

ORIGINAL

Decision No. 92962 APR 21 1980

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
Sierra Highlands Bus Company, Inc.)
for certificate of public convenience)
and necessity to operate Passenger,)
Baggage, Package Express, Newspapers)
and U.S. Mail Service between Fresno,)
Hanford, Paso Robles, Sanger, Reedley,)
Coalinga, Huron, Lemoore Naval Air)
Station and Kettleman City,)
California and between Bass Lake,)
California and Merced, California)
via Oakhurst and Mariposa, California.)

Application No. 59496
(Filed March 5, 1980;
amended August 21, 1980
and August 25, 1980)

In the Matter of the Application of)
ORANGE BELT STAGES, a California)
corporation, for authority to acquire)
a portion of a Passenger Stage)
Certificate of Public Convenience and)
Necessity of GREYHOUND LINES, INC. &)
extension Fresno-Selma.)

Application No. 59536
(Filed March 24, 1980)

In the Matter of the Application of)
ORANGE BELT STAGES for Certificate of)
Public Convenience and Necessity to)
Operate Intrastate Passenger Stage)
Service between Lemoore and Fresno,)
and between Fresno and Paso Robles,)
California.)

Application No. 59844
(Filed July 30, 1980;
amended August 19, 1980
and August 25, 1980).

Russell & Hancock, by Theodore W. Russell,
Attorney at Law, for Sierra Highlands Bus
Company, Inc.; Chickering & Gregory, by
Ronald L. Murov, Attorney at Law, for
Orange Belt Stages; and Anthony P. Carr,
Attorney at Law (Ohio), for Greyhound Lines,
Inc.; applicants and protestants.

Silver, Rosen, Fischer & Stecher, by Michael A. Rubin, Attorney at Law, for Fortier Transportation Co., Ltd., protestant.
R. O. Collins, for the Commission staff.

O P I N I O N

In Application No. 59496 as amended, Sierra Highlands Bus Company, Inc. (Sierra) (PSC-1076) requests authority to operate as a passenger stage corporation for the transportation of passengers, baggage, express, newspapers, and U. S. Mail, as follows:

Sierra Route A. Between Fresno and Hanford over the following routes:

1. Beginning at Broadway and Tuolumne Streets in Fresno; then over Broadway and H Streets in Fresno to California Highway 41; then over California Highway 41, Manning Avenue, Cedar Avenue, Nebraska Avenue, Villa Avenue, Canejo Avenue, Fowler Avenue, Del Rio Avenue, Fowler Avenue, 17th Avenue, Excelsior Avenue, 14th Avenue, and California Highway 198 to Hanford; then over 11th Avenue and 6th Street in Hanford to Phillips Avenue; then return over the same route, serving all intermediate points;

2. Beginning at Broadway and Tuolumne Streets in Fresno; then over Broadway and H Streets to California Highway 41; then over California Highway 41 to California Highway 99; then south on California Highway 99 to junction California Highways 99 and 43; then over California Highway 43 to Hanford; then over 10th Avenue and Sixth Street in Hanford to junction Phillips Avenue, and return over the same route, serving no intermediate points except as otherwise authorized.

Sierra Route B. Between Fresno and Paso Robles: Beginning at Broadway and Tuolumne Streets in Fresno; then over Broadway and H Streets to California Highway 41; then over California Highway 41 to junction California Highway 46; then over California Highway 46 to Paso Robles; then over Spring Street in Paso Robles to 6th and Spring Streets, and return over the same route, serving all intermediate points.

Sierra Route C. Between Coalinga and junction Jackson Avenue and California Highway 41 south of Lemoore: Beginning at junction 6th Street and California Highway 198 in Coalinga; then over California Highway 198, California Highway 33, Jayne Avenue, Lassen Avenue, California Highway 198, and Jackson Avenue to junction California Highway 41 and Jackson Avenue, and return over the same route, serving all intermediate points.

Sierra Route D. Between Coalinga and junction California Highways 33 and 41. Beginning at junction California Highway 198 and 6th Street in Coalinga; then over California Highway 198 and California Highway 33 to junction California Highways 33 and 41 and return over the same route, serving all intermediate points.

Sierra Route E. Between Fresno and Reedley. Commencing at the intersection of Broadway and Tuolumne Streets in Fresno; then over Broadway Street, H Street, Tulare Street, and O Street in Fresno to California Highway 180; then over California Highway 180, Clovis Avenue, Jensen Avenue Academy Avenue, American Avenue, Portola Avenue, Del Rey Avenue, and Adams Avenue to Academy Avenue; then over Academy Avenue, Manning Avenue, and Upper Bridge Avenue to Reedley; then over 8th Street and G Street in Reedley to intersection G Street and 12th Street, and return over the same route, serving all intermediate points.

Sierra Route F. Between Merced and Bass Lake: Beginning at junction 17th Street and Business Route 99; then over 17th Street, M Street, 27th Street, K Street, 24th Street, G Street, and 16th Street in Merced to junction California Highway 140; then over California Highways 140 and 49 to junction California Highways 49 and 41; then over California Highway 41 and unnumbered highway (known as "Bass Lake Road") to Bass Lake, and return over the same route, serving all intermediate points. Sierra requests authority to combine all routes now existing and as herein proposed as necessary to provide service over and along said routes and combinations thereof.

In amended Application No. 59844 Orange Belt Stages (Orange) (PSC-885) requests authority to transport passengers, baggage, and express as follows:

Orange Route A. Between Fresno and Lemoore, via Hanford, over California Highways 99, 43, and 198 serving all intermediate points.

Orange Route B. Between Fresno and Paso Robles over California Highways 41 and 46 serving all intermediate points.

In Application No. 59536 Orange seeks to transport passengers, baggage, and express between Fresno and Visalia (Orange Route C) serving all intermediate points by purchasing for \$1,000 part of Route 13.02 of the operating authority of Greyhound Lines, Inc. (Greyhound) between Selma and Visalia via Parlier, Reedley, Dinuba, Orosi, and Cutler, and by extending that authority from Selma to Fresno via Business Route California Highway 99 (with alternate route authority between Fresno and Selma via California Highway 99). Orange requests that all of the authority it seeks in its two applications be consolidated with its existing passenger stage certificate which authorizes service generally between Barstow and Paso Robles via California Highway 58 to Bakersfield, thence via U. S. Highway 99 and California Highway 46, and between Hanford and Bakersfield through Visalia via California Highways 198 and 65.

Sierra protested the two Orange applications; Orange and Greyhound protested the Sierra application, except for Sierra's request to serve between Merced and Bass Lake for which interim authority has been given by Decision No. 92327. Fortier Transportation Co., Ltd., dba Fortier Stages, Ltd., protested all three applications but withdrew its protest when Orange and Sierra amended their applications. The applications were heard on a consolidated record at San Francisco on August 25 and 26, 1980 before Administrative Law Judge Pilling.

Sierra presently operates as a passenger stage corporation between Fresno and Fish Camp and as a Class A charter-party carrier of passengers. It has nine buses, three of which will be used in its proposed operations.

As of July 31, 1980 Sierra had assets of \$424,724, liabilities of \$443,714, and a minus net worth of \$18,990. For the fiscal year ended July 31, 1980 Sierra had gross income of \$578,289 and a net income from operations of \$37,854. It maintains a terminal at Oakhurst and stops at the Greyhound and Trailways terminals in Fresno. Sierra is a member of the Trailways Association. Sierra's proposed fares will be \$.065 per passenger mile, minimum fare \$.65. Sierra will operate the following daily round trip schedules:

- Sierra Route A1: Two schedules between Fresno and Hanford via Easton, Laton, and Armona.
- Sierra Route A2: None.
- Sierra Route B: One schedule between Fresno and Paso Robles via Lemoore.
- Sierra Route C: Two schedules between Coalinga and the vicinity of Lemoore.
- Sierra Route D: Two schedules between Coalinga and the vicinity of Kettleman City.
- Sierra Route E: Two schedules between Fresno and Reedley.
- Sierra Route F: Two schedules between Merced and Bass Lake.

Sierra Route A2 between Fresno and Hanford via U. S. Highway 99 and California Highway 43 will be used as traffic demands on a passenger-express basis in lieu of operating its scheduled service over Sierra Route A1. The president of Sierra was of the opinion that two bus companies could operate profitably between Fresno and Hanford-Lemoore and Fresno and Paso Robles without being subsidized.

The president of Orange testified that he had been with Orange for 50 years and that Orange had been serving Paso Robles for 50 years and Hanford for 40 years. Currently, Orange operates 24 buses, the smallest of which seats 39 passengers, in its passenger stage and charter-party operations. For the three months ended March 31, 1980 Orange had total operating revenues of \$421,820 of which \$192,000 was derived from passenger stage operations and the remainder from charter-party operations. Seventy-five percent of the passenger stage revenue was derived from operations between Barstow and Bakersfield and the remainder from other passenger stage operations. As of March 31, 1980 Orange had total assets of \$1,091,066 and a net worth of \$625,767. Orange holds interstate bus authority commensurate with its intrastate service. Orange provides connecting interstate and intrastate service with Greyhound at Bakersfield for through service via Orange to or from Barstow or to or from Paso Robles. It also provides connecting service with Greyhound at Bakersfield and Goshen for service by Orange to or from Hanford.

Upon transfer to it of the Greyhound authority and approval of its extension requests, Orange will operate the following daily round-trip schedules:

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Orange Route A. Two schedules between Fresno and Lemoore via Hanford.

Orange Route B. One schedule between Fresno and Paso Robles via Lemoore.

Orange Routes A. B. Two schedules between Hanford and Paso Robles.

Orange Route C. One schedule between Fresno and Visalia.

Orange's lowest fare will be \$.86 for a one-way passage and \$1.63 for a round trip. Its highest fare will be \$9.00 for a one-way trip between Fresno and Paso Robles and \$17 for a round trip between those points. The president of Orange is of the opinion that there are not enough passengers and potential passengers to warrant the services of two bus lines between Fresno and Paso Robles and between Fresno and the Hanford-Lemoore area.

Sierra presented seven public witnesses in support of various parts of its application. Five of the public witnesses testified as to the need for service over the Fresno-Reedley route, one over the Fresno-Paso Robles route, and one over the Fresno-Hanford route. The representative of the Fresno County Rural Transportation agency also supported both Sierra and Orange in their requests for service between Fresno, Hanford, and Paso Robles.

Orange's application was supported by the cities of Lemoore and Hanford, the Kings County Area Public Transit Agency, the Stratford Chamber of Commerce, the Park and Recreation Department of the City of Paso Robles, the Chamber of Commerce of Paso Robles, and the commander of a local National Guard unit located at Reedley. One of such witnesses stated that in his opinion there was not enough traffic between Fresno and Lemoore and Hanford to support two bus companies and another such witness stated that in his opinion there was not enough traffic to support two bus companies between Fresno, Hanford, and Paso Robles.

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The witness for Greyhound testified that Greyhound regularly interchanges Paso Robles passengers at Bakersfield with Orange and that Hanford passengers regularly use the Orange-Greyhound service, which has a transfer point at Goshen Junction (located on U. S. Highway 99 west of Visalia). The joint Greyhound-Orange service over Bakersfield and over Goshen Junction is advertised in Greyhound schedules. The witness stated that Greyhound intended to discontinue operations over its Fresno-Visalia route due to its unprofitability because of Greyhound's comparatively high operating and overhead expenses. In the witness' opinion, Orange, with its lower operating and overhead expenses, will be able to operate the route profitably. Transferring the subject authority will not disrupt Greyhound's service over U. S. Highway 99 as it has other authority to perform that service.

Discussion

Operations over Sierra Route A1 and Orange Route A will be competitive only in respect to traffic moving between the points of Fresno and Hanford. Otherwise, operations over each of the routes will not be competitive as Sierra and Orange will be serving different communities intermediate to Fresno and Hanford. While a comparatively substantial amount of traffic over the two routes may move between Fresno and Hanford, each carrier will act as a noncompetitive interline carrier with a different major long haul bus line: Sierra with Trailways and Orange with Greyhound. We think the two-carrier competition between Fresno and Hanford via different routes serving different intermediate communities will afford the traveling public a choice of service which should enhance the quality of each service and stimulate additional traffic for both carriers. Sierra Route A1 and Orange Route A will be authorized.

Sierra Route A2--a closed-door route between Fresno and Hanford via the same highways as Orange Route A--originally included service at the Fresno Airport as the prime reason for the route. However, to eliminate Fortier's protest, Sierra amended out the Fresno Airport from its requested authority. It now intends to use this route occasionally for express service between Fresno and Hanford in lieu of operating a local schedule over Sierra Route A1. This occasional service of a local schedule is not consonant with the maintenance of adequate service over Sierra Route A1 and we should not continue the practice by authorizing this route. Furthermore, no need has been shown for Sierra to serve between Hanford and Fresno via two routes. We will deny Sierra authority to operate over Sierra Route A2.

Sierra Route B and Orange Route B traverse the same highways between Fresno and Paso Robles. In American Buslines, Inc., Decision No. 91279 dated January 29, 1980, we stated that the Commission does not consider monopoly passenger stage service adequate service to the public, and that due to the continuing energy crisis it is essential that an attractive alternate be available for public travel if the public is to be lured out of the private automobile. Competitive bus services between Fresno and Paso Robles and intermediate points, rather than monopoly bus service, will offer a better environment for the development of innovative and attractive service. Since there has been no direct single-line bus service between these points, each applicant will be able to offer a new service and at the same time afford the traveling public a choice of service. We will grant both routes.

Operations over Sierra Routes C and D will be a new service where none heretofore existed, will assist Sierra in maintaining its Fresno-Paso Robles service, and will be authorized.

Operations over Sierra Route E and operations over Orange Route C will converge at two or three points but otherwise will be noncompetitive. Additionally, Orange Route C when tacked to Orange's present authority between Bakersfield and Visalia, will allow Orange to perform direct single line service between Bakersfield and Fresno and intermediate points on Orange Routes where now Orange acts as an interline carrier only to or from those points. This latter operation will differ substantially from the service which Sierra will be able to give over Sierra Route E. Sierra Route E and Orange Route C will be granted and the requested transfer approved.

Operations over Sierra Route F, currently authorized on an interim basis, will be authorized on a permanent basis.

Findings of Fact

1. Sierra and Orange each request authority to operate as a passenger stage corporation over a variety of routes and between points more particularly set out above.
2. In addition, Orange requests authority to purchase Greyhound's passenger stage authority between Visalia and Selma for \$1,000.
3. Sierra protested the two Orange applications; Orange and Greyhound protested the Sierra application except for Sierra's request to serve between Merced and Bass Lake.
4. Sierra presently operates as a passenger stage corporation between Fresno and Fish Camp and, by interim authority, between Merced and Bass Lake.
5. Orange presently operates as a passenger stage corporation between Barstow and Paso Robles through Bakersfield and between Barstow and Hanford through Bakersfield, Porterville, and Visalia.

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6. Sierra's application was supported by seven public witnesses and Orange's application was supported by seven other public witnesses.

7. The proposed service over Sierra Route A1 differs in many important respects from the proposed service over Orange Route A.

8. Sierra's occasional use of Sierra Route A2 will adversely affect its service via Sierra Route A1.

9. There is currently no direct single-line bus service between Fresno and Paso Robles.

10. The services proposed to be conducted over Sierra Route B and Orange Route B between Fresno and Paso Robles will be entirely new services.

11. Monopoly service by only one carrier on the routes in question is not adequate service to the satisfaction of the Commission, as it would not stimulate and promote the most innovative and diligent service to the public.

12. Operations over Sierra Routes C and D will be a new service where none heretofore existed and will help support Sierra's service over Sierra Route B.

13. Operations over Sierra Route E and Orange Route C will be largely noncompetitive.

14. The protestants' arguments concerning the above routes are unpersuasive.

15. Service over Sierra Route F is unprotested.

16. The transfer of Greyhound's operating authority between Visalia and Selma to Orange will not be adverse to the public interest.

17. There is public demand for Sierra's and Orange's proposed service, except the service via Sierra Route A2.

18. Sierra and Orange are financially fit and willing and able to conduct their respective proposed service.

19. Public convenience and necessity require that the services proposed by Sierra and Orange, except service proposed via Sierra Route A2, be certificated.

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

21. The following order shall be effective the date of signature since there is a public need for the proposed service.

Conclusions of Law

1. Application No. 59496 should be granted to the extent of authorizing service as proposed therein except for operations over Sierra Route A2 which should be denied.

2. Application No. 59536 should be granted.

3. Application No. 59844 should be granted.

Sierra and Orange 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 over a particular route. 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. Sierra Highlands Bus Company, Inc. (Sierra), a corporation, and Orange Belt Stages (Orange), a corporation, are each granted a certificate of public convenience and necessity authorizing them to

operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code as set forth respectively below:

- a. Sierra is authorized to operate over the routes described in Appendix A of Decision No. 90453, Application No. 58707, as amended, by incorporating Second Revised Page 1, which cancels First Revised Page 1, and Original Pages 3 and 4, attached hereto.
- b. Orange is authorized to operate over the routes as described on the pages of Appendix A of Decision No. 77665 in Application No. 52079, as amended, by incorporating First Revised Page 2, and First Revised Page 4 which cancels Original Page 2 and Original Page 4, respectively, and Original Page 5, attached hereto.

2. In providing service pursuant to the authority granted by this order Sierra and Orange shall comply with the following service regulations. Failure of either Sierra or Orange to do so may result in a cancellation of their respective authority.

- (a) Within thirty days after the effective date of this order, Sierra and Orange each shall file a written acceptance of the certificate granted. Sierra and Orange are each 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, Sierra and Orange both 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 Order Nos. 79-Series and 98-Series.
- (e) Sierra and Orange each 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.

3. On or before June 1, 1981 Greyhound Lines, Inc. may sell and transfer the operative rights referred to in Application No. 59536 to Orange.

4. Within thirty days after the transfer Orange shall file with the Commission written acceptance of the certificate and a true copy of the bill of sale or other instrument of transfer.

5. Orange shall amend or reissue the tariffs and timetables on file with the Commission, naming rates and rules governing the common carrier operations transferred to show that it has adopted or established, as its own, the rates and rules. 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 transfer. The tariff and timetable filings made pursuant to this order shall comply in all respects 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. Failure to comply with the provisions of General Orders Nos. 79-Series and 98-Series may result in a cancellation of the operating authority granted by this decision.

6. In the event the transfer authorized in paragraph 3 is completed, effective concurrently with the effective date of the tariff filings required by paragraph 5, a certificate of public convenience and necessity shall be granted to Orange authorizing it to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, by adding Original Page 6 to Appendix A of Decision No. 77665 in Application No. 52079.

7. Route 13.02 of the certificate of public convenience and necessity of Greyhound lines, Inc. transferred to Orange is revoked effective concurrently with the effective date of the tariff filings

required by paragraph 5 by incorporating Tenth Revised Page 32 canceling Ninth Revised Page 32 of Appendix A of Decision No. 55893 in Application No. 59394.

8. Purchaser shall comply with the safety rules administered by the California Highway Patrol, the rules and regulations of the Commission's General Order No. 98-Series, and the insurance requirements of the Commission's General Order No. 101-Series.

9. Seller shall make tariff and timetable filings deleting its Route 13.02 concurrently with the requirements in Ordering Paragraph 5.

The effective date of this order is the date hereof.

Dated APR 21 1981, at San Francisco, California.

John E. Bunker
President
William D. D. D. D.
Thomas M. D.
Commissioners
Priscilla C. D.
Commissioners

T/vcp/nb

Appendix A SIERRA HIGHLANDS BUS COMPANY, INC.
(D.90453 in A.58707) (PSC-1076)
(June 19, 1979)
(D.92327 in A.59496)
(October 22, 1980)

Second Revised Page 1
Cancels
First Revised Page 1

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

Sierra Highlands Bus Company, Inc., by the Certificate of Public Convenience and Necessity, granted by the decision noted in the margin, is authorized to transport passengers, their baggage, and express between the Trailways' Terminal within the City of Fresno and *the City of Merced, on the one hand, and various points within California, on the other hand, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said route at any time and subject to the following provisions:

- (a) On Route 1 in the northbound direction on State Route 41 direction, no passengers shall be discharged between the Trailways' Terminal and Avenue 10½.
- (b) On Route 1 in the southbound direction on State Route 41 direction, no passengers shall be picked up between Avenue 10½ and the Trailways' Terminal.
- (c) Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating a block contiguous to such intersections, in accordance with local traffic regulations.
- (d) When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.

Issued by California Public Utilities Commission.

*Amended by Decision No. 92962, dated APR 21 1981,
Application No. 59496.

Tab 22

Appendix A SIERRA HIGHLANDS BUS COMPANY, INC.
(D. 90453 in A. 58707) (PSC-1096)
(D. 92327 in A. 59496)

*Original Page 3

SECTION 2. ROUTE DESCRIPTION (Continued)

Route 3.

Commencing at the Trailways' Station, 1333 Broadway in Fresno, south on Broadway to H Street, south on H Street to Broadway, south on Broadway to Ventura Street, west on Ventura Street to SR 41, south on SR 41 to Springfield Street, east on Springfield Street, to Cedar Street in Bowles, south on Cedar to Nebraska, east on Nebraska to Peach Street in Mommouth, south on Peach Street to Conejo Street, east on Conejo to Fowler Avenue, south on Fowler Avenue, south on Fowler Avenue 12 3/4 in Lepton, south on Avenue 12 3/4 to Excelsior, west on Excelsior to 14th Avenue to Hardwick, south on 14th Avenue to SR 198, east on SR 198 to 11th Avenue, north on 11th Avenue to 6th Street, east on 6th Street and Phillips in Hanford.

Return over the reverse of route to SR 41 and Ventura Street, east on Ventura Street to G Street, north on G Street to Tulare Street, east on Tulare Street to Broadway to the Trailways' Station.

Route 4.

Commencing at the Trailways' Station, 1333 Broadway in Fresno, south on Broadway to H Street, south on H Street to Tulare Street, east on Tulare Street to SR 180, east on SR 180 to Clovis Avenue, south on Clovis Avenue to Jensen Avenue, east on Jensen Avenue to Academy Street in Sanger, south on Academy Street to American Street, west on American Street to Portola in Del Rey, south on Portola to Del Rey Avenue, south on Del Rey Avenue to Manning, east on Manning to Reed Street, south on Reed Street to 8th Street, east on 8th Street to G Street, south on G Street to 12th Street and G Street in Reedley, return over the reverse of the route.

Issued by California Public Utilities Commission.

*Added by Decision No. 92962, dated April 21, 1981,
Application No. 59496.

T/vcp/nb

Appendix A
(D.90453 in A.58707)
(D.92327 in A.59496)

SIERRA HIGHLANDS BUS COMPANY, INC.
(PSC-1076)

*Original Page 4

SECTION 2. ROUTE DESCRIPTION (continued)

Route 5.

Commencing at the Trailways' Station, 1333 Broadway in Fresno, south on Broadway to H Street, south on H Street to Broadway, south on Broadway to Ventura Street, west on Ventura Street to SR 41, south on SR 41 to SR 46, west on SR 46 to Spring Street in Paso Robles, south on Spring street to 6th and Spring. Return over the reverse of the route to SR 41 and Ventura Street, east on Ventura Street to G Street, north on G Street to Tulare Street, east on Tulare Street to Broadway, north on Broadway to the Trailways' Station.

Route 6.

Commencing at the junction of 6th Street and SR 198 in Coalinga, thence north on SR 198 to SR 33, east on SR 33 to SR 269, north on SR 269 to SR 198, east on SR 198 to Jackson Avenue, east on Jackson Avenue to the intersection of Jackson Avenue and SR 41 near Lemoore. Return over the reverse of the route.

Route 7.

Commencing at the junction of 6th Street and SR 198 in Coalinga, thence north on SR 198 to SR 33, east on SR33 to junction of SR 33 and SR 41. Return over the reverse of the route.

Issued by California Public Utilities Commission.

*Added by Decision No. 92962, dated APR 21 1981,
Application No. 59496.

Appendix A
(D.77665 in A.52079)
(August 25, 1970)

ORANGE BELT STAGES
(a corporation)
(PSC 885)

First Revised Page 2
Cancels
Original Page 2

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

Orange Belt Stages, a corporation, is authorized to transport express, passengers, and their baggage between the termini and all points intermediate thereto over the routes hereinafter described, subject to the following conditions and restrictions:

- (a) 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.
- (b) When route descriptions are given in one direction, they apply to operation in either direction.
- (c) Express shall be transported in passenger-carrying vehicles only, and limited to a weight of not more than 100 pounds per shipment.
- (d) No express shall be transported over the route between Tehachapi and the California Correctional Facility.
- (e) No passengers, baggage or express shall be transported in service between Visalia and points west thereof, on the one hand, and Bakersfield, on the other hand, over the route via Exeter, Porterville and Ducor.
- (f) No local service shall be rendered between Muroc Junction and Beecher's Corner and intermediate points.
- (g) No local service shall be rendered between points located on California Highway 99,* between Famoso & Bakersfield.
- (h) No passengers shall be transported whose origin and destination are both between Bakersfield terminal and Brundage Lane, intermediate points inclusive.
- (i) Service between Tehachapi and the California Correctional Facility shall be conducted in special operations only. Special operations are conducted in nonscheduled service to accommodate groups moving over authorized routes of applicants or connecting carriers; payment of transportation is assessed on an individual fare basis.

Issued by California Public Utilities Commission.

*Added by Decision No. 92962, dated APR 21 1981,
Application No. 59536.

SECTION 2. ROUTE DESCRIPTIONS (Continued)

8. Between the junction of California Highways 99 and 198, and the junction of 14th Avenue West and California Highway 198:

From the junction of California Highways 99 and 198, over California Highway 99 to Goshen Junction, thence over 14th Avenue West to California Highway 198.

9. Between Bakersfield and Arvin:

From Bakersfield, over California Highway 58 to California Highway 184 to Di Giorgio Road (Lamont) to Tejon Highway to Arvin.

10. Between Lamont and Ribier:

From Lamont, over California Highway 184 to Sunset Boulevard to Edison Road to Di Giorgio Road (Ribier)

11. Between Weed Patch and junction of Buena Vista Boulevard and Edison Road:

From the junction of California Highway 184 and Buena Vista Boulevard (Weed Patch), over Buena Vista Boulevard to Edison Road.

12. Between the junction of California Highway 58 and Fairfax Road, and the junction of Redbank Road and California Highway 184:

From the junction of California Highway 58 and Fairfax Road, over Fairfax Road to Redbank Road to California Highway 184.

13. Between the junction of California Highways 58 and 202 (Tehachapi), over California Highway 202 to the California Correctional Facility.

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Issued by California Public Utilities Commission.

92562

APR 21 1981

*Deleted by Decision No. _____, dated _____
Applications Nos. 59536, 59844.

SECTION 2. ROUTE DESCRIPTIONS. (Continued)

Route 14. Between Fresno & Lemoore:

Commencing in Fresno, thence south over
S.R. 99 to S.R. 43, south on S.R. 43 to S.R. 198
in Hanford, west on S.R. 198 to Lemoore, return
over the reverse of the route.

Route 15. Between Fresno & Paso Robles:

Commencing in Fresno, thence south on
S.R. 41 to S.R. 46, west on S.R. 46 to Paso Robles,
return over the reverse of the route.

Issued by California Public Utilities Commission.

*Added by Decision No. 92962, dated APR 21 1981,
Application No. 59844.

Appendix A
(D.77665 in A.52079)
(Aug. 25, 1970)

ORANGE BELT STAGES
(a corporation)
(PSC-885)

*Original Page 6

SECTION 2. ROUTE DESCRIPTIONS. (Continued)

Route 16 - Between Fresno and Visalia Via Redding

Commencing in Fresno, thence south on Business State Route 99 (alternate route S.R. 99) to 3rd and Tucker in Selma, north on Tucker to 2nd Street, east on 2nd Street to McCall Avenue, north on McCall Avenue to Rose Avenue, east on Rose Avenue to Mendocino, north on Mendocino to Parlier Avenue east on Parlier Avenue (Fresno Street) to J Street in Parlier, south on J Street to Manning, east on Manning to Upper Bridge Avenue, east on Upper Bridge Avenue to I Street in Reedley, east on I Street to Eleventh Street, north on Eleventh Street to G Street, east on G Street to Dinuba Street, east on Dinuba Street to Alta Avenue (J 10), south on Alta Avenue to L Street in Dinuba, east on L Street to Kern Street, north on Kern Street to K Street, east on K Street to Tulare Street, north on Tulare Street to El Monte Way, east on El Monte Way to S.R. 63 to Orosi, south on S.R. 63 to the Greyhound terminal, 211 South Court Street in Visalia. Return over the reverse of the route.

Issued by California Public Utilities Commission.

*Added by Decision No. 92962, dated _____,
Application No. 59536.

APR 21 1981

Appendix A
(D. 55893 in A. 59394)
(Dec. 3, 1957)
(PE-118) (RRD 38)

GREYHOUND LINES, INC.

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ROUTE GROUP 13

13.01 - Between Fresno and Los Angeles:

From Fresno, over California Highway 99 to junction Interstate Highway 5 (Maricopa Junction), thence over Interstate Highway 5 to junction U.S. Highway 101 (Santa Ana Freeway Junction), Los Angeles.

Authority is granted to serve all intermediate points, and also the points of Malaga, Fowler, Selma and Kingsburg over available access highways to California Highway 99; and the points of Magic Mountain, College of the Canyons, San Fernando and Glendale over available access highways to Interstate Highway 5.

No local service is to be rendered between the junction of California Highway 11 (Pasadena Freeway Junction) and junction U.S. Highway 101 (Santa Ana Freeway Junction).

*13.02 - Intentionally left blank.

13.03 - Between Visalia and Visalia Airport:

From Visalia, over California Highway 198 to junction California Highway 99 (Visalia Airport).

13.04 - Between South Tagus and Tulare Airport:

From South Tagus, over Business Route California Highway 99 via Tulare to Tulare Airport.

13.05 - Between Saugus Junction, and junction Interstate Highway 5 and California Highway 14:

From junction Interstate Highway 5 and unnumbered highway (Saugus Junction), over unnumbered highway via Saugus and Newhall to junction California Highway 14 (South Saugus Road Junction), thence over California Highway 14 to junction Interstate Highway 5.

Issued by California Public Utilities Commission.

*Deleted by Decision No. 92962, dated APR 21 1981,
Application No. 59536.