwell International Facility, Downey. (4) SAMS0 Offices, Inglewood. (5) Hughes Aircraft Plants at Culver City and Inglewood. Douglas has been conducting operations to each of these plants or facilities without authority from this Commission.

^{6/} We grant this authority because we believe it to be in the public interest even though Douglas has operated without a certificate in violation of Section 1031. (Tri Terminal Limousine Service, etc. (1973) Decision No. 81684 in Applications Nos. 52849 and 52862, pp. 13-14.)

5. Douglas has 53 pieces of operating equipment, which includes 45 buses. Thirty-four are used to conduct its operations. The remainder are inoperable. At the time of the hearing it employed 3 mechanics and 3 mechanic trainees. It employs 2 persons who spend 80 percent of their time cleaning the buses. Douglas does not employ full-time drivers. The bus drivers are also employees of the plant or facility which the vehicle serves. Douglas also employs a purser for each route who is responsible for collecting fares. The purser, too, is an employee of the plant or facility which the vehicle serves. After leaving the point of origin, each bus makes one or two stops at designated points along the route to the plant or facility served. On some routes the bus is filled to its seating capacity with regular passengers and there is a waiting list of prospective passengers. Fares are collected on a weekly basis. Occasionally, a non-regular passenger is transported on a single round trip for a pro rata fare.

6. Douglas had operating revenues of \$210,409 and net income of \$12,141 for the first six months of 1973.

7. Members of the Motor Carrier Safety Operations Section of the Highway Patrol conducted vehicle safety inspections on the buses used in Douglas' operations on February 6 and 9, 1970; April 7 and 8, 1970; May 26 and 27, 1970; January 6, 1971; February 25, 1971; June 8, 9, and 10, 1971; June 12, 13, 14, and 15, 1972; November 15, 16, 17, and 20, 1972; August 9 and 10, 1973; and November 7, 8, and 9, 1973. During these safety inspections the Highway Patrol found numerous safety violations in the buses inspected. The potential consequences of some of these violations are serious discomfort, injury, and inconvenience to bus passengers and public, arising from defective exhaust systems, loss of vehicle steering control, loss of vehicle braking control, and impaired vision of bus drivers. A tabulation of the violations found during the June 1972, November 1972, August 1973, and November 1973 are set forth in Appendix AA attached hereto and by this reference made a part hereof.

8. Pursuant to Section 1216(h) of Title 13 of the Administrative Code, the Highway Patrol placed the following number of buses, on the dates hereinafter set forth, out of service because the buses were imminently hazardous to operate and likely to cause an accident or breakdown:

February 6, 1970	3 buses
February 25, 1971	1 bus
June 8 and 9, 1971	2 buses
June 13 and 14, 1972	3 buses
November 17, 1972	2 buses
August 9, 1973	1 bus
November 7, 1973	1 bus

9. The Highway Patrol received a complaint concerning a defective bus owned by Douglas on June 9, 1972, and responded to the complaint by conducting a complete inspection of the buses and terminal owned and maintained by Douglas. This inspection occurred on June 12, 13, 14, and 15, 1972 and revealed that Douglas was not providing or following adequate inspection or preventive maintenance programs for its buses.

10. The Highway Patrol filed a complaint against J. Marshall Gage dba Douglas Bus Lines, Inc. in the Los Cerritos Municipal Court following its inspection of Douglas' buses during June 1972. The action accused J. Marshall Gage of the following infractions of the California Vehicle Code as defined by Section 34506(h):

- (a) Willful and unlawful failure to comply with California Administrative Code, Title 13, Section 1216(b), by failure to institute a systematic preventive maintenance program for buses under his control.
- (b) Willful and unlawful failure to comply with California Administrative Code, Title 13, Section 1226(a), by failure to maintain vehicles under his control in a clean and sanitary operating condition.
- (c) Willful and unlawful failure to comply with California Administrative Code, Title 13, Section 1216(d), by failure to require drivers to inspect their assigned buses and

file a daily vehicle condition report reflecting deficiencies likely to affect the safe operation or cause a breakdown of the vehicle.

Mr. Gage pleaded guilty to this complaint and was fined by the court.

11. A Commission associate transportation engineer investigated the equipment and operations of Douglas during August 20-24 and October 15-18, 1973. These investigations disclosed the following facts:

- (a) Several of Douglas' buses were not equipped with a pull cord or buzzer, and on others which were so equipped, the pull cords or buzzers did not function.
- (b) Cleaning the buses of passenger litter (newspapers, paper or plastic cups, soft drink or beer cans, cigarette butts and ashes, etc.) was only done occasionally.
- (c) There were instances of inadequate interior illumination of certain buses.
- (d) On at least two occasions some of Douglas' bus drivers had been smoking while operating in passenger service.
- (e) Smoking has been permitted in buses in areas other than the last four rows. Ash trays are not provided on some buses where smoking is permitted. Many buses do not have the signs required by General Order No. 98-A.
- (f) Many of Douglas' buses did not have numbers and the company name properly displayed. Some buses had the names of other companies on them. Douglas does not have charter-party carrier authority. Some of its buses displayed certificate numbers of other companies and other buses displayed the certificate number of a company which Douglas sought to acquire but was never granted authority to do so.
- (g) Douglas discontinued service on certain routes without giving notice to the Commission. For some time prior to the hearings, Douglas' timetables listed routes which were not being operated and did not list routes which were being operated.

12. Some of the violations discovered by the associate transportation engineer during the investigation of August 20-24, 1973 were corrected by the time of the investigation on October 15-18, 1973. Approximately one week before the hearing Douglas filed an accurate timetable with the Commission.

13. Douglas' service does not manifest all of the traditional incidents of either urban or interurban services. For the purposes of General Order No. 98-A, Douglas' service is other than urban.

14. The Highway Patrol safety compliance reports for inspection of Douglas' buses on August 9 and 10, and November 7, 8, and 9, 1973 state that the carrier's preventive maintenance program is inadequate.

15. If Douglas had in operation an adequate system of inspection, maintenance, and repairs, the safety violations of the magnitude heretofore set forth would not have occurred and it would not have been necessary for the Highway Patrol to inspect Douglas' buses so frequently or place its buses out of service as heretofore set forth.

16. Douglas' present maintenance practices, equipment, facilities, and service are unsafe, improper, inadequate, and insufficient.

17. Additional repairs, improvements, and changes should be made in Douglas' equipment and facilities to promote the security of the public and to secure adequate service and facilities to the public.

18. Douglas' present operating authority should be revoked as of January 31, 1976 unless prior to that date Douglas fully complies with the Public Utilities Code, Administrative Code, and the rules and regulations of the Commission and Highway Patrol.

19. The public interest would best be served if Douglas were granted temporary authority to serve the plants and facilities here involved. Public convenience and necessity require that Douglas be granted a temporary certificate of public convenience and necessity to operate as a passenger stage corporation, as hereinafter provided,

until July 1, 1975. If Douglas does not fully comply with the Public Utilities Code, Administrative Code, and the rules and regulations of the Commission and the Highway Patrol the certificate should be permitted to lapse. Douglas has the ability, including financial ability, to conduct these operations. ✓

20. The authority granted as the result of the subject applications should contain the condition that Douglas shall consent now and for the future to establishing the Southern California Rapid Transit District service competitive with service which may be given under the authority herein granted and which the District is proscribed from establishing, but for such consent, by Section 30637 of the Public Utilities Code.

21. Douglas has conducted operations as a charter-party carrier of passengers without appropriate authority from this Commission.

22. We find with reasonable certainty that the project involved in this proceeding will not have a significant effect on the environment.

Conclusions of Law

1. Douglas has violated Section 1031 of the Public Utilities Code by conducting passenger stage operations over routes for which it has not secured a certificate of public convenience and necessity from this Commission.

2. Douglas has violated provisions of Title 13 of the Administrative Code.

3. Douglas violated Parts 3, 4, 7, 8, 10, and 11 of General Order No. 98-A.

4. For the purposes of General Order No. 98-A, Douglas' service is other than urban.

5. Douglas' present operating authority should be revoked as of July 1, 1975, unless prior to that date Douglas fully complies with the Public Utilities Code, Administrative Code, and the rules and regulations of the Commission and Highway Patrol. ✓

6. Douglas should be granted temporary authority to serve the plants and facilities here involved. Douglas should be granted a temporary certificate of public convenience and necessity to operate as a passenger stage corporation, as hereinafter provided, until July 1, 1975. If Douglas does not fully comply with the Public Utilities Code, Administrative Code, and the rules and regulations of the Commission and the Highway Patrol the certificate should be permitted to lapse. ✓

7. Douglas has violated Section 5371 of the Public Utilities Code by operating as a charter-party carrier of passengers without authority from this Commission.

8. Douglas should be ordered to cease and desist from engaging in any passenger stage or charter-party carrier of passenger operations for which it does not hold appropriate operating authority from this Commission.

O R D E R

IT IS ORDERED that:

1. The certificates of public convenience and necessity granted to Douglas Bus Lines, Inc. as set forth in Appendix A of Decision No. 72272, as amended, and Appendix B of Decision No. 79082 are revoked as of July 1, 1975. Appendix A of Decision No. 72272 is amended by incorporating Second Revised Page 6 in revision of First Revised Page 6 and Appendix B of Decision No. 79082 is amended by incorporating First Revised Page 2 in revision of Original Page 2, attached hereto and made a part hereof. Said revocation will be canceled by further order of the Commission upon a showing by Douglas that it has complied with the following requirements: ✓

- (a) Establishing a functioning preventative maintenance program which meets the satisfaction of the Highway Patrol within 60 days after the effective date of this order.
- (b) Establishing a program satisfactory to the Commission for the cleaning of buses within 10 days after the effective date of this order.

- (c) Report to the Commission in writing within 20 days after any vehicle inspection by the Highway Patrol or Commission staff, the improvement in vehicles and company practices following such inspection.
- (d) Report any mechanical failures or any out-of-fuel occurrences which may happen in any of its operations to the Commission staff by telephone within 24 hours of the failure or occurrence, which report shall be confirmed in writing within three working days.

2. A temporary certificate of public convenience and necessity is granted to Douglas Bus Lines, Inc., 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 Appendices C and D attached hereto and made a part hereof. This authority shall expire on July 1, 1975, unless extended or made permanent by further order of the Commission.

3. In providing service pursuant to the authority granted by this order, Douglas 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, Douglas shall file a written acceptance of the certificate granted. Douglas is placed on notice that if it accepts the certificate it will be required, among other things, to comply with the safety rules administered by 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, Douglas 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) Douglas shall maintain its 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 its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

4. As a condition precedent to the issuance of the certificates granted in paragraph 2 of this order, Douglas Bus Lines, Inc. shall, within thirty days after the effective date of this order, file with the Commission, with copies to the Southern California Rapid Transit District, its consent now and for the future to the District's establishing service competitive with service to be offered under the authority granted herein.

5. Douglas shall cease and desist from engaging in any passenger stage operations or charter-party carrier of passenger operations for which it does not hold operating authority from this Commission.

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

Dated at San Francisco, California, this 1st day of APRIL, 1975.

Vernon L. Latham
President
William Synnott Jr.
Leonard Ross
Commissioners

Commissioner ROBERT BATINOVICH

Present but not participating.

APPENDIX AA
Page 1 of 2

DOUGLAS BUS LINES, INC.

Tabulation of
California Highway Inspection of Vehicles

	June 1972	Nov. 1972	Aug. 1973	Nov. 1973
1. Defective windshield wipers or blades	6	6	5	5
2. Defective windows	16	7	13	3
3. Excessive dome lights out	7	-	2	1
4. Tires too thin or cuts	24	7	6	8
5. Defective exhaust	9	4	1	2
6. Clearance lights defective	9	4	3	1
7. Road reflector kit insufficient	7	7	3	-
8. Turn signals out	5	3	3	1
9. Excessive contaminants in air tanks	15	4	3	1
10. Exit door warning out or too hard to open	14	1	7	5
11. Dirty engines	10	12	13	4
12. Stop light out	3	4	2	-
13. Dirty exteriors	3	-	-	-
14. Oil leaks	7	-	6	-
15. Wheel bearings bad	2	-	-	-
16. Defroster inoperative	3	-	1	-
17. Broken seats or loose	7	3	7	4
18. Step lights out	2	-	2	-
19. Ball joints loose	9	8	3	4
20. Audible air leaks	11	12	7	1
21. Adjust brakes	11	10	7	8
22. Check valve leaks or in wrong location	6	6	8	1
23. Head light out	2	1	1	1
24. Sunvisor transparent or none	1	-	2	1
25. Chafed air line	2	-	-	2
26. Adjust hand brake	9	3	4	-
27. No name on bus	10	3	3	-
28. Fire extinguisher out of date	7	3	1	-
29. Tail light or stop light out	3	2	4	-
30. Projecting trim	1	-	-	-
31. Low air warning defective	5	1	3	-
32. Transmission leaks	2	-	-	-
33. Defective mirrors	1	-	-	-
34. Blown fuses	1	-	-	-
35. Broken spring	1	1	-	-
36. U-joint defective	1	-	-	1
37. Starter bolts loose	-	-	-	1
38. Emergency exit sign hardly legible	-	-	2	1
39. Air compressor line loose	-	-	-	2
40. Loose stanchion	-	-	1	1
41. Hole in floor	-	-	1	-
42. Differential housing oil leak	-	-	-	1
43. Broken wheel	1	1	-	-

APPENDIX AA
Page 2 of 2

DOUGLAS BUS LINES, INC.

Tabulation of
California Highway Inspection of Vehicles

	<u>June 1972</u>	<u>Nov. 1972</u>	<u>Aug. 1973</u>	<u>Nov. 1973</u>
44. Door action improper	1	-	-	-
45. Interior water leak	-	1	-	-
46. Pinion seal leak	-	1	5	-
47. Parking brake oil soaked	-	-	5	1
48. Adjust clutch	-	2	-	-
49. Tires rubbing	-	1	-	1
50. Fuel leaks	-	2	2	-
51. Brake hose loose	-	1	2	-
52. Loose wheel nuts	-	1	-	2
53. High-beam indicator out or too dim	-	2	7	8
54. Motor mounts loose	-	1	-	-
55. Broken wheel lug nuts	-	4	2	-
56. Generator vent cover cracked	-	1	-	-
57. Slack adjuster worn	-	1	-	-
58. Engine switch (stop) NG	-	1	-	-
59. Compressor drive belt worn (A/C)	-	1	-	-
60. A/C water pump bolts loose	-	1	-	-
61. Air compressor knock	-	1	-	-
62. CAL-TCP number displayed	-	3	-	-
63. Adjust air governor	-	2	-	-
64. Regrooved tires not legal	-	-	5	-
65. First aid kits not ample	-	-	16	-
66. Window latches do not work	-	-	3	-
67. Fog light out	-	-	1	-
68. Air compressor bolt missing	-	-	-	1
69. Power steering fluid leak	-	-	-	2
70. Parking brake boot	-	-	1	-
71. Ice chest blocking rear exit door	-	-	-	2
72. Water leak	-	-	-	1
73. Wheel seal oil leak	-	-	-	1
74. Radius rod bolts loose	-	-	-	1
75. Wrong hose on air governor	-	-	-	1
76. License plate light out	-	-	-	1
77. Soft tire	-	-	-	1
78. Air governor set too low	-	-	-	1

June 1972, 27 buses inspected.	Average 8.7 items per bus.
Nov. 1972, 29 buses inspected.	Average 5.0 items per bus.
Aug. 1973, 30 buses inspected.	Average 5.1 items per bus.
Nov. 1973, 33 buses inspected.	Average 2.7 items per bus.

SECTION 3. CONDITIONS AND RESTRICTIONS--Cont'd.

3. Passengers destined to or originating at North American Autonetics, Anaheim, shall be picked up or discharged at points within Areas 1, 2, 3, 4, 5, or 6.
4. Passengers destined to or originating at McDonnell Douglas Aircraft Plant, 12214 So. Lake Boulevard, Downey, shall be picked up or discharged only within points in Areas 1 and 2.
5. Passengers destined to or originating at Conductron-Missouri, 12254 Bellflower, Downey (wholly owned subsidiary of McDonnell Douglas Corporation) shall be picked up or discharged only at stops designated in the route description.
6. Passengers destined to or originating at Autonetics Laguna Niguel Facility, 24000 Avila Road, Laguna Niguel, shall be picked up or discharged only within points in Areas A, B, and C.
7. Passengers destined to or originating at North American Rockwell Aircraft Corporation, main aircraft factory at 5701 West Imperial Highway, El Segundo, shall be picked up or discharged only within points in Area LAD.
8. Passengers destined to or originating at the General Telephone Company building in Santa Monica shall be picked up or discharged only within points in Areas GT-1 and 2.
- *9. The temporary Certificate of Public Convenience and Necessity shall expire on July 1, 1975 unless extended or made permanent by further order of the Commission. ✓

Issued by California Public Utilities Commission.

*Added by Decision No. 84274, Applications Nos. 54324, 53705, and Case No. 9630.

Appendix B

DOUGLAS BUS LINES, INC. First Revised Page 2
(a corporation) Cancels
Original Page 2

Section 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS AND SPECIFICATIONS

Douglas Bus Lines, Inc., by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport passengers between the East Los Angeles Area, on the one hand, and City of Industry areas and locations as hereinafter described, on the other hand, subject to the following conditions and restrictions:

- (a) Passengers shall be transported only between points within the East Los Angeles Area, on the one hand, and points within the Industrial Areas, on the other hand.
- (b) No passenger shall be transported whose origin and destination are both: (1) within the East Los Angeles Area, or (2) within any one or more of the Industrial Areas.
- (c) No passenger shall be picked up or discharged at intermediate points outside the East Los Angeles Area or the Industrial Areas.
- (d) All passengers transported shall be bona fide employees of industries located within the named Industrial Areas or persons seeking employment at such industries.
- (e) Passenger stage services shall be operated only at times necessary to meet employee shift changes at the industries served and at other times when necessary to transport persons seeking employment at said industries.
- (f) Service in the City of Industry Industrial Areas shall be restricted to those industries named in tariffs to be filed prior to establishment of service. Additional industries within said areas may be served by naming such industries in the passenger tariff and supplements thereto that may be later filed by applicant.
- (g) All buses used in the service herein authorized shall be owned or leased by the Douglas Bus Lines, Inc., and shall be maintained and insured by Douglas Bus Lines, Inc.
- * (h) This Certificate of Public Convenience and Necessity shall expire on July 1, 1975 unless extended or made permanent by further order of the Commission. ✓

Issued by California Public Utilities Commission.

*Added by Decision No. 84274, Applications Nos. 54324, 53705, and Case No. 9630.

FBC

Appendix C

DOUGLAS BUS LINES, INC.

Original Page 1

(Service to ITT Cannon Electric Manufacturing Company)

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.

Issued under authority of Decision No. 84274 dated APR. 1-1975
of the Public Utilities Commission of the State of California in
Application No. 53705.

FBC

Appendix C

DOUGLAS BUS LINES, INC.

Original Page 2

INDEX

Page No.

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS AND SPECIFICATIONS

SECTION 2. ROUTE DESCRIPTIONS

<u>Route</u>	<u>Route Name</u>
ITT-1	Express from Humbolt Street, Los Angeles to the ITT Plant in Santa Ana.
ITT-2	Local from Humbolt Street, Los Angeles to the new ITT Cannon Plant in Santa Ana.

Issued by California Public Utilities Commission.

Decision No. 84274, Application No. 53705.

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

Douglas Bus Lines, Inc. by the temporary Certificate of Public Convenience and Necessity granted by the decision noted in the margin, is authorized to transport passengers between the parking lot at 3208 Humbolt Street in Los Angeles, on the one hand, to the ITT Cannon Electric Manufacturing Company in Santa Ana, on the other hand, and certain territories intermediate and adjacent thereto, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following provisions:

- (a) The temporary Certificate of Public Convenience and Necessity shall expire on July 1, 1975 unless extended or made permanent by further order of the Commission. ✓
- (b) 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.
- (c) When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- (d) Only passengers destined for or originating at the ITT Cannon Electric Manufacturing Company facilities at 666 Dyer Road, Santa Ana shall be transported.
- (e) Weekly round-trip transportation is based on a full five-day work week to the place of employment. Service will be provided Monday through Friday of each week except during work shut-downs at the ITT Cannon Electric Manufacturing Company.

Issued by California Public Utilities Commission.

Decision No. 84274, Application No. 53705.

SECTION 2. ROUTE DESCRIPTIONS.

Route No. ITT-1 - Commencing at the parking lot at 3208 Humbolt Street, Los Angeles, thence west on Humbolt Street to the Golden State Freeway (Interstate 5), south on the Golden State Freeway, southeast on the Santa Ana Freeway (Interstate 5) to the Newport Freeway (State Freeway 55), southwest on the Newport Freeway to the ITT Cannon Electric Manufacturing Company facility at 666 E. Dyer Road, Santa Ana, with no stops being made along this route for the purpose of picking up or discharging passengers.

Route No. ITT-2 - Commencing at parking lot at 3208 Humbolt Street, Los Angeles, thence west on Humbolt Street to the Golden State Freeway, south on the Golden State Freeway, east on the San Bernardino Freeway, south on the San Gabriel Freeway (Interstate 605), southeast on the Santa Ana Freeway to the Newport Freeway, southwest on the Newport Freeway to the ITT Cannon Electric Manufacturing Company facility at 666 E. Dyer Road, Santa Ana.

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Appendix D

DOUGLAS BUS LINES, INC.

Original Page 1

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.

Issued under authority of Decision No. 84274 dated APR 1-1975
of the Public Utilities Commission of the State of California, in
Application No. 54324.

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

Douglas Bus Lines, Inc., by the temporary Certificate of Public Convenience and Necessity granted by the decision noted in the margin, is authorized to transport passengers between the specified areas as noted in Section 1, on the one hand, and specified places of employment, described in Section 2 on the other hand, subject to the following conditions and restrictions:

- (a) The temporary Certificate of Public Convenience and Necessity shall expire on July 1, 1975 unless extended or made permanent by further order of the Commission. ✓
- (b) Passengers shall be transported only between points within the specified areas and their places of employment.
- (c) No passengers shall be picked up or discharged at intermediate points outside the described areas.
- (d) Passenger stage service shall be operated only at times necessary to meet employee shift changes at the industries served.
- (e) Weekly round-trip transportation is based on a full five-day work week. Service will be provided Monday through Friday of each week except during work shut-downs at the places of employment.
- (f) When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.

Issued by California Public Utilities Commission.

Decision No. 84274, Application No. 54324.

DESCRIPTION OF AREA

AREA 1 - Beginning at the intersection of Whittier Boulevard and Colima Road, thence along Whittier Boulevard, Puente Street, Imperial Highway, Associated Road, Pioneer Avenue, Placentia Avenue, Palm Drive, Linda Vista Street, Orangethorpe Avenue, Jefferson Street, Riverside Freeway, Newport Freeway, Tustin Avenue, Newport Boulevard, Dyer Road, Bristol Avenue, Talbert Avenue, Gothard Street, Slater Avenue, Algonquin Street, Edinger Avenue, Bolsa Chica Road, Westminster Avenue, Los Alamitos Boulevard, Garden Grove Boulevard, Los Alamitos Boulevard, Norwalk Boulevard, Carson Street, Bloomfield Avenue, Leffingwell Road, and Colima Road to its intersection with Whittier Boulevard.

AREA 2 - Beginning at the intersection of Talbert Avenue and Gothard Street, thence along Talbert Avenue, Bristol Avenue, Dyer Road, Newport Boulevard, MacArthur Boulevard, Coast Highway, Dover Drive, Cliff Drive, Kings Place, 15th Street, Newport Boulevard, Industrial Way, 16th Street, Monrovia Avenue, Victoria Street, Hamilton Street, Bushard Street, Atlanta Avenue, Beach Boulevard, Indianapolis Avenue, Lake Avenue, Crest Avenue, Main Street and Gothard Street to its intersection with Talbert Avenue.

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Appendix D

DOUGLAS BUS LINES, INC.

Original Page 4

AREA A - Beginning at the intersection of the Riverside and Newport Freeways, thence along Newport Freeway, Newport Boulevard to the Pacific Ocean, northwestward along the Coast to 23rd Street in Huntington Beach, north on Golden West Street, east on Bolsa Avenue, north on Brookhurst Street and east on Orangethorpe Avenue, south on Jefferson Street, east on Riverside Freeway to the point of beginning.

AREA - ROUTE M-V - Beginning at the present eastern boundary of Areas 1 and 2 along the Newport Freeway and San Diego Freeway (Interstate 5), along the San Diego Freeway 18 miles in a southeasterly direction from Santa Ana to include the communities of Mission Viejo and El Toro. The service area route is limited to one-quarter mile either side of the San Diego Freeway.

AREA WOC - Beginning at the intersection of Imperial Highway and Riverside Freeway, west along the Riverside Freeway, south on the Newport Freeway onto Newport Avenue and continuing along a straight line to the Pacific Ocean, northwest along the Coast to the Los Angeles County Line thence north along the Los Angeles County Line, east on Whittier Boulevard, south on Puente Street east on Imperial Highway to the starting point.

Issued by California Public Utilities Commission.

Decision No. 84274, Application No. 54324.

AREA LAC - Beginning at the junction of the Ventura and San Diego Freeways, east along the Ventura Freeway, south along the Golden State Freeway, west along the Santa Monica Freeway, south on Alameda Street, northwestward along the San Diego Freeway, west along Rosecrans Avenue, north along the Pacific Ocean, east along a projection of Venice Boulevard to the ocean along Venice Boulevard, north along the San Diego Freeway to the starting point at the Ventura Freeway.

AREA LOAC - Beginning at the junction of the Golden State and Pomona Freeways east along Whittier Boulevard, south along Pomona Freeway, south along the San Gabriel River Freeway, west on Riverside Freeway, south on Newport Freeway onto Newport Avenue and extending to the Pacific Ocean, northwestward along the coast north along a southerly extension of Avalon Boulevard continuing north along Avalon Boulevard, east and north along Alameda Street, east along the Santa Monica Freeway to the starting point at the junction of the Pomona and Golden State Freeways.

AREA SFV - Beginning at the junction of the Golden State and Ventura Freeways, west along the Ventura Freeway, north on Topanga Canyon Boulevard, east on Devonshire, north on the San Diego Freeway, south on the Golden State Freeway back to the starting point at Ventura Freeway.

Issued by California Public Utilities Commission.

Decision No. 84274, Application No. 54324.

SECTION 2. ROUTE DESCRIPTIONS

Route 1.- MCDONNELL-DOUGLAS AIRCRAFT COMPANY SERVICE

Douglas Bus Lines, Inc. is permitted to extend its authority for the McDonnell-Douglas Aircraft Company located at 3855 Lakewood Boulevard, Long Beach eastward from its present eastern boundary of pickup Areas 1 and 2 along the Newport Freeway to include "Area-Route MV" and return.

Route 2 - MCDONNELL-DOUGLAS ASTRONAUTICS FACILITY SERVICE

Commencing in "Area-Route MV" which includes the communities of Mission Viejo and El Toro thence over and along the most direct or appropriate route to the place of employment at the McDonnell-Douglas Astronautics Facility located at 5301 Bolsa Avenue, Huntington Beach.

Route 3 - ROCKWELL INTERNATIONAL SPACE DIVISION SERVICE

Commencing in "Area-Route MV" which includes the communities of Mission Viejo and El Toro thence over and along the most direct or appropriate route to the place of employment at the Rockwell International Space Division Facility located at 12214 South Lakewood Boulevard, Downey.

Route 4 - Commencing in "Area A" thence over and along the most direct or appropriate route to the place of employment at the Rockwell International Space Division Facility located at 12214 South Lakewood Boulevard, Downey.

Issued by California Public Utilities Commission.

Decision No. 84274, Application No. 54324.

SECTION 2. ROUTE DESCRIPTIONS (Continued)

Route 5 - Commencing in "Area SPV" thence over and along the most direct and appropriate route to the place of employment at the Rockwell International Space Division Facility located at 12214 South Lakewood Boulevard, Downey.

Route 6 - AEROSPACE CORPORATION AND SPACE AND MISSILE SERVICES ORGANIZATION
Commencing in "Area WOC" thence over and along the most direct and appropriate route to the place of employment at companies occupying the same facilities in 2350 El Segundo Boulevard, El Segundo.

Route 7 - ROCKWELL INTERNATIONAL FACILITY AT PALMDALE
Commencing in "Area IAC" thence over and along the most direct and appropriate route to the place of employment at the Rockwell International Facility at the Palmdale, California airport located at 1500-3000 Avenue M, Palmdale.

Route 8 - Commencing in "Area LOAC" thence over and along the most direct and appropriate route to the place of employment at the Rockwell International Facility at the Palmdale, California airport located at 1500-3000 Avenue M, Palmdale.

Issued by California Public Utilities Commission.

Decision No. 84274, Application No. 54324.