

ORIGINAL

Decision 83 04 027 APR 6 1983

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Greyhound Lines, Inc. for authority to revise and delete specific General Conditions Restrictions in Section III to Appendix A.

Application 82-12-50 (Filed December 20, 1982)

O P I N I O N

Greyhound Lines, Inc. (Greyhound) requests that its passenger stage certificate be amended to eliminate General Condition 11 found in Section III on Fourth Revised Page 94 of its certificate. (Appendix A of Decision (D.) 55893, as revised.) Notice of the filing of the application appeared in the Commission's Daily Transportation Calendar of December 23, 1982. No protests to the application have been received.

The condition reads as follows:

"Passengers shall not be transported locally:

- "A. Between Los Angeles and points west of Euclid Avenue and north of its Junction with State Highway No. 71.
- "B. Between Los Angeles, on the one hand, and Anaheim, Santa Ana, Santa Monica, Hollywood, Glendale, and intermediate points on the other hand."

The intersection of Euclid Avenue and State Highway No. 71 is located about 2½ miles northwest of the City of Corona.

Greyhound operates as a passenger stage corporation throughout the state and nation over a variety of interstate and intrastate routes. It uses approximately 2,055 43-passenger buses in its operations. It currently operates numerous schedules each 24-hour period during daytime and nighttime hours through the area subject to the restriction sought to be eliminated and serves many of the restricted points in long-line service.

The application states that the purpose of the proposed changes is to make the use of Greyhound's service easier and more flexible to the traveling public, allowing them public transportation by Greyhound in local areas presently restricted, as well as during hours when no other means of public transportation is available. If the restrictions are eliminated Greyhound represents that it will establish local fares at the same level as approved by the Commission in D.82-10-061, dated October 20, 1982 in Application 82-07-43.

The balance sheet attached to the application shows Greyhound's net worth as of September 30, 1982 to be approximately \$336 million.

Findings of Fact

1. Greyhound operates as a passenger stage corporation over a variety of routes in the state and nation.
2. Approximately 2,055 43-passenger buses are used in its operations.
3. Greyhound seeks to eliminate General Condition 11 found in Section III on Fourth Revised Page 94 of its California passenger stage certificate. This restriction reads as previously set out in this opinion.

4. Greyhound operates numerous schedules each 24-hour period during daytime and nighttime hours through the area subject to the restriction sought to be eliminated.

5. Elimination of the restriction will make the use of Greyhound's service easier and more flexible to the traveling public, allowing them public transportation by Greyhound in local areas presently restricted, as well as during hours when no other means of public transportation is available.

6. Greyhound is financially fit to conduct the proposed operations.

7. Service was made on known interested parties. No protests or requests for hearing have been received. A public hearing is not necessary.

8. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

9. Public convenience and necessity require the deletion of the subject restriction.

Conclusions of Law

The application should be granted.

Only the amount paid to the State for operative rights may be used in rate fixing. The State may grant any number of rights and may cancel or modify the monopoly feature of these rights at any time.

O R D E R

IT IS ORDERED that:

1. Appendix A or D.55893, as amended, is further amended by replacing Fourth Revised Page 94 with Fifth Revised Page 94 (attached).

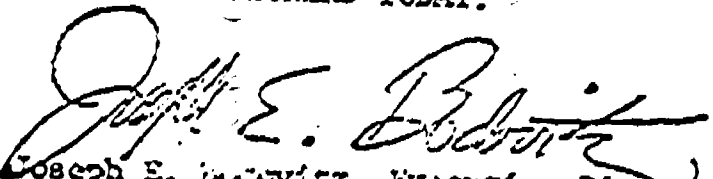
2. Greyhound Lines, Inc. shall:
 - a. File a written acceptance of this certificate within 30 days after this order is effective.
 - b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.
 - c. State in its tariffs and timetables when service will start; allow at least 10 days' notice to the Commission; and make timetables and tariffs effective 10 or more days after this order is effective.
 - d. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.
 - e. Maintain accounting records in conformity with the Uniform System of Accounts.

This order becomes effective 30 days from today

Dated APR 6 1983, at San Francisco, California.

LEONARD M. CRIMES, JR.
President
VICTOR CALVO
PRISCILLA C. GREW
DONALD VIAL
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY.


Joseph E. DeCovitz, Executive Director

10. - General Express Restriction:

The term "express" as used herein includes all property transported in common carriage except the baggage of passengers.

No shipment of express that weighs in excess of one hundred (100) pounds shall be accepted for transportation, and all express shall be transported on passenger-carrying vehicles only, provided that this restriction shall be further subject to any special limitations hereinbefore specifically declared.

The company is relieved from the minimum rate provisions of Decision 31606 in Case 4246, as amended.

*11.

Deleted.

Issued by California Public Utilities Commission.

*Amended by Decision 83 04 027, Application 82-12-50.