

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

ENTERED
Office of Proceedings
June 21, 2024
Part of
Public Record

STB DOCKET NO. MCF-21117

**BUS COMPANY HOLDINGS TOPCO LP AND BUS COMPANY HOLDINGS US LLC
ACQUISITION OF CONTROL OF ASSETS – CHENANGO VALLEY BUS LINES, INC.;
COMMUNITY BUS LINES, INC.; DILLON’S BUS SERVICE, INC.; ELKO, INC.;
HUDSON TRANSIT LINES, INC.; OLYMPIA TRAILS BUS COMPANY, INC.;
ROCKLAND COACHES, INC.; SAM VAN GALDER INC.; SUBURBAN TRANSIT
CORP.; TRENTWAY-WAGAR, INC.; AND WISCONSIN COACH LINES, INC.**

**VERIFIED APPLICATION FOR CONTROL
OF MOTOR PASSENGER CARRIERS**

Pursuant to 49 U.S.C. § 14303(a)(5), and the Board’s rules at 49 CFR Part 1182, Applicants Bus Company Holdings Topco LP and Bus Company Holdings US LLC (collectively “Bus Company Holdings”), both non-carriers that do not control motor passenger carriers, together with related co-applicants identified below (collectively, “Applicants”), seek authority to purchase and control the assets (including the good will, property, trade names, contracts, and intrastate operating permits) of 10 separate interstate motor common carrier of passenger subsidiaries currently controlled by Coach USA, Inc. (“Coach USA,” collectively, “Coach USA Subsidiaries”). The Coach USA Subsidiaries are as follows: Rockland Coaches, Inc.; Hudson Transit Lines, Inc.; Chenango Valley Bus Lines, Inc.; Sam Van Galder, Inc.; Wisconsin Coach Lines, Inc.; Suburban Transit Corp.; Dillion’s Bus Service, Inc.; Olympia Trails Bus Company Inc.; Elko, Inc.; Trentway-Wagar, Inc.; and Community Bus Lines, Inc. No stock is being acquired in the transaction that is the subject of this Application; this is entirely an asset transaction.

Coach USA, including each of the Coach USA Subsidiaries, are currently in Chapter 11 bankruptcy proceedings. *See In re Coach USA, Inc.*, Case No. 24-11258-MFW. By virtue of the

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fact that the Coach USA Subsidiaries are in bankruptcy, and in order to avoid any loss of service to the public or possible destruction of the value of the assets being acquired, Board approval will allow Applicants to exercise control over the operation of the Coach USA Subsidiaries in order to ensure the preservation of service.

I. INTRODUCTION AND DESCRIPTION OF TRANSACTION

The transaction underlying this Application (“Transaction”) contemplates that assets and good will of the Coach USA Subsidiaries will be purchased by separate Bus Company Holdings and its acquisition subsidiaries (collectively, “Acquisition Companies”). The Acquisition Companies, each a motor carrier, are as follows: Rockland Bus Lines, LLC; Shortline Transit LLC; Wisconsin Transit Lines LLC; Suburban Transit Lines LLC; Dillion’s Bus Lines LLC; OBC Lines LLC; Elko Bus Lines LLC; 1485832 B.C. Unlimited Liability Company¹; and Community Transport Lines LLC.

The specific acquisitions of control that are contemplated by the Transaction are as follows: Rockland Bus Lines LLC would acquire the assets of Rockland Coaches, Inc.; Shortline Transit LLC would acquire the assets of Hudson Transit Lines, Inc. and Chenago Valley Bus Lines, Inc.; Wisconsin Transit Lines LLC would acquire the assets of Sam Van Galder, Inc. and Wisconsin Coach Lines, Inc.; Suburban Transit Lines LLC would acquire the assets of Suburban Transit Corp.; Dillion’s Bus Lines LLC would acquire the assets of Dillon’s Bus Service, Inc.; OBC Lines LLC would acquire the assets of Olympia Trails Bus Company, Inc.; Elko Bus Lines LLC would acquire the assets of Elko, Inc.; and 1485832 B.C. Unlimited Liability Company would acquire the assets of Trentway-Wagar Inc.

The Board has previously determined that similar transactions are subject to its approval

¹ This name was assigned on an interim basis and will be changed.

jurisdiction under 49 U.S.C. § 14303, *i.e.*, transactions in which the assets and good will of a motor passenger carrier are acquired by another carrier, with the carrier whose assets are acquired ceasing to conduct business following the transaction. *E.g.*, *Stagecoach Group PLC and Coach USA, Inc., et al -Acquisition and Consolidation of Assets – American Coach Lines of Atlanta, Inc.*, STB Docket MCF-21045 (served August 15, 2012); *Stagecoach Group pie and Coach USA, Inc., et al -Acquisition of Control - Eastern Travel & Tour, Inc*, STB Docket No. MC-F-21029 (served Sept. 11, 2008); *Stagecoach Group pie and Coach USA, Inc., et al. - Acquisition and Consolidation of Assets - Rockford Coach Lines, L.L.C.*, STB Docket No. MC-F-21006 (served May 14, 2004).

The Transaction is evidenced by an Asset Purchase Agreement (“Agreement”) that the parties entered on June 11, 2024, pursuant to which the Coach USA Subsidiaries’ assets described in that Agreement are being purchased by Acquisition Companies, subject to Board approval. As noted above, on June 11, 2024, Coach USA, on behalf of itself, affiliates and subsidiaries, filed a voluntary petition for relief under Chapter 11 of the Bankruptcy Code in the United States Bankruptcy Court for the District of Delaware. *In re Coach USA, Inc.*, Case No. 24-11258-MFW. On June 12, 2024, Coach USA filed a motion seeking to sell substantially all of its assets and effectively to liquidate. *See Debtor’s Motion for Entry of (A) An Order... (I) Approving Bidding Procedures (VI) Approving Form and Manner, and (B) Authorizing and Approving (I) Sale of the Debtors’ Assets Free and Clear of Liens, Claims, and Encumbrances*, Dkt. # 20.

As reported in the bankruptcy filings, Coach USA, including each of the Coach USA Subsidiaries, are insolvent.

As of the Petition Date, the Debtors had outstanding funded debt obligations in the aggregate principal amount of approximately \$197.8 million . . . Debtors had outstanding approximately \$35.6 million of letters of credit outstanding under the Prepetition ABL Agreement . . . Debtor’s other unsecured obligations (including trade and other claims) as of the Petition Date total at least \$134 million . . . had an outstanding secured debt obligation in the aggregate principal amount of \$87.6 million arising under the SCUSI

note.

The Debtors suffered substantial declines during the COVID-19 pandemic, which triggered widespread business shutdowns and more lasting impacts upon commuting and travel patterns.

...

As a result of the pandemic, operating revenues for the Company in 2020 declined by nearly 60% compared to 2019 . . . operating expenses increased disproportionately, largely due to rising fuel, insurance, labor costs and other inflationary impacts on the cost base.

Declaration in Support of Chapter 11 Petitions and First Day Motions (Dkt. # 15). Accordingly, the ability of these entities to remain in business is open to question.

Once approved by the Board, the Transaction will close, at which point, operational control of the Coach USA Subsidiaries would shift to the Acquisition Companies. Those Acquisition Companies would then oversee the provision of transportation services to the Coach USA Subsidiaries' charter, contract, and other customers. The transition in ownership and operation of the motor carrier businesses would be seamless and essentially invisible to members of the traveling public.

Final approval by the Board is a prerequisite to closing the Transaction. Failure by the Board to grant such approval could result in the loss of the assets of the Coach USA Subsidiaries or in their substantial devaluation for purposes of providing adequate and continuous service to the public. The longer the Board takes to grant final approval increases the risk that the Coach USA Subsidiaries could encounter financial problems that would jeopardize their ability to continue to operate. The Board has approved transactions in similar circumstances. *See*

As discussed further below, the Acquisition Companies are in the process of applying for interstate operating authority from the Federal Motor Carrier Safety Administration ("FMCSA").

Although none of them currently engage in any operations, FMCSA authorization, once granted,

will enable them to initiate operation of the assets to be acquired through the Transaction following Board approval.

II. DESCRIPTION OF THE PARTIES TO THE TRANSACTION

The parties to this transaction are as follows:

A. Bus Company Holdings and Acquisition Companies

Bus Company Holdings Topco LP is a limited partnership organized under the laws of Delaware, which is headquartered at One Rockefeller Plaza, 29th Floor, New York, NY.² Bus Company Holdings US LLC is a holding company under Bus Company Holdings Topco LLC. Bus Company Holdings US LLC is a limited liability company organized under the laws of New Jersey, which is headquartered at 160 S Route 17 N, Paramus, NJ. Bus Company Holdings US LLC owns and controls the Acquisition Companies. A description of the Acquisition Companies that are the subject of this Application is as follows:

Rockland Bus Lines, LLC is a limited liability company organized under the laws of New Jersey, which is headquartered at 160 S Route 17 North, Paramus, NJ. Rockland Bus Lines, LLC has applied for interstate motor passenger carrier operating under authority from the FMCSA, which remains pending as of the date of this application.

Shortline Transit LLC is a limited liability company organized under the laws of New York, which is headquartered at 66 Tetz Road, Chester, NY. Shortline Transit LLC is in the process of applying for interstate motor passenger carrier operating under authority from the

² Bus Company Holdings US LLC is an affiliate of The Renco Group, Inc. The Renco Group, Inc. is a private holding company that makes long term investments in companies across a range of industries where they see value and growth. They provide a permanent home for their family of companies, building value over time by retaining earning and reinvesting in each business. Since their founding in 1975, they have completed more than 40 acquisitions.

FMCSA, which remains pending as of the date of this application.

Wisconsin Transit Lines LLC is a limited liability company organized under the laws of Wisconsin, which is headquartered at 1520 Arcadian Avenue, Janesville, WI. Wisconsin Transit Lines LLC is in the process of applying for interstate motor passenger carrier operating under authority from the FMCSA, which remains pending as of the date of this application.

Suburban Transit Lines LLC is a limited liability company organized under the laws of New Jersey, which is headquartered at 710 Somerset Street, New Brunswick, NJ. Suburban Transit Lines LLC is in the process of applying for interstate motor passenger carrier operating under authority from the FMCSA, which remains pending as of the date of this application.

Dillion's Bus Lines LLC is a limited liability company organized under the laws of Maryland, which is headquartered at 7479 New Ridge Road, Handover, MD. Dillion's Bus Lines LLC is in the process of applying for interstate motor passenger carrier operating under authority from the FMCSA, which remains pending as of the date of this application.

OBC Lines LLC is a limited liability company organized under the laws of New Jersey, which is headquartered at 349 First Street, Elizabeth, NJ. OBC Lines LLC is in the process of applying for interstate motor passenger carrier operating under authority from the FMCSA, which remains pending as of the date of this application.

Elko Bus Lines LLC is a limited liability company organized under the laws of Wyoming, which is headquartered at 4105 W Idaho Street, Elko, NV. Elko Bus Lines LLC is in the process of applying for interstate motor passenger carrier operating under authority from the FMCSA, which remains pending as of the date of this application.

Community Transport Lines LLC is a limited liability company organized under the laws

of New Jersey, which is headquartered at 160 S Route 17 North, Paramus, NJ. Community Transport Lines LLC is in the process of applying for interstate motor passenger carrier operating under authority from the FMCSA, which remains pending as of the date of this application.

1485832 B.C. Unlimited Liability Company is a Canadian unlimited liability company organized under the laws of Ontario, Canada, which is headquartered 2015 Fisher Drive, Peterborough, Ontario. 1485832 B.C. Unlimited Liability Company is owned by Bus Company Holdings Topco LP. 1485832 B.C. Unlimited Liability Company is in the process of applying for interstate motor passenger carrier operating under authority from the FMCSA, which remains pending as of the date of this application.

B. Coach USA and the Coach USA Subsidiaries

Coach USA is a non-carrier Delaware corporation headquartered in Paramus, New Jersey. The motor passenger carriers controlled by it provide services in many parts of the United States. A description of the Coach USA Subsidiaries that are the subject of this Application is as follows:

Rockland Coaches, Inc. is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC-29890. Rockland Coaches, Inc. is a corporation organized under the laws of New Jersey that is headquartered in Paramus, New Jersey. It employs approximately 88 employees, including 63 drivers, and operates approximately 99 buses. Rockland Coaches, Inc. focuses its operations on commuter routes to and from New York City.

Hudson Transit Lines, Inc.³ is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC-000228. Hudson Transit Lines, Inc. is a

³ Upon consummation of the Transaction, the assets of Hudson Transit Lines, Inc. and

corporation organized under the laws of Delaware that is headquartered in Chester, NY. Chenango Valley Bus Lines, Inc.⁴ is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC-141324. Chenango Valley Bus Lines, Inc. is a corporation organized under the laws of New York that is headquartered in Chester, NY. Together, Hudson Transit Lines, Inc. and Chenango Valley Bus Lines, Inc. employ approximately 213 employees, including 127 drivers, and operate approximately 209 buses. They focus operations on extensive, daily scheduled service to/from New York City, Catskills, Binghamton, Ithaca, Elmira and Utica, New York. Both hold intrastate authority issued by New York, which allows operations between points in that state.

Sam Van Galder, Inc.⁵ is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC-112422. Sam Van Galder, Inc. is a corporation is a corporation organized under the laws of Wisconsin that is headquartered in Janesville, Wisconsin. It employs approximately 214 employees, including 141 drivers, and operates approximately 94 buses. Sam Van Galder, Inc. focuses its operations on daily scheduled services between Wisconsin, Chicago airports, and downtown Chicago. Sam Van Galder, Inc. also has contracts with a school district to provide school bus service, and it serves as an Amtrak thruway bus service. In addition, Sam Van Galder, Inc. provides charter and tour bus services. Sam Van

Chenango Valley Bus Lines, Inc. would be combined and operated by Shortline Transit LLC.

⁴ See footnote 2 above.

⁵ Upon consummation of the Transaction, the assets of Sam Van Galder, Inc. and Wisconsin Coach Lines, Inc. would be combined and operated by Wisconsin Transit Lines LLC.

Galder, Inc. holds intrastate authority issued by Wisconsin, which allows operations between points in that state.

Wisconsin Coach Lines, Inc.⁶ is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC-123432. Wisconsin Coach Lines, Inc. is a corporation organized under the laws of Wisconsin that is headquartered in Waukesha, Wisconsin. It employs approximately 89 employees, including 49 drivers, and operates approximately 94 buses. Wisconsin Coach Lines, Inc. focuses its operations on daily scheduled airport services to/from O'Hare International Airport, charter services and contract local commuter/transit services. It also it serves as an Amtrak thruway bus service. Wisconsin Coach Lines, Inc. holds intrastate authority issued by Wisconsin, which allows operations between points in that state.

Suburban Transit Corp. is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC-149081. Suburban Transit Corp. is a corporation organized under the laws of New Jersey that is headquartered in New Brunswick, New Jersey. It employs approximately 260 employees, including 186 drivers, and operates approximately 149 buses. Suburban Transit Corp. focuses its operations on commuter Scheduled Service routes and Charter work in Mercer, Middlesex and Somerset. In accordance with its contract with NJ Transit, it also operates local transit bus services in Middlesex County. Suburban Transit Corp. holds intrastate authority issued by New York and New Jersey, which allows operations between points in those states.

⁶ See footnote 4 above.

Dillon's Bus Service, Inc. is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC-108531. Dillon's Bus Service, Inc. is a corporation organized under the laws of Delaware that is headquartered in Hanover, Maryland. It employs approximately 193 employees, including 134 drivers, and operates approximately 169 buses. Dillon's Bus Service, Inc. provides extensive, daily commuter services (under contract) to/from Washington D.C. and the broader Maryland area. It also provides scheduled service under a contract with the Virginia Department of Transportation, and provides bus services in Towson, Maryland under its contract with Baltimore County. Dillon's Bus Service, Inc. holds intrastate authority issued by Maryland, which allows operations between points in that state.

Olympia Trails Bus Company, Inc. is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC-138146. Olympia Trails Bus Company, Inc. is a corporation organized under the laws of New Jersey that is headquartered in Elizabeth, New Jersey. It employs approximately 49 employees, including 12 drivers and operates approximately 17 buses. Olympia Trails Bus Company, Inc. focuses its operations on airport scheduled service between Newark Airport and Midtown New York City. Olympia Trails Bus Company, Inc. holds intrastate authority issued by New York and New Jersey, which allows operations between points in those states.

Elko, Inc. is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC-161531. Elko, Inc. is a corporation organized under the laws of Wyoming that is headquartered in Elko, Nevada. It employs approximately 203 employees, including 133 drivers, and operates approximately 146 buses. Elko, Inc. focuses its operations on bus services provided pursuant to mining transportation contracts in the western region.

Community Bus Lines, Inc. is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC 140282, MC-76022 & MC-145548. Community Bus Lines, Inc. is a corporation organized under the laws of New Jersey that is headquartered in Paramus, New Jersey. It employs approximately 244 employees, including 187 drivers, and operates approximately 143 buses. Community Bus Lines, Inc. focuses its operations on contracted transit bus services at the Brooklyn Navy Yard, New York. It also provides commuter bus services to/from Manhattan, as well as charter and event transportation, including to/from sports and entertainment events at Metlife Stadium.

Trentway-Wagar, Inc. is an interstate motor passenger carrier operating under authority issued to it under FMCSA Docket MC 126430. Trentway-Wagar is a corporation organized under the laws of Ontario, Canada that is headquartered in Ontario, Canada. It employs approximately 300 employees, including 150 drivers, and operates approximately 135 buses. Trentway-Wagar, Inc. operates scheduled services under the Megabus Canada trademark between Toronto – Montreal and Toronto – Niagara Falls. Trentway also maintains a charter bus fleet servicing Ontario, Quebec and certain trips to the United States.

III. JURISDICTIONAL STATEMENT

Coach USA and the carriers it controls, as well as the Coach USA Subsidiaries, have earned aggregate gross operating revenues well in excess of \$2 million during the twelve-month period preceding the date of this application. Accordingly, the jurisdictional threshold is met with respect to the acquisition of control that is the subject of this Application.

IV. OPERATING RIGHTS

A copy of the federal and state operating authority issued to each of the Coach USA Subsidiaries is included as Exhibit 1.

V. GRANTING THIS APPLICATION IS CONSISTENT WITH THE PUBLIC INTEREST

The Board is required to approve the proposed acquisition of control of the Coach USA Subsidiaries if it finds that such control by Applicants is consistent with the public interest. *See* 49 U.S.C. § 14303(b). In making its public interest determination, the Board is obligated to consider: (A) the effect of the proposed acquisition of control on the adequacy of service to the public, (B) the impact on total fixed charges, and (C) the interests of carrier employees. Judged by each of these factors, granting this Application would be consistent with the public interest.

There are ample reasons why those previous public interest findings pertain just as strongly to the current Transaction.

A. The Transaction Will Benefit the Traveling Public

As a result of the proposed acquisition of control of the assets and businesses of the Coach USA Subsidiaries by Bus Company Holdings, the value of those assets and the motor passenger operations provided with those assets will be preserved and the public will be assured of continued efficient and adequate service. Rather than continue to operate within a family of Coach USA carriers that has been forced by poor economic performance to voluntarily petition for Chapter 11 protection under the Bankruptcy Code, the assets of those Coach USA Subsidiaries will, as a result of the Transaction, become part of the financially healthy Bus Company Holdings and the Acquisition Companies. As a result, those assets will be operated by new businesses with access to more working capital, better credit ratings and reduced borrowing costs. These financial advantages will in turn facilitate any borrowing that may be required for fleet modernization and other investments necessary to deliver service improvements that will benefit the traveling public.

The advantages to the traveling public from the Transaction are similar to other transactions

for which approval has been granted by the Board. Such benefits include access to substantial capital resources, favorable restructuring of debt, significant interest cost savings, and reduced operating costs.⁷ The ability of the Acquisition Companies to take advantage of these cost savings will ensure continued quality service to the public, in contrast to the uncertainty created by the financial issues that led Coach USA to file for Chapter 11 reorganization. Bus Company Holdings will also provide certain management services for the benefit of the carriers that will operate the assets of the Coach USA Subsidiaries. These services include various centralized administrative functions, such as accounting, coordinated purchasing services, technology expertise and other functional expertise. In addition, vehicle sharing arrangements may be facilitated to ensure maximum utilization and operational efficiency of equipment and services.

Further, the Transaction will have no adverse impact on competition. Bus Company Holdings is a non-carrier that does not currently control any other motorcarriers. The Acquisition Companies also do not currently operate any motorcarrier services or routes. Accordingly, the Transaction will not result in any new competition amongst carriers controlled by Bus Company Holdings / Acquisition Companies and the Coach USA Subsidiaries. Once the Transaction is consummated, the services currently provided by the Coach USA Subsidiaries will continue, albeit under the control of Bus Company Holdings and the Acquisition Companies. Accordingly, all that will result from the Transaction is that bus services offered by the Coach USA Subsidiaries will continue in the same non-competitive manner previously approved by the Board, but under the

⁷ See, e.g., *Notre Capital Ventures II, UC and Coach USA, Inc. – Control Exemption – Arrow Stage Lines, Inc.; Cape Transit Corp.; Community Coach, Inc.; Community Transit Lines, Inc.; Grosvenor Bus Lines, Inc.; H.A.M.L. Corp.; Leisure Time Tours; Suburban Management Corp.; Suburban Trails, Inc.; and Suburban Transit Corp.*, STB Finance Docket No. 32876 (Sub No. 1) (served May 3, 1996) (“Coach/Arrow”); *Coach USA, Inc. – Control Exemption – American Sightseeing Tours, Inc.; California Charters, Inc.; Texas Bus Lines, Inc.; Gulf Coast Transportation, Inc.; and K-T Contract Services, Inc.*, STB Finance Docket No. 33073 (served Nov. 8, 1996) (“Coach/American”).

control of Bus Company Holdings. The Transaction will also not have any impact on competing motorcarriers because Bus Company Holdings and the Acquisition Companies would simply be replacing the Coach USA Subsidiaries as the operator in markets in which the Coach USA Subsidiaries currently serve. Given the Board's prior approval of the Coach USA Subsidiaries' operations, and its finding that those operations would have no adverse impact on motorcarrier competition, there are no facts to warrant a different conclusion by the Board as a result of Bus Company Holdings' acquisition of the assets of the Coach USA Subsidiaries.

Further, when the Board has been called upon to assess the competition issues arising from the acquisition of ownership of multiple bus carriers by non-carrier entities, it has consistently approved those applications, finding that such acquisitions that contemplate the control of multiple passenger carriers by a new entity can result in better overall service for the public without any lessening of the benefits of healthy competition. *See, e.g., Stagecoach Group PLC and Coach USA, Inc., et al., - Acquisition of Control - New Today Bus Corp., et al.*, STB Docket No. MC-F-21030 (served January 30, 2009), *Stagecoach Group PLC and Coach USA, Inc., et al., - Acquisition of Control- Eastern Travel and Tour, Inc.*, STB Docket No. MC-21029 (served September 18, 2008); *Delivery Acquisition, Inc. - Purchase Transportation Management Systems, LLC and East West Resort Transportation, LLC*, STB Docket No. MC-F-21028, (served July 18, 2008); and *Stagecoach Group PLC and Coach USA, Inc., et al., - Control Megabus Northeast LLC*, STB Docket No. MC-F-21027 (served April 11, 2008).

Opportunities for offering enhanced options for the traveling public are also present. The Transaction is expected to facilitate the offering of new motorcoach services to the traveling public and thereby increase traveler options for low cost, high quality and competitive intercity services within the scheduled bus sector.

In addition, absent the Transaction, each of the Coach USA Subsidiaries will continue to face competition or potential competition from other bus companies, private passenger vehicles, and other transportation modes in connection with the services at issue, just as they do in connection with the services each provides today. Thus, the traveling public will continue to have ample competitive transportation options following any Board approval of this Application. The competition from other bus companies, combined with strong intermodal competition, eliminates any realistic opportunity for predation or monopoly pricing. *See GLI Acquisition Company – Purchase – Trailways Lines, Inc.*, 4 I.C.C.2d 591, 600-01 (describing the bus industry’s relatively small share of a competitive passenger transportation market dominated by other modes, particularly the private automobile). As the Board concluded at page 6 of *Coach/Arrow*,

With the low entry barriers and the pervasive intramodal and intermodal competition that characterizes the bus industry, most opportunities for abuse of market power are effectively foreclosed.

See also Coach/American at 5. See also Peter Pan Bus Lines, Inc.-Pooling-Greyhound Lines, Inc., Docket Nos. MC-F-20904, MC-F-20908, and MC-F-20912, 2011 STB LEXIS 181, at *12 (served April 20, 2011) (agreeing with Coach USA that the scheduled bus market in the Northeast is significantly competitive.)

B. The Transaction Will Have a Positive Impact on Fixed Charges

With respect to fixed charges, the Transaction will have no material adverse impact on the fixed charges of the Coach USA Subsidiaries. As noted above, interest charges for the latter group of carriers should decline as a result of the Transaction.

C. The Transaction Will Have No Material Adverse Impact on Employees

As to employee impacts, the Asset Purchase Agreement provides that prior to the closing date, the Acquisition Companies will offer employment to materially all of the employees of the Coach USA Subsidiaries, provided that such employees meet certain minimum standards as

defined in the Agreement. The terms of employment are to be determined by the Acquisition Companies, provided that the terms of employment for employees covered by the collective bargaining agreement will be in accordance with that collective bargaining agreement. Accordingly, the Transaction will not have a materially adverse impact on employment.

VI. APPROVAL OF THE TRANSACTION WILL FACILITATE THE TRANSFER OF INTRASTATE OPERATING PERMITS

Board approval of this Application will allow the acquisition of control of the assets of the Coach USA Subsidiaries to be accomplished without the need for formal action of any state regulatory authorities, thus relieving the parties from potentially burdensome regulatory requirements. *See* 49 U.S.C. § 14303(t) (providing that parties to approved transactions may effectuate such transactions and exercise control without the approval of any state authorities and exempting the parties to the transaction from the application of federal, state, and municipal law as necessary to allow them to carry out the transaction); *Coach/Arrow* at 7 (finding that issuance of an exemption “will insulate petitioners from burdensome State regulations applicable to intrastate operating authorities and leave them with greater resources to support existing and future transportation services”); *Coach/American* at 6 (same). *See Colorado Mountain Express, Inc., and Airport Shuttle Colorado, Inc., d/b/a Aspen Limousine Service, Inc. – Consolidation and Merger – Colorado Mountain Express*, STB No. MC-F-20902 (served Feb. 28, 1997) (Board approval of bus merger under section 14303 preempts state laws concerning transfer of intrastate operating authority held by merged carrier).⁸

⁸ *See also Board of Trustees of Trucking Employees v. Centra*, 983 F.2d 495, 503 (3d Cir. 1992) (“federal law preempts any state law that might purport to require state approval before the transfer of stock or interstate operating authority may occur”); *Washington Trucking Inc. – Purchase Exemption – Maddox Transfer*, 7 I.C.C. 2d 372, 378-80 (1991), *aff’d*, *Oregon Pub. Util. Comm’n v. ICC*, 979 F.2d 778, 780-81 (9th Cir. 1992); *Herman Bros., Inc. – Purchase Exemption – Thompson Truck Line*, 7 I.C.C. 2d 382, 386-87 (1991), *aff’d*, *Minnesota Transp. Regulation Bd. v. ICC*, 966 F.2d 335, 338-39 (8th Cir. 1992) (both holding that the ICC’s

The Coach USA Subsidiaries hold intrastate operating authorities. Those intrastate operating authorities will be transferred to one of the respective Acquisition Companies as a consequence of the Transaction. These operating authorities are specifically identified in Exhibit 2.⁹

VII. SAFETY FITNESS CERTIFICATION

Applicants hereby certify that each of the Coach USA Subsidiaries holds a satisfactory safety rating issued by the U.S. Department of Transportation.

VIII. INSURANCE COVERAGE CERTIFICATION

Applicants hereby certify that, prior to commencement of operations, each of the Acquisition Companies will have in place the requisite insurance coverage under 49 U.S.C. § 13906.

IX. CERTIFICATION OF DOMICILE

Applicants hereby certify that none of the Coach USA Subsidiaries or Acquisition Companies are domiciled in Mexico or owned or controlled by persons of that country.

X. THE PROPOSED ACQUISITION WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT

This Application contemplates the assumption of control of the assets of carriers that already provide regular route, charter and other bus services. Thus, there will be no significant operational changes or adverse environmental impacts as a result of the acquisition of control that

preemption authority under the predecessor to section 14303(f) extends to the transfer of intrastate operating rights).

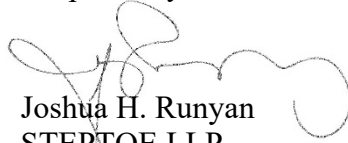
⁹ Maryland Authority Carrier No. 20 (Dillion's Bus Service, Inc.); New Jersey DOT No. 311-492 (Suburban Transit Corp.); New York Operator ID No. 2830 (Hudson Transit Lines, Inc.), New York State DOT No. 16475 (Hudson Transit Lines, Inc.) and New York State DOT No. 2120 (Chenago Valley Bus Lines, Inc.), New York Intrastate ID No. T-33053 (Suburban Transit Corp.); Wisconsin PC No. 1142 (Sam Van Galder, Inc.) and PC No. 376 (Wisconsin Coach Lines, Inc.).

is the subject of this Application. *See* 49 C.F.R. § 1182.3(1)(6). Accordingly, as the Board has found with respect to previous acquisitions, there will be no significant effect on the quality of the human environment or the use of energy resources, and environmental regulation pursuant to 49 C.F.R. § 1105.7 is unnecessary. *Coach/Arrow* at 7; *Coach/American* at 6.

CONCLUSION

The Board should grant this Application for all of the reasons described above. Further, Applicants respectfully urge the Board to act expeditiously on their request given that final Board approval is a prerequisite to closing the Transaction.

Respectfully submitted,



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June 21, 2024

EXHIBIT 1



U.S. Department of Transportation
Federal Motor Carrier Safety Administration
Licensing and Insurance Public

Menu

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Authority History

US DOT:	154670	Docket Number:	MC141324		
Legal Name:	CHENANGO VALLEY BUS LINES, INC.				
Sub	Auth Type	Original Action		Disposition	
	MOTOR PASSENGER CONTRACT CARRIER	REINSTATED	12/22/1997		
	MOTOR PASSENGER COMMON CARRIER	REINSTATED	12/22/1997		
	PASSENGER REG ROUTE - COMMON	REINSTATED	12/22/1997		
14	PASSENGER REG ROUTE - COMMON	GRANTED	04/12/1995	REVOKED	12/09/1997
15	PASSENGER REG ROUTE - COMMON	GRANTED	04/12/1995	REVOKED	12/09/1997
13	MOTOR PASSENGER COMMON CARRIER	GRANTED	05/31/1994	REVOKED	12/09/1997
11	MOTOR PASSENGER COMMON CARRIER	GRANTED	05/20/1994	REVOKED	12/09/1997
12	MOTOR PASSENGER COMMON CARRIER	GRANTED	02/22/1994	REVOKED	12/09/1997
8	MOTOR PASSENGER COMMON CARRIER	GRANTED	04/04/1991	REVOKED	12/09/1997
7	MOTOR PASSENGER COMMON CARRIER	GRANTED	09/13/1990	REVOKED	12/09/1997
6	MOTOR PASSENGER CONTRACT CARRIER	GRANTED	02/28/1989	REVOKED	12/09/1997
5	MOTOR PASSENGER COMMON CARRIER	GRANTED	10/06/1987	REVOKED	12/09/1997
4	MOTOR PASSENGER COMMON CARRIER	GRANTED	07/21/1983	REVOKED	12/09/1997
3	MOTOR PASSENGER COMMON CARRIER	GRANTED	04/21/1983	REVOKED	12/09/1997
2	MOTOR PASSENGER COMMON CARRIER	GRANTED	08/20/1982	REVOKED	12/09/1997

[Carrier Details](#) |
 [Active/Pending Insurance](#) |
 [Rejected Insurance](#) |
 [Insurance History](#) |
 [Pending Application](#) |
 [Revocation](#) |

September 18, 2018



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Federal Motor Carrier Safety Administration

1200 New Jersey Avenue SE, Washington, DC 20590 - 1-800-832-5660 - TTY: 1-800-877-8339 - Field Office Contacts



New York State Carrier Database

Motor Carriers

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Company Information

Carrier Name: **CHENANGO VALLEY BUS LINES, INC.**

USDOT Number: 154670

NYSDOT Number: 30416

Address: 29 Brandywine

City: Binghamton

State: NY

County: BROOME

Zip: 13902

Phone: (607) 723-9408

Email: N/A

Case ID: 2779

Status: Active

INTERSTATE COMMERCE COMMISSION

DECISION

NO. MC- 76022 (SUB NO.1- 1 TA)

COMMUNITY COACH, INC.
PASSAIC, NJ

SERVICE DATE

NOV 6 1981

DECIDED NOV. 05, 1981

Applicant seeks temporary authority as published in Federal Register, Page 51313 Vol. 46 No. 201, Dated OCT. 19, 1981.

It is ordered:

Applicant is granted the temporary authority as described and may begin operations when it files with this Commission:

1. Evidence that it has insurance for the protection of the public,
2. Names of agents upon whom process can be served,
3. A rate tariff covering this authority, and the rates are in effect.

This decision will expire 30 days after the date it is served, as will the authority it grants, unless within that time the applicant complies with the above three administrative requirements. Except in unusual and compelling circumstances, no extension of the compliance time will be granted.

The authority granted may not be joined with other authority held by applicant or any other carrier. Failure of applicant to provide service, a cessation of the need, or the failure of applicant to maintain compliance with statutory or Commission requirements shall be sufficient grounds for revocation of the authority.

Time for which the authority is granted 180 days commencing no sooner than NOV. 06, 1981.

Type of carrier- contract irregular routes.

By the Commission, Regional Motor Carrier Board,
Members SEYMOUR, ROBERTS, and BREEN.

COPY OF THE REFERENCED FEDERAL REGISTER ON REVERSE SIDE.

AGATHA L. MERGENOVICH
SECRETARY

(SEAL)

NOTICE TO PARTIES: A petition for reconsideration may be filed within 20 days from the date of service of this order. An original and two copies must be submitted with a statement certifying that a copy was served on each party of record. File petition with the Interstate Commerce Commission Authority Center issuing the decision.

NOV. 10 1981

MC 76022

(Sub 1-1 TA)

SERVICE AUTHORIZED: Passengers and interoffice documents, between Florham Park, East Millstone, Linden, and Newark, NJ, and New York, NY, under continuing contract(s) with Exxon Corporation, New York, NY.

INTERSTATE COMMERCE COMMISSION
PERMIT

MC-76022 Sub 2

COMMUNITY COACH, INC.
Passaic, NJ

SERVICE DATE

FEB-12 1982

This Permit is evidence of the carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), designation of agents upon whom process may be served (49 CFR 1044), tariffs or schedules (49 CFR 1300 through 1310), and the execution of contracts for contract carriers (49 CFR 1053). The carrier shall also render reasonably continuous and adequate service under this authority. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

JAMES H. BAYNE
ACTING SECRETARY

(SEAL)

Note: If there are discrepancies regarding this Permit, please notify the Commission within 30 days.

FEB. 18 REC'D

MC-76022 Sub 2

To operate as a contract carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and interoffice documents, between points in the United States, under continuing contract(s) with Exxon Corporation, of New York, NY.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC 76022 Sub 3

Community Coach, INC.
PASSAIC, NJ

SERVICE DATE

MAR 31 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

APR. 1 REC'D

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers, in charter and special operations, between points in the United States, (except Hawaii).



Details

US DOT:	54433	Docket Number:	MC00140282	
Legal Name:	COMMUNITY COACH, INC.			
Doing-Business-As Name:				
Business Address	Business Telephone and Fax	Mail Address	Mail Telephone and Fax	Undeliverable Mail
160 S ROUTE 17 NORTH PARAMUS NJ 07652	(201) 225-7500 Fax: (713) 651-5246			NO
Authority Type	Authority Status		Application Pending	
Common	NONE		NO	
Contract	ACTIVE		NO	
Broker	NONE		NO	
Property	Passenger	Household Goods	Private	Enterprise
NO	YES	NO	NO	NO
Insurance Type	Insurance Required		Insurance on File	
BIPD	\$5,000,000		\$5,000,000	
Cargo	NO		NO	
Bond	NO		NO	

BOC-3: YES

Process Agents designated by Carrier

[Web Site Content and BOC-3 Information Clarification](#)

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[Insurance History](#)

[Authority History](#)

[Pending Application](#)

[Revocation](#)

June 17, 2024





State of New Jersey

DEPARTMENT OF PUBLIC UTILITIES
BOARD OF PUBLIC UTILITY COMMISSIONERS
101 COMMERCE STREET
NEWARK, NEW JERSEY 07102

R. & M. C.

DOCKET NO. 7312MC-2264

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NJPUC NO. 304C

COMPANY COMMUNITY COACH, INC.

ADDRESS 315 Howe Avenue, Passaic, New Jersey

At a Session of the BOARD OF PUBLIC UTILITY COMMISSIONERS, held at its offices in Newark, New Jersey, on the eleventh day of June, 1974.

AFTER DUE INVESTIGATION, it appearing that the above named carrier has complied with all the applicable provisions of the Laws of 1973, Chapter 158 and of the rules and regulations of the Board of Public Utility Commissioners, therefore, is entitled to receive authority from the Board to engage in transportation in intrastate commerce as a charter and special bus operator; and the Board so finding,

IT IS ORDERED, That the said carrier be, and is hereby granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in intrastate commerce in charter and special bus operations, subject, however, to such terms, conditions, and limitations as now, or hereafter may be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder hereof shall render safe, adequate and proper service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in intrastate commerce pursuant to this certificate shall be as specified below:

Charter and special bus operations over irregular routes within New Jersey.

This certificate shall remain in full force and effect unless revoked for good cause by the Board.

DATED: June 11, 1974
(SEAL)

BOARD OF PUBLIC UTILITY COMMISSIONERS
BY: (SIGNED)

ATTEST:
(SIGNED)

STEWART G. POLLOCK
COMMISSIONER

I HEREBY CERTIFY that the within document is a true copy of the original in the files of the Board of Public Utility Commissioners.

Ralph C. Caprio

SECRETARY

Ralph C. Caprio
Secretary

COPY

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
1035 Parkway Avenue
CN 611
Trenton, NJ 08625

NJDOT DOCKET NO. 94-143

IN THE MATTER OF THE PETITION OF COMMUNITY)
COACH, INC. FOR ISSUANCE BY THE NEW JERSEY)
DEPARTMENT OF TRANSPORTATION OF A CERTI-)
FICATE OF PUBLIC CONVENIENCE AND NECESSITY)
AUTHORIZING REGULAR ROUTE IN THE NATURE OF)
SPECIAL (CASINO ROUTE) AUTOBUS OPERATIONS)
BETWEEN NUTLEY, NJ, POINTS AND PLACES IN)
NEW JERSEY AND CAESAR'S ATLANTIC CITY)
CASINO IN ATLANTIC CITY, NJ)
(NJDOT ROUTE FILE NO. 1107-381))

FINAL
DECISION AND ORDER

Michael J. Sweeney, Esq.
on behalf of Petitioner
Community Coach, Inc.

Waters, McPherson, McNeill, Esqs.
By Blake S. Davis, Esq.
on behalf of Movant
New Castle Securities,

BY THE DEPARTMENT:

Community Coach, Inc. ("Petitioner" or "Community"), a corporation of the State of New Jersey having its principal place of business at 315 Howe Avenue, Passaic, NJ 07055, by petition filed on December 15, 1994, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 16:51-3.1, requested that the New Jersey Department of Transportation ("Department") issue the Petitioner a Certificate of Public Convenience and Necessity to conduct regular route in the nature of special (casino route) autobus operations between Nutley, NJ, points and places in New Jersey and Caesar's Atlantic City Casino in Atlantic City, NJ. NJDOT Docket No. 94-132.

Copies of the petition were served upon the clerk of each municipality in which the Petitioner proposes to provide pick-up and drop-off service. Public notice of the Petitioner's proposed service appeared on December 26, 1994 and January 2, 1995 in the Star Ledger (Newark). This newspaper is generally and regularly circulated in the Petitioner's proposed service area. N.J.A.C. 16:51-3.1. On January 19, 1995, the Department granted the Petitioner temporary operating authority for one bus making one daily round trip for the regular route in the nature of special (casino route) operations requested in NJDOT Docket Number 94-143 for a period of one year. On July 20, 1995 the Department temporarily suspended the restriction regarding limitation to one bus and one daily round trip.

On December 28, 1994, New Castle Securities, Inc. ("Movant" or "New Castle") filed a Motion to Intervene in the instant matter. New Castle's motion asserted that approval of the route proposed by the Petitioner would divert passengers and revenue from the Movant's existing Lyndhurst-Atlantic City Route and that there was no public need for the service proposed by Community in the instant matter. In its January 9 and January 12, 1995 answers to New Castle's motion, Community noted that the service it proposed was designed to replace an existing route previously operated for NJ Transit and that the stops requested were those previously served by NJ Transit's route. On November 7, 1995, New Castle Securities, Inc. notified the Department that it was withdrawing its Motion to Intervene filed in the the above-captioned petition.

-continued-

The Petitioner was incorporated in the State of New Jersey on September 19, 1931 as B&F Bus Service, Inc. On March 18, 1968, Petitioner changed its name to Community Coach, Inc. Petitioner is authorized to issue 100 shares of capital stock without par value. The Petitioner's officers and the percentage of outstanding capital stock issued to each are as follows:

<u>NAME</u>	<u>TITLE</u>	<u>PERCENTAGE OF SHARES</u>
John M. Gallagher	Chairman	33 1/3
Frank P. Gallagher	President	33 1/3
Alice M. Gallagher	Secretary/Treasurer	33 1/3

The Department has reviewed the petition and related filings which collectively indicate that the Petitioner may have the knowledge, experience and financial capability to conduct and maintain adequate regular route in the nature of special (casino route) autobus service as proposed.

After review and consideration of the petition and related filings, the Department FINDS and DETERMINES that:

1. Community Coach, Inc. has substantially satisfied the procedural requirements of the Department;
2. Community Coach, Inc. appears at this time reasonably able to provide safe, adequate and proper service to the public; and
3. The issuance to Community Coach, Inc. of a Certificate of Public Convenience and Necessity authorizing regular route in the nature of special (casino route) autobus operations is in the public interest.
4. This Certificate of Public Convenience and Necessity revokes and replaces the temporary operating authority for the authority requested herein issued by the Department on January 19, 1995. NJDOT Docket No. 94-142E.

The Department, therefore, HEREBY ISSUES to Community Coach, Inc. a Certificate of Public Convenience and Necessity authorizing regular route in the nature of special (casino route) autobus operations between Nutley, NJ, points and places in New Jersey and Caesar's casino in Atlantic City, NJ, to be operated in accordance with the Schedules "A" and "B" attached hereto and incorporated herein by reference. The assigned NJDOT Route File Number is 1107-381X.

The Department further HEREBY ACCEPTS the Petitioner's initial tariffs as filed, to be effective the date of this DECISION and ORDER.

This DECISION and ORDER is issued subject to the specific terms and conditions in the attached Schedules "A" and "B", all applicable New Jersey Statutes, the New Jersey Administrative Code and the rules and regulations promulgated by the New Jersey Department of Transportation.

PAGE 3

NJDOT DOCKET NO. 94-143

NJDOT ROUTE FILE NO. 1107-381X

The certificate issued pursuant to this DECISION and ORDER is subject to immediate suspension for non-compliance with safety or insurance requirements. Opportunity for a hearing shall be provided thereafter regarding continued suspension and/or revocation.

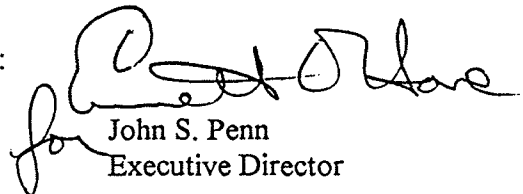
Upon satisfaction of the conditions set forth in the attached Schedules "A" and "B", this Certificate of Public Convenience and Necessity shall remain in full force and effect unless suspended, modified or revoked by the Department.

NOTE: If there are any discrepancies in this document, please notify the Department within 30 calendar days of issuance hereof.

DATED: January 19, 1996

DEPARTMENT OF TRANSPORTATION
FRANK J. WILSON
COMMISSIONER

BY:



John S. Penn
Executive Director

SCHEDULE "A"
COMMUNITY COACH, INC.
NJDOT DOCKET NO. 94-143
NJDOT ROUTE FILE NO. 1107-381X

COMMUNITY COACH, INC.

Has a Certificate of Public Convenience and Necessity to conduct regular route in the nature of special (casino route) autobus operations between Nutley, NJ, points and places in New Jersey and Caesar's Atlantic City Casino in Atlantic City, NJ, over the following route:

NUTLEY-ATLANTIC CITY ROUTE
NJDOT ROUTE FILE NO. 1107-381X

Beginning at the the intersection of Vreeland Avenue and Franklin Avenue, NUTLEY; thence south on Franklin Avenue to its intersection with Centre Street; thence east on Centre Street to its intersection with Washington Avenue, BELLEVILLE; thence south on Washington Avenue to its intersection with the Belleville Turnpike; thence east on the Belleville Turnpike to its intersection with Kearny Avenue, KEARNY; thence south on Kearnry Avenue to its intersection with Harrison Avenue, HARRISON; thence east on Harrison Avenue to Interstate 280; thence via Route 280 to the New Jersery Turnpike; thence south via the Turnpike to the Garden State Parkway; thence south via the Garden State Parkway to the Atlantic City Expressway; thence via the Atlantic City Expressway to ATLANTIC CITY and the SJTA bus intercept area in compliance with N.J.S.A.40:35B-15(h), with service authorized to Caesar's Atlantic City Casino in ATLANTIC CITY. Return via the same route or the nearest authorized route.

DESIGNATED PICK-UP AND DISCHARGE POINTS

Rossi Travel
479 Franklin Avenue, Nutley, NJ

Tourific Travel
262 Kearny Avenue, Kearny, NJ

Caesar's Casino Transportation Center
Missouri Avenue, Atlantic City, NJ

TARIFF

\$21.00 per person, round trip from all designated pick-up points

-continued-

PAGE 2
SCHEDULE "A"
COMMUNITY COACH, INC.
NJDOT DOCKET NO. 94-143
NJDOT ROUTE FILE NO. 1107-381X

RESTRICTIONS

1. No local passengers shall be transported whose trips begin and end within Atlantic City.
2. Service shall be limited to the transportation of passengers originating at or terminating at Caesar's Atlantic City Casino, Atlantic City.
3. Stops for pick-up and discharge of passengers are limited to the three specific stops set forth in the petition.
4. All stops on public highways are to be in conformity with N.J.S.A. 27:1A-44, N.J.S.A. 39:4-139 and N.J.S.A. 39:4-197.
5. The Petitioner shall comply with all applicable rules and regulations of the South Jersey Transportation Authority, or its successor, regarding routes, bus parking and bus management, as set forth in N.J.A.C. 19:75-1 et seq. For service provided within its jurisdiction.

AUTOBUS - 26 PASSENGERS OR MORE
NJDOT DOCKET NO. 94-143
NJDOT ROUTE FILE NO.1107-381X

COMMUNITY COACH, INC.
315 HOWE AVENUE
PASSAIC, NJ 07055
(201) 473-5000

SCHEDULE "B"

CASINO ROUTE OPERATIONS

The attached DECISION and ORDER is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code sections and to the following specific conditions:

1. The autobus equipment used shall meet the specifications of N.J.A.C. 16:53-3.1 et seq. . Further, said equipment shall be insured in accordance with the requirements of N.J.S.A. 48:4-36 et seq. and N.J.A.C. 16:53-9.1 et seq.
2. All stops on public highways are to be in conformity with N.J.S.A. 27:1A-44, N.J.S.A. 39:4-139 and N.J.S.A. 39:4-197.
3. All New Jersey Department of Transportation ("Department") authorized vehicles shall be inspected by the Motor Carrier Inspection Unit of the Department at a suitable place within the boundaries of the State and shall pass said inspection prior to institution of service.
4. Autobus carriers certified by the Department shall either own and hold title to the equipment used or have on file with the Department's Office of Regulatory Affairs an approved current lease agreement for the exclusive use of the equipment for its casino route operations, prior to the institution of service. Any such lease agreement shall provide for a minimum of 30 calendar days notice of cancellation; the Department's Office of Regulatory Affairs shall be notified in writing by the autobus carrier/lessee of such cancellation notice no later than 5 calendar days after said notice is given.
5. Autobus carriers shall furnish the Department's Office of Regulatory Affairs with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to institution of service.
6. This DECISION and ORDER shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization , depreciation, or any other matters affecting the certified autobus carrier.
7. Autobus carriers certified by the Department shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs. Further, such autobus carriers shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted. Failure to adhere to applicable rules and regulations shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
8. Autobus carriers certified by the Department shall not conduct any operations as authorized herein unless and until there is full compliance with the above conditions. This DECISION and ORDER shall become null and void and of no effect unless fully executed within 60 calendar days from the date hereof.

-continued-

PAGE TWO
SCHEDULE "B"
NJDOT DOCKET NO. 94-143
NJDOT ROUTE FILE NO. 1107- 381X

9. All autobus carriers certified by the Department as a public utility of this State, shall:
(1) keep its books and records in conformity with the Uniform System of Accounts as prescribed by the Department; (2) file its annual report of financial operations for each calendar year on or before March 31 of the following year or submit to the Department's Office of Regulatory Affairs a written request for a filing date extension prior to the last day of February, if a filing extension is required; (3) petition for authority to issue any additional securities; (4) petition for authority for the sale of properties; and (5) receive approval or authority for any other matters as required under the New Jersey Statutes and the New Jersey Administrative Code.
10. All autobus carriers certified by the Department shall provide written notice to the Department's Office of Regulatory Affairs of changes in the carrier's name, address, telephone number or ownership within 5 calendar days from the date of said change.

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
744 Broad Street
Suite 1502
Newark, NJ 07102

COPY

NJDOT DOCKET NO. 87-19

IN THE MATTER OF THE PETITION OF)
COMMUNITY COACH, INC. FOR ISSUANCE)
BY THE NEW JERSEY DEPARTMENT OF)
TRANSPORTATION OF A CERTIFICATE OF)
PUBLIC CONVENIENCE AND NECESSITY)
TO CONDUCT REGULAR ROUTE AUTOBUS)
OPERATIONS BETWEEN LEDGEWOOD, ROXBURY)
TOWNSHIP, MORRIS COUNTY, NJ AND POINTS)
AND PLACES IN NJ AND ATLANTIC CITY, NJ)
(NJDOT ROUTE FILE NO. 856-381))

FINAL
DECISION AND ORDER

Michael J. Sweeney, Esq.,
on behalf of Petitioner,
Community Coach, Inc.

Thomas F. X. Foley, Esq.,
on behalf of Intervenor,
All Jersey Trails, Inc.

BY THE DEPARTMENT:

Community Coach, Inc. ("Petitioner"), a corporation within the State of New Jersey, having its principal place of business at 315 Howe Avenue, Passaic, NJ 07055, by petition filed March 2, 1987, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 14:1-6.7, requested that the New Jersey Department of Transportation ("Department") issue the Petitioner a Certificate of Public Convenience and Necessity to conduct regular route autobus operations between Ledgewood, Roxbury Township, Morris County, NJ and points and places in New Jersey and Atlantic City, NJ.

Copies of the petition were served upon the clerk of each municipality in which the Petitioner proposes to provide pick-up/drop-off service. Copies of the petition were also served upon regular route limousine, van, small bus and autobus carriers operating or proposing to operate in the Petitioner's proposed service area. Public notice of the Petitioner's proposed service appeared on March 7 and 14, 1987 in the Morris County Daily Record, a newspaper of general and regular circulation in the proposed service area. No objections were filed with the Department.

On March 3, 1987, the Department issued a Temporary Certificate of Public Convenience and Necessity authorizing emergency operations along the proposed route for a period of ninety (90) days. (NJDOT Docket No. 87-19E). Subsequently, on June 25, September 25 and December 24, 1987, respectively, the Department extended the Petitioner's emergency operating authority for additional periods of ninety (90) days.

All Jersey Trails, Inc. ("All Jersey") filed a Motion to Intervene in this matter on March 25, 1987, alleging that the Petitioner's proposed service is inadequate and that Community Coach, Inc. is unqualified to conduct the proposed service.

The Department determined that the Motion to Intervene of All Jersey failed to set forth sufficient information to establish that All Jersey would be substantially and specifically affected by approval of the proposed service and that Community Coach, Inc. is unqualified to operate and accordingly, the Motion was denied on September 23, 1987.

The Petitioner was incorporated in the State of New Jersey on January 19, 1940 and is authorized to issue 100 shares of capital stock without par value. The Petitioner's board of directors and/or officers and the percentage of outstanding capital stock issued to each are as follows:

<u>NAME</u>	<u>TITLE</u>	<u>PERCENTAGE OF SHARES</u>
John Gallagher, Jr.	Director and President	25%
Frank Gallagher	Director and Vice President	25%
Alice Gallagher	Secretary and Treasurer	25%
Stephen Gallagher	Assistant Secretary	25%

The Department has reviewed the petition and related filings which collectively indicate that the Petitioner may have the knowledge, experience and financial capability to operate and maintain regular route autobus service.

After review and consideration of the petition and related filings, the Department FINDS and DETERMINES that:

1. Community Coach, Inc. has satisfied all procedural requirements of the Department;
2. Community Coach, Inc. appears reasonably able to provide safe, adequate and proper service to the public; and
3. The issuance to Community Coach, Inc. of a Certificate of Public Convenience and Necessity to conduct regular route autobus operations is in the public interest.

The Department, therefore, HEREBY ISSUES to Community Coach, Inc. a Certificate of Public Convenience and Necessity authorizing regular route autobus operations in and between Ledgewood, Roxbury Township, Morris County, NJ and points and places between New Jersey and Atlantic City, NJ to be operated in accordance with the Schedules "A" and "B" attached hereto and incorporated herein by reference. The assigned NJDOT Route File No. 856-381.

This DECISION and ORDER revokes and replaces the emergency operating authority issued by the Department. NJDOT Docket No. 87-19E.

The Department FURTHER ACCEPTS the Petitioner's initial tariff as filed to be effective the date of this DECISION AND ORDER.

This DECISION and ORDER is issued subject to the specific terms and conditions in the attached Schedules, all applicable New Jersey Statutes, the New Jersey Administrative Code and the rules and regulations promulgated by the New Jersey Department of Transportation.

Upon satisfaction of the conditions set forth in the attached Schedule "B", this Certificate of Public Convenience and Necessity shall remain in full force and effect unless suspended, modified or revoked by the Department.

- c o n t i n u e d -

PAGE 3

NJDOT DOCKET NO. 87-19

NJDOT ROUTE FILE NO. 856-381

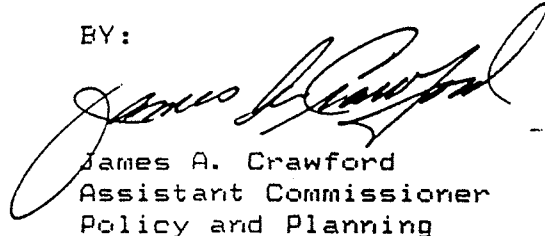
In accordance with N.J.S.A. 48:4-1 et seq. as amended (P.L. 1987, c.445, approved January 19, 1988) the above approved authority may be subject to reclassification by the Department.

DATED:

5/17/88

DEPARTMENT OF TRANSPORTATION
HAZEL FRANK GLUCK
COMMISSIONER

BY:



James A. Crawford
Assistant Commissioner
Policy and Planning

NOTE: If there are any discrepancies in this document, please notify the Department within thirty (30) calendar days of issuance hereof.

SCHEDULE "A"
NJDOT DOCKET NO. 87-19
NJDOT ROUTE FILE NO. 856-381

COMMUNITY COACH, INC.

Has a Certificate of Public Convenience and Necessity
for the operation of regular route autobus service
over the following route:

LEDGEWOOD-ATLANTIC CITY ROUTE
NJDOT ROUTE FILE NO. 856-381

Starting at the Ramsey Shopping Center, NJ Route 46, Ledgewood, ROXBURY TOWNSHIP, NJ; thence EAST over NJ Route 46 to NJ Route 10; thence EAST over NJ Route 10 to the K-Mart Plaza, RANDOLPH, NJ; thence EAST on NJ Route 10 to the intersection of NJ Route 202, MORRIS PLAINS, NJ; thence EAST on NJ Route 10 to Ridgedale Avenue, HANOVER, NJ; thence SOUTH on Ridgedale Avenue to Morris Avenue, MORRISTOWN, NJ; thence over Morris Avenue to Interstate Route 287; thence SOUTH on Interstate Route 287 to Exit 26, NJ Route 202, BERNARDSVILLE, NJ; and thence SOUTH on NJ Route 202 into NJ Route 206; thence SOUTH over NJ Routes 202/206 to the A & P Shopping Center, PLUCKEMIN, NJ; thence NORTH on NJ Route 202/206 to Interstate 287; thence EAST over Interstate Route 287 to the Garden State Parkway South; thence SOUTH over the Garden State Parkway to: (1) Exit 38; thence EAST over the Atlantic City Expressway or (2) Exit 40; thence EAST over NJ Route 30, ABSECON, NJ; thence NJ Route 30 to Atlantic City and the ACTA bus intercept area in compliance with N.J.S.A. 40:35B, with service authorized to any and all hotels/casinos in ATLANTIC CITY.

Return via the same route or the nearest possible route.

FARES

\$20.00 Per Person - Round Trip
\$12.00 Per Person - One Way

<u>DEPARTURE TIMES</u>	<u>TO ATLANTIC CITY</u>
1. Harmony Wash-O-Mat Ramsey Shopping Center NJ Route 46 Ledgewood, NJ	8:45 am
2. Pro Haircutters K-Mart Plaza NJ Route 10 Randolph, NJ	9:00 am
3. JR's Deli NJ Route 10 East and NJ Route 202 Morris Plains, NJ	9:10 am
4. A.M. News Service Railroad Station Bernardsville, NJ	9:25 am
5. Valley Pharmacy Washington Valley Road NJ Route 206 Pluckemin, NJ	9:45 am

PAGE TWO
SCHEDULE "A"
NJDOT DOCKET NO. 87-19
NJDOT ROUTE FILE NO. 856-381

RESTRICTIONS

1. No local passengers shall be transported whose trips begin and end within Atlantic City.
2. Service shall be limited to the transportation of passengers to the Atlantic City hotels/casinos in Atlantic City and/or return.
3. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197 and N.J.S.A. 27:1A-44.
4. Each bus shall discharge and pick-up passengers at one hotel/casino.

SCHEDULE "B"

Regular Route Operation

The attached Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used shall meet the specifications of N.J.A.C. 16:53-3.1 et seq. Further, said equipment used shall be insured in accordance with the requirements of N.J.S.A. 48:4-36 and N.J.A.C. 16:53-9.1.
2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44.
3. All New Jersey Department of Transportation authorized vehicles shall be inspected by the Motor Carrier Inspection Unit of the Department and shall pass said inspection prior to institution of service.
4. Carriers certified by the Department shall either own and have title to the equipment used or have on file with the Department a lease agreement for the exclusive use of the equipment for its regular route operations, prior to the institution of service. Any such lease agreement shall provide for a minimum of thirty (30) calendar days' notice of cancellation; the Department shall be informed by the carrier of such cancellation notice not later than ten (10) calendar days after the said notice is given.
5. Carrier shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to institution of service.
6. This Order of Approval shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the certified carriers.
7. Carriers certified by the Department shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs. Further, such carriers shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted. Failure to adhere to applicable rules and regulations shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
8. Carriers certified by the Department shall not conduct any operations as authorized herein unless and until there is full compliance with the above conditions. This Order of Approval shall become null and void and of no effect unless fully executed within sixty (60) calendar days from the date hereof.
9. Any carrier certified by the Department as a public utility of the State of New Jersey, shall: (1) keep its books and records in conformity with the Uniform System of Accounts prescribed by the Department; (2) file its annual report of financial operations for each calendar year on or before March 31 of the following year or submit to the Department a written request for a filing date extension prior to the March 31 deadline, if a filing extension is required; (3) petition for authority to issue any additional securities; (4) petition for authority for the sale of properties; and (5) receive approval or authority for any other matters required under the New Jersey Statutes and the New Jersey Administrative Code. Copies of the Uniform System of Accounts may be obtained from the Interstate Commerce Commission, Washington, DC 20423.

10. All carriers certified by the Department shall provide written notice to the Department of changes in the carrier's name, address or telephone number within ten (10) calendar days from the date of said change.

STATE OF NEW JERSEY
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

IN THE MATTER OF THE PETITION)
OF COMMUNITY COACH, INC. FOR)
APPROVAL OF A CERTIFICATE OF)
PUBLIC CONVENIENCE AND NECES-)
SITY FOR A REGULAR ROUTE)
AUTOBUS OPERATION.)

DECISION AND ORDER

DOT DOCKET NO. 80-133

John F. Geaney, Esq., Cole, Geaney & Byrne,
Esq's., Paterson, New Jersey for Community
Coach, Inc.

BY THE DEPARTMENT:

Community Coach, Inc. (petitioner) a public utility and a charter, special and route bus operator of the State of New Jersey, having its principal place of business at 315 Howe Ave., Passaic, New Jersey, filed a petition on October 10, 1980 and supplemented on January 27, 1981 requesting approval of a Certificate of Public Convenience and Necessity for a regular route operation. The proposed service will operate between West Caldwell, New Jersey and points and places in New Jersey to Atlantic City, New Jersey to any and all casino/hotels in Atlantic City.

Petitioner proposes to handle only round trip transportation, at a fare of \$15.00 per person. Senior citizens at a round trip fare of \$7.50. *

Notice of the petition was served upon carriers operating in or near the petitioner's proposed service area. Proper notice of the petition was also served upon the Clerks of the Boroughs of West Caldwell, Caldwell, Verona, Township of West Orange and the City of Atlantic City.

Public Notice by advertisement of the petition appeared in the Newark Star Ledger on October 27 and November 3, 1980. A motion to intervene was received from DeCamp Transit, Inc. on February 2, 1981. This motion was not filed within thirty (30) days of the last date of publication and the Department denied the motion to intervene, as not being timely filed.

The petition contained a request to serve the municipal terminal in Atlantic City. The City of Atlantic City had objected to this request. On January 27, 1981 petitioner's attorney informed the Department that the requested route service to the Atlantic City municipal terminal had been erroneously inserted in the petition and was withdrawn.

The record reveals that the petitioner, a public utility is in all respects fit, able and qualified to operate the regular route sought. Further, the financial and income statements filed with the petition, as well as the petition itself, reflect sufficient financial responsibility on the part of the petitioner as well as sufficient equipment in order to conduct and maintain this proposed regular route.

Thus, from a review of the entire record, staff
FINDS and DETERMINES that:

1. The petitioner has sufficient experience, knowledge, and training in respect to the operation of regular route service contemplated herein and that petitioner is qualified to provide safe, adequate and efficient service to the public.

2. Petitioner has the equipment, facilities and financial capability to provide the service set forth in the petition.

3. The interest of the public would best be served by the grant of a regular route authority to the petitioner as requested.

Upon consideration of the entire record, the Department HEREBY APPROVES the issuance of a Certificate of Public Convenience and Necessity to Community Coach, Inc. for a regular route to be known as the West Caldwell-Atlantic City Bus Route, NJDOT Route File No. 482-381 in accordance with Schedule "A" attached hereto and made part hereof.

This Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used to meet the specifications of N.J.A.C. 14:11-2.1 et seq. and be insured to the requirements of N.J.S.A. 48:4-36;

2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44;

3. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted, at least 10 days prior to institution of service;

4. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the autobus equipment on its route operations, to enable it to furnish proper service;

5. This Order shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, and accounting, capitalization, depreciation, or any other matters affecting the petitioner; and

6. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate;

7. Community Coach, Inc. shall not conduct operations as approved and authorized herein unless and until there is full compliance with the above conditions and this Order of Approval shall become null and void and of no effect unless fully exercised within 45 days from the date hereof.

This Certificate shall remain in full force and effect unless suspended, changed or revoked by the Department.

DATED: February 18, 1981

DEPARTMENT OF TRANSPORTATION
BY:



John A. Jamieson

STATE OF NEW JERSEY
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

Community Coach, Inc.

SCHEDULE "A"

West Caldwell-Atlantic City Bus Route
NJDOT Route File No. 482-381

DOCKET NO. 80-133

Has a Certificate of Public Convenience and
Necessity for the operation of autobuses
over the following route.

Starting at the Bagel Inn, 897 Bloomfield Ave., West
Caldwell, NJ, thence via Bloomfield Ave., WEST CALDWELL;
CALDWELL; Mount Prospect Ave., VERONA; Prospect Ave.,
Route #280 East, WEST ORANGE; Garden State Parkway (South),
EAST ORANGE; to Exit #38, Atlantic City Expressway to
casino/hotels in ATLANTIC CITY.

Alternate Route (depending on traffic and weather conditions)

Leaving regular at Prospect Ave. and Rte. #280, WEST
ORANGE; thence via Prospect Ave., Northfield Ave.,
Whittingham Pl. and returning to regular route on Rte.
#280.

Returning via same route in reverse or nearest possible
streets.

PICK-UP AND DISCHARGE POINTS

1. Essex Mall, Bagel Inn, 897 Bloomfield Ave., West Caldwell
2. Caldwell Travel, 376 Bloomfield Ave., Caldwell
3. Epic Travel, 261 Bloomfield Ave., Verona
4. Claremont Diner, 100 Bloomfield Ave., Verona
5. Travel Time, Essex Green Plaza, Prospect Ave., West Orange

RESTRICTIONS

1. No local passengers shall be transported whose trips
begin and end within Atlantic City.
2. Service shall be limited to the transportation of pas-
sengers originating at or destined to Atlantic City.
3. All stops on public highways are to be in conformity
with N.J.S.A. 39:4-197 and 27:1A-44.
4. Each bus shall discharge and pick up passengers at one
casino.

FARE

\$15.00 per person round trip

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
McCarter Highway and Market Street
P. O. Box 10009
Newark, New Jersey 07101

COPY

IN THE MATTER OF THE PETITION OF ALL JERSEY TRAILS, INC. FOR APPROVAL OF A TRANSFER OF AN EXISTING CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO CONDUCT REGULAR ROUTE AUTOBUS OPERATIONS BETWEEN SPARTA AND POINTS AND PLACES IN NEW JERSEY TO ANY AND ALL HOTEL/CASINOS IN ATLANTIC CITY FROM CARAVAN COACH LINES, INC. (DOT ROUTE FILE NO. 551-520)	)	<u>ORDER OF PARTIAL APPROVAL AND DISMISSAL</u>
	)	DOT DOCKET NO. 84-139
	)	OAL DOCKET NO. TRP 650-85
IN THE MATTER OF THE PETITION OF COMMUNITY COACH, INC. TO MODIFY AN EXISTING CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO CONDUCT REGULAR ROUTE AUTOBUS OPERATIONS BETWEEN ROCKAWAY AND POINTS AND PLACES IN NEW JERSEY TO ANY AND ALL HOTEL/CASINOS IN ATLANTIC CITY TO INCLUDE PICK-UP/DROP OFF POINTS IN SPARTA AND JEFFERSON TOWNSHIP, NEW JERSEY (DOT ROUTE FILE NO. 481-381)	)	DOT DOCKET NO. 84-166
	)	OAL DOCKET NO. TRP 561-85
IN THE MATTER OF ALLEGATIONS AS TO VIOLATIONS OF LAW AND REGULATIONS OF THE DEPARTMENT BY CARAVAN COACH LINES, INC.	)	DOT DOCKET NO. 84-188
	)	OAL DOCKET NO. TRP 562-85

Waters, McPherson, McNeill, Esqs., by
Nicholas I. Filocco, Esq., Secaucus, New
Jersey for Petitioner and Intervenor,
All Jersey Trails, Inc. and Petitioner,
Intervenor and Respondent, Caravan Coach
Lines, Inc.

Cole, Geaney, Yamner and Byrne, Esqs., by
Michael J. Sweeney, Esq., Paterson, New Jersey
for Petitioner and Intervenor,
Community Coach, Inc.

BY THE DEPARTMENT:

All Jersey Trails, Inc. ("All Jersey Trails" or "Petitioner I"), a public utility and corporation of the State of New Jersey, having its principal place of business at 284 Main Street, Butler, New Jersey and Caravan Coach Lines, Inc. ("Caravan Coach"), a public utility and corporation of the State of New Jersey, having its principal place of business at Route 15 South, Jefferson Township, New Jersey, by Petition filed on September 11, 1984, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 14:1-6.7, jointly requests approval of a transfer of Caravan Coach's existing Certificate of Public Convenience and Necessity to conduct regular route autobus operations between Sparta, New Jersey and points and places in New Jersey and any and all hotel/casinos in Atlantic City, New Jersey (DOT Route File No. 551-457). All Jersey Trails is the proposed transferee. Copies of the Petition were served upon the municipalities in which All Jersey Trails proposes to furnish service and to limousine/van/small bus and autobus carriers currently operating in or proposing to operate in the proposed service area. Notice of the proposed transfer of regular route service appeared twice, one week apart, in the "Star-Ledger", a newspaper published in Newark, New Jersey, on November 2 and 9, 1984. One (1) Motion to Intervene was filed with the Department on behalf of Community Coach, Inc. on October 19, 1984. Said Motion to Intervene was granted by the Department on January 4, 1985.

-continued-

PAGE TWO
ORDER OF PARTIAL APPROVAL
AND DISMISSAL

DOT DOCKET NO. 84-139
OAL DOCKET NO. TRP 650-85

DOT DOCKET NO. 84-166
OAL DOCKET NO. TRP 651-85

DOT DOCKET NO. 84-188
OAL DOCKET NO. TRP 562-85

Community Coach, Inc. ("Community Coach" or "Petitioner II"), a public utility and corporation of the State of New Jersey, having its principal place of business at 315 Howe Avenue, Passaic, New Jersey, by Petition filed November 21, 1984, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 14:1-6.7, requests a modification of its existing Certificate of Public Convenience and Necessity to conduct regular route autobus operations between Rockaway Township, New Jersey and points and places in New Jersey and any and all hotel/casinos in Atlantic City, New Jersey (DOT Route File No. 481-381) in order to authorize pick-up and drop off of passengers in Jefferson Township and Sparta, New Jersey. Copies of the Petition were served upon the municipalities which Community Coach proposes to furnish modified service and to limousine/van/small bus and autobus carriers currently operating in or proposing to operate in the proposed service area. Notice of the proposed modified regular route service appeared twice, one week apart, in "The New Jersey Herald", a newspaper published in Newton, New Jersey, on November 29 and December 6, 1984. One (1) Motion to Intervene was filed with the Department on behalf of All Jersey Trails, Inc. and Caravan Coach Lines, Inc. Said Motion to Intervene was granted by the Department on January 25, 1985.

Upon review of the above-mentioned petitions, the Department discovered that Caravan Coach's Sparta-Atlantic City regular route service had ceased operation without a petition for discontinuance having been first filed and approved by the Department, pursuant to N.J.S.A. 48:2-24. Consequently, the Department issued an Order to Show Cause against Caravan Coach Lines, Inc. (DOT Docket No. 84-188) on January 10, 1985. Specifically, the Department requested that the Office of Administrative Law determine whether: (1) Caravan Coach's above-mentioned Certificate of Public Convenience and Necessity should be revoked pursuant to N.J.S.A. 48:4-7 and; (2) financial penalties should be imposed against said carrier pursuant to N.J.S.A. 48:2-42.

The above-mentioned matters were transmitted to the Office of Administrative Law on January 25, 1985 for proper adjudication as a contested case. Further, the Department requested that these matters be consolidated in order to avoid any irreparable harm to the public. A Stipulation of Settlement was entered into between the parties and the Department. A copy of said Stipulation of Settlement is attached hereto as Exhibit A. Based on said Stipulation, an Order Concluding Contested Case was issued by the Office of Administrative Law on April 10, 1985.

The Department's records indicates that Petitioners I and II have the financial capability to operate and maintain route service. The record reveals, as well, that the Petitioners I and II appear fit, able and qualified to operate the services contemplated herein.

After review and consideration of the entire filing, including the Administrative Law Judge's Order Concluding Contested Case, the Department FINDS and DETERMINES that:

1. Petitioners I and II appear to be able to provide safe, adequate and proper service to the public.
2. The granting of a transfer of an existing Certificate of Public Convenience and Necessity to conduct regular route operations from Caravan Coach Lines, Inc. to All Jersey Trails, Inc., as well as the granting of a modification of an existing Certificate of Public Convenience and Necessity to conduct regular route operations to Community Coach, Inc., is in the public interest.

-continued-

PAGE THREE
ORDER OF PARTIAL APPROVAL
AND DISMISSAL

DOT DOCKET NO. 84-139
OAL DOCKET NO. TRP 650-85

DOT DOCKET NO. 84-166
OAL DOCKET NO. TRP 651-85

DOT DOCKET NO. 84-188
OAL DOCKET NO. TRP 562-85

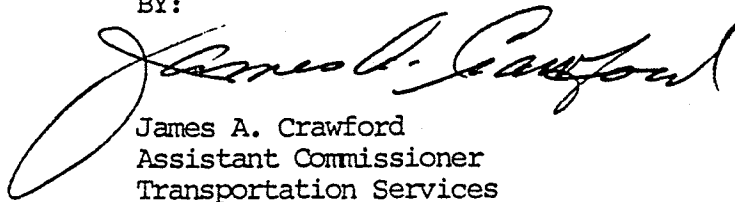
3. A certified check, in the amount of \$2,000, of Caravan Coach Lines, Inc. for payment of a fine imposed by this agency has been delivered as per the Stipulation of Settlement.
4. The issues in controversy have been resolved.

The Department, therefore, HEREBY APPROVES the transfer of an existing Certificate of Public Convenience and Necessity to conduct regular route operations between Sparta, New Jersey and points and places in New Jersey and any and all hotel/casinos in Atlantic City, New Jersey (DOT Route File No. 551-457) from Caravan Coach Lines, Inc. to All Jersey Trails, Inc. The new DOT Route File No. for this service shall be 551-520. The Department further HEREBY APPROVES the modification of an existing Certificate of Public Convenience and Necessity of Community Coach, Inc. to conduct regular route autobus operations between Rockaway Township and points and places in New Jersey to any and all hotel/casinos in Atlantic City, New Jersey to include pick-up/drop off points in Jefferson Township and Sparta, New Jersey. The DOT Route File No. for this service shall remain 481-381. Community Coach, Inc. and All Jersey Trails, Inc. shall operate schedules pursuant to the attached Stipulation of Settlement. Furthermore, the Order to Show Cause issued against Caravan Coach Lines, Inc. is HEREBY DISMISSED without prejudice based on the payment of \$2,000 by said carrier. The Department further ACCEPTS for filing the respective Initial Tariffs to be effective the date of this Order. The above-mentioned routes are to be operated in accordance with Schedule "A" attached hereto and made a part hereof. Upon meeting the conditions set forth in the attached Schedule "B's", these Certificates shall remain in full force and effect unless suspended, changed or revoked by the Department.

DATED:

5/15/85

DEPARTMENT OF TRANSPORTATION
BY:


James A. Crawford
Assistant Commissioner
Transportation Services

ALL JERSEY TRAILS, INC.

Has a Certificate of Public Convenience and Necessity
for the operation of autobuses over the following route:

SPARTA-ATLANTIC CITY BUS ROUTE
NJDOT ROUTE FILE NO. 551-520

Starting at the Sparta Shopping Center, Route #181, Sparta, thence via Route #181, Route #15, SPARTA; JEFFERSON TWP.; ROCKAWAY; Main Street, East Dewey Avenue, Route #15, Mt. Pleasant Avenue, Mt. Hope Avenue, Route #80, ROCKAWAY TWP.; ROCKAWAY BORO; ROCKAWAY TWP.; Route #46, West Broadway, Route #46, DENVILLE; MOUNTAIN LAKES; Route #287, PARSIPPANY-TROY HILLS; HANOVER; MORRIS TWP.; Ridgefield Avenue/Morris Avenue Exit, Morris Avenue, Route #287 - South, South Street (Madison Avenue), Route #24, MORRISTOWN; MORRIS TWP.; MADISON; CHATHAM BORO; John F. Kennedy Parkway, Route #24, Route #24/78, Garden State Parkway to Route #9 in FORDS; #9/35 SAYREVILLE; jughandle, SOUTH AMBOY; "U" Turn, Route #9/35 - North, Chevalier Avenue, Garden State Parkway - South, SAYREVILLE; to Exit #38, Atlantic City Expressway to ATLANTIC CITY.

DESIGNATED SERVICE POINTS

Sparta Shopping Center - Diner,
Route 181, Sparta

Lakeside Shopping Center -
Route 15 South, Jefferson Twp.

Wharton Shopping Center -
West Main Street, Wharton

Denville Center -
West Broadway and Route 53,
Denville

Train Station -
Morris Avenue, Morristown

Convent Station Center -
Route 24 and Convent Road,
Morris Township

Madison Center
Route 24 and Central Avenue,
madison

Chatham Center -
Route 24 and Fairmount Avenue,
Chatham

Short Hills Mall -
Kennedy Parkway & Route 24,
Millburn

Super Service Bus Co. -
Route 1 & Route 9 South,
South Amboy

Atlantic City Hotel/Casinos

-continued-

FARES

\$7.50	-	One Way
\$15.00	-	Round Trip

CASINO ROYALE SPECIALS

In conjunction with any casino packages,
at times, dates or promotions determined
by the carrier in its discretion.

\$10.00	-	Round Trip
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GROUP FARES

A block of ten or more tickets purchased
at one time for same trip.

\$14.00	-	Round Trip
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- (1) Reservations required on Saturday, Sunday or Holiday.
- (2) Tickets must be purchased at least twenty-four (24) hours in advance (subject, however, to waiver of such requirement by the carrier in its sole discretion), directly from the carrier or from authorized ticket agents.
- (3) The carrier reserves the right to change authorized ticket agents upon approval of the Department with seven (7) days prior notice.
- (4) Round trip fares for these purposes are defined as covering trips to the passenger's destination and return within a period of twenty-four (24) hours from the time of initial departure.

RESTRICTIONS

1. No passenger shall be picked up or discharged between the junction of New Jersey State Highway 82 and the New Jersey Garden State Parkway in Union, New Jersey and New Jersey Garden State Parkway Exit 125 (located immediately south of the Raritan River Bridge, at or adjoining the Raritan Toll Plaza, Sayreville, New Jersey and in northwesterly direction from South Amboy).
2. No local passengers shall be transported whose trips begin and end within Atlantic City.
3. Service shall be limited to the transportation of passengers originating at or destined to Atlantic City.
4. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197(3)a and 27:1A-44.
5. Each bus shall discharge and pick-up passengers at one casino.

NOTE: If there are any discrepancies concerning this document,
please notify the Department within thirty (30) days.

SCHEDULE "A"
DOT DOCKET NO. 82-48 (AMENDED)
DOT DOCKET NO. 82-49 (AMENDED)
DOT DOCKET NO. 84-166
OAL DOCKET NO. TRP 561-85

COMMUNITY COACH, INC.

Has a Certificate of Public Convenience and
Necessity for the operation of autobuses over
the following route:

SPARTA-MORRISTOWN-WEST ORANGE-ATLANTIC CITY BUS ROUTE
NJDOT ROUTE FILE NO. 481-381

REGULAR ROUTE

Starting at SPARTA, N.J. over Route #181 South (Woodport Road) to Route #15, Lake Hopatcong, N.J. Thence South over Route #15 and service road to Lakeside Shopping Center, JEFFERSON TOWNSHIP, N.J. Thence South over service road and Route #15, ROCKAWAY and WHARTON, N.J., to junction with Route #46, DOVER, N.J.; thence East over Route #46 to West Main Street (Morris County #513. Thence over West Main Street to Route #46, ROCKAWAY BORO., N.J. to Holiday Inn (Parking Lot), 707 Route #46, Parsippany, N.J. Thence over Route #46 West to South Beverwyk Road, thence over South Beverwyk Road to Route #80 West, to Exit 43. Thence over Interstate Route #287 South to Exit #35B, Route #10 West. Thence over Route #10 West to Ridgedale Avenue, CEDAR KNOLLS. Thence over Ridgedale Avenue to Lafayette Street to Morris Street, MORRISTOWN (from Morristown for operating convenience Interstate Route #287 South). Thence East over Morris Street to Morris Avenue. Thence East over Morris Avenue to junction of Columbia Turnpike, Morris County #510, MORRIS TWP. Thence East over Columbia Turnpike to South Orange Avenue, FLORHAM PARK, N.J. *Thence East over South Orange Avenue to Route #527 Spur. Thence over South Livingston Avenue to Northfield Road, Essex County #508.* Thence East over Northfield Road, West Orange, N.J. to Main Street, ORANGE, N.J. Thence East on Main Street to Centre Street. Thence South on Centre Street to Freeway Drive. Thence East on Freeway Drive to Interstate Route #280 East. Thence over Interstate Route #280 East to Garden State Parkway South. Thence via ACTA Bus Management Plan over Atlantic City Expy. to Missouri Avenue. Thence over Missouri Avenue to Pacific Avenue and/or Atlantic Avenue, North or South, or access streets to Hotels and/or Casinos, ATLANTIC CITY, N.J.

- * Alternatively, for the period of time that Communich Coach, Inc. has been requested to discontinue service to and from the Livingston Mall due to construction, thence East over Columbia Turnpike to Eisenhower Parkway. Thence North over the Eisenhower Parkway to Route #10, Livingston, New Jersey. Thence over Route #10 East to Livingston Avenue. Thence over South Livingston Avenue to Northfield Road, Essex County #508.

DESIGNATED SERVICE POINTS

TIME SCHEDULE TO ATLANTIC CITY

1.	New Sparta Diner 80 Woodport Road Sparta, N.J.	7:55 a.m.	8:30 a.m.	12:30 p.m.
2.	Lakeside Luncheonette Lakeside Shopping Center Jefferson Township, N.J.	8:05 a.m.	8:40 a.m.	12:40 p.m.
3.	Mountain Motor Inn Route #46 Rockaway Boro, N.J.	8:15 a.m.	9:00 a.m.	1:00 p.m.
4.	Holiday Inn 707 Route #46 Parsippany, N.J.	8:30 a.m.	9:15 a.m.	1:15 p.m.

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DESIGNATED SERVICE POINTS (CONT'D.)

TIME SCHEDULE TO ATLANTIC CITY

5.	Pec's Travel Ridgedale Avenue Cedar Knolls, N.J.	8:40 a.m.	9:25 a.m.	1:25 p.m.
6.	Richards Station Stop Luncheonette 133 Morris Street Morristown, N.J.	8:45 a.m.	9:30 a.m.	1:30 p.m.
7.	Florham Park Travel 182 Columbia Turnpike Florham Park, N.J.	9:00 a.m.	9:45 a.m.	1:45 p.m.
8.	(A) The Bagel Shop Livingston Mall Livingston, N.J.	9:05 a.m.	9:50 a.m.	1:50 p.m.
	(B) Silverman's Route 10 & Livingston Avenue Livingston, N.J.			
9.	Empress Travel Northfield Avenue West Orange, N.J.	9:15 a.m.	10:00 a.m.	2:00 p.m.
10.	Home Dairy 323 Main Street Orange, N.J.	9:20 a.m.	10:05 a.m.	2:05 p.m.
	Approximate Arrival in Atlantic City:	11:45 a.m.	12:30 p.m.	4:30 p.m.
	Departure Time: From Atlantic City	5:30 p.m.		

FARES*

\$12.00	-	One Way
\$20.00	-	Round Trip

* Community Coach, Inc. reserves the right to reduce fares for the public's convenience or as packages from casinos vary from time-to-time.

RESTRICTIONS

1. Service shall be limited to the transportation of passengers originating at or destined to Atlantic City.
2. No local passengers shall be transported whose trips begin and end within Atlantic City.
3. Reservation required for weekends and holiday trips.
4. Reservation required on weekdays when passenger is not returning the same day.

-continued-

PAGE THREE
SCHEDULE "A"
DOT DOCKET NO. 82-48 (AMENDED)
DOT DOCKET NO. 82-49 (AMENDED)
DOT DOCKET NO. 84-166
OAL DOCKET NO. TRP 561-85

RESTRICTIONS (CONT'D.)

5. Community Coach, Inc. shall be permitted to deviate from the prescribed route as set forth herein and take the most expeditious route from any service point, providing however, that another bus is dispatched to complete the prescribed route from said point.
6. Each bus shall discharge and pick-up passengers at one casino.

NOTE: If there are any discrepancies concerning this document,
please notify the Department within thirty (30) days.

SCHEDULE "B"
Regular Route Operations - Transfer

The attached aforesaid Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used to meet the specifications of N.J.A.C. 16:53-3.1 et. seq. and be insured in accordance with the requirements of N.J.S.A. 48:4-36;
2. The regular routes authorized to be transferred herein are to originate in the municipalities of Sparta, Jefferson Township, Wharton, Denville, Morristown, Morris Township, Madison, Chatham, Millburn and South Amboy.
3. Petitioner, upon completion of the transfer, shall within ten days thereof, give notice to the Department of the date the transaction is consummated.
4. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to the institution of service.
5. The authority granted shall not be construed as approval by this Department of the consideration for the transfer of the Certificate of Public Convenience and Necessity.
6. That Petitioner shall record the cost of obtaining the Certificate of Public Convenience and Necessity in Account 1550, Other Intangible property and amortize the amount in the account over a period of five years or write it off to surplus immediately.
7. Petitioner shall keep its books and records in conformity with the Uniform System of Accounts prescribed by the Department and file each year its annual report of operations on a calendar year basis on or before March 31 of the following year. It shall petition for approval of any additional issuance of securities, for approval of sale of property and any other matters as required under New Jersey Statutes and the New Jersey Administrative Code. Copies of the Uniform System of Accounts may be obtained from the Interstate Commerce Commission, Washington, DC 20423.
8. Petitioner shall file, within 30 days, the journal entry reflecting the transaction on its books and records in accordance with the Uniform System of Accounts prescribed for autobuses.
9. Transferor, within 60 days of the consummation of the transfer, shall file with the Department its final annual report covering the period of operations from January 1 of the current year to the date of consummation of the transfer.
10. This Order shall not affect, or in any way limit, the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the Petitioner.
11. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
12. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the equipment on its route operations, to enable it to furnish proper service.
13. Petitioner shall not conduct operation as approved and authorized herein unless and until there is full compliance with the above conditions; and this Order of Approval shall become null and void and of no effect unless fully exercised within 60 days from the date hereof.
14. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44.

SCHEDULE "B"
Regular Route Operation

The attached aforesaid Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used to meet the specifications of N.J.A.C. 16:53-3.1 et. seq. and be insured in accordance with the requirements of N.J.S.A. 48:4-36;
2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44;
3. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to institution of service;
4. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the autobus equipment on its route operations, to enable it to furnish proper service;
5. This Order shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the petitioner; and
6. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
7. Petitioner shall not conduct operations as approved and authorized herein unless and until there is full compliance with the above conditions; and this Order of Approval shall become null and void and of no effect unless fully exercised within 60 days from the date hereof.
8. Petitioner, as a public utility of the State of New Jersey, shall keep its books and records in conformity with the Uniform System of Accounts prescribed by the Department, file each year its annual report of operations on a calendar year basis on or before March 31 of the following year; and petition for authority to issue any additional securities, sales of property and receive approval or authority for any other matters required under the New Jersey Statutes and the New Jersey Administrative Code. Copies of the Uniform System of Accounts may be obtained from the Interstate Commerce Commission, Washington, DC 20423.

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
Gateway I - Suite 505
Market Street
Newark, New Jersey 07102

IN THE MATTER OF THE PETITION OF)
COMMUNITY COACH INC. FOR APPROVAL)
TO EXTEND ITS OPERATING AUTHORITY)
BY ADDING THE BOROUGH OF FLORHAM)
PARK AND THE CITY OF ORANGE TO ITS)
REGULAR ROUTE SERVICE BETWEEN ROCKAWAY)
AND ATLANTIC CITY)

ORDER OF APPROVAL

DOT DOCKET NOS. 82-48
82-49

Cole, Geaney, Yamner & Byrne, P.A., by
Michael J. Sweeney, Esq., Paterson, New
Jersey for Petitioner

BY THE DEPARTMENT:

Community Coach, Inc., (Petitioner) a public utility of the State of New Jersey, has the Department's approval for the operation of autobuses on the Morris County-Atlantic City Bus Route (NJDOT Route File No. 481-381).

Petitioner now requests the Department's approval to enlarge its operating authority by adding the Borough of Florham Park and the City of Orange as service points on the aforementioned bus route.

There is presently no regularly scheduled bus service between the Borough of Florham Park, the City of Orange and Atlantic City.

Petitioner believes that there is a public need for its proposed service and that public convenience and necessity warrants the issuance of operating authority to Petitioner. Petitioner further states that the extension of its route as proposed would provide bus service to residents presently without regularly scheduled public transportation.

A copy of the petition was served upon the clerk of Florham Park and upon the clerk of the City of Orange. A public notice by advertisement describing the purpose of the petition appeared in The Daily Record (Morris County) on April 10th and April 17, 1982. Public notice by advertisement also appeared in the Star-Ledger on April 10th and April 17, 1982.

Petitioner's proposed service to the Borough of Florham Park and the City of Orange was unopposed.

No change in fares is requested by Petitioner, as both extensions of route fall within the general service area of Petitioner's Morris County-Atlantic City bus route.

After consideration of the entire record herein, the Staff FINDS and DETERMINES:

1. That the proposed extensions appear to be warranted.
2. That the proposed extensions are necessary and proper for the public convenience.
3. That the public interest will not be adversely affected and will best be served by a grant of operating authority to Petitioner.
4. That the present approved fares on the Morris County-Atlantic City bus route on the extensions appear reasonable for the type of service to be provided.
5. That New Jersey riders will be provided with additional service.

PAGE 2

IN THE MATTER OF THE PETITION
OF COMMUNITY COACH, INC.
DOT DOCKET NOS. 82-48
82-49

6. That the Petitioner has provided autobus route service for many years in in the State of New Jersey and is fully qualified to provide adequate and proper service.

The Department, therefore, HEREBY APPROVES the extensions on the Morris County-Atlantic City Bus Route (NJDOT Route File No. 481-381) to be operated in accordance with Schedule "A" attached hereto and made part hereof.

The authority granted herein is being issued subject to all New Jersey Statutes Annotated, New Jersey Administrative Code and to the conditions listed in Schedule "B" attached hereto.

DATED:

September 10, 1982

DEPARTMENT OF TRANSPORTATION
BY:



Melvin R. Lehr
Assistant Commissioner
Transportation Services

COMMUNITY COACH, INC.

MORRIS COUNTY-ATLANTIC CITY BUS ROUTE
NJDOT ROUTE FILE NO. 481-381

Has a Certificate of Public Convenience and Necessity for the
operation of autobuses over the following route:

Starting at the Mountain Motor Inn, (Parking Lot) Route #46 Rockaway, thence
via Route #46, ROCKAWAY; DENVILLE; MOUNTAIN LAKES; South Beverwyck Road, Route #80-
West to Exit 43, Route #287-South, PARSIPPANY-TROY HILLS; to Exit 35-B, Route #10-West,
Ridgedale Avenue, HANOVER; Lafayette Avenue, Morris Street, Morris Avenue, Columbia Rd/
Route #510, MORRISTOWN; MORRIS TWP.; Columbia Turnpike, HANOVER; FLORHAM PARK; South
Orange Avenue/Route #510, J. F. Kennedy Parkway, South Livingston Avenue/Route #527,
East Northfield Road, LIVINGSTON; Northfield Avenue, Main Street, WEST ORANGE; South
Center Street, Freeway Drive, Route #280-East, Interchange #145 Garden State Parkway-
South, EAST ORANGE; Atlantic City Expressway, to Hotel/Casinos in ATLANTIC CITY.

Return via same route or nearest alternate street.

PICK-UP & DISCHARGE POINTS

Rockaway	Mountain Motor Inn, Route #46
Parsippany-Troy Hills	Holiday Inn, 707 Route #46
Hanover (Cedar Knolls)	Pec's Travel, Ridgedale Avenue
Morristown	Richards Station Stop Luncheonette, 133 Morris Street
Florham Park	Florham Park Travel, 182 Columbia Turnpike
Livingston	The Bagel Shop, Livingston Mall, South Orange Ave. & Walnut St. Silverman's, Route #10/E. Northfield Rd and Livingston Ave.
West Orange	Empress Travel, Northfield Avenue
Orange	Home Dairy, 323 Main Street

RESTRICTIONS

1. Service shall be limited to the transportation of passengers originating at or
destined to Atlantic City.
2. No local passengers shall be transported whose trips begin and end within Atlantic
City.
3. Reservation required for weekends and holiday trips.
4. Reservation required on weekdays when passenger is not returning the same day.
5. Community Coach, Inc. shall be permitted to deviate from the prescribed route as
set forth herein and take the most expeditious route from any service point,
providing however, that another bus is dispatched to complete the prescribed
route from said point.

FARES

<u>One Way</u>	<u>Round Trip</u>
\$7.50	\$15.00

Ticket will be sold by authorized agents. Half fare will be provided to the
elderly and handicapped in accordance with N.J.S.A. 27:1A-64 et seq.

U

The attached aforesaid Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used to meet the specifications of N.J.A.C. 14:11-2.1 et seq., and be insured in accordance with the requirements of N.J.S.A. 48:4-36;
2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44;
3. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted at least ten days prior to institution of service;
4. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the autobus equipment on its route operations, to enable it to furnish proper service;
5. This Order shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the petitioner; and
6. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
7. Petitioner shall not conduct operations as approved and authorized herein unless and until there is full compliance with the above conditions and this Order of Approval shall become null and void and of no effect unless fully exercised within 45 days from the date hereof.

STATE OF NEW JERSEY
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

IN THE MATTER OF THE PETITION)
OF COMMUNITY COACH INC., TO)
OPERATE A REGULAR ROUTE SER-)
VICE BETWEEN ROCKAWAY, NEW)
JERSEY AND TO POINTS AND)
PLACES IN NEW JERSEY TO)
ATLANTIC CITY, NEW JERSEY)
AS AMENDED.)

ORDER OF APPROVAL

Docket No. 80-64

Cole, Geaney, Yamner, & Byrne, P.A., Paterson,
New Jersey by John F. Geaney, Jr. for Community
Coach Inc.

BY THE DEPARTMENT:

On May 27, 1980, Community Coach Inc., (petitioner) a public utility and a corporation of the State of New Jersey, whose principal place of business is located at 315 Howe Ave., Passaic, New Jersey filed a petition and was supplemented on July 22, 1980 pursuant to N.J.A.C. 14:1-6.7 requesting the issuance of a Certificate of Public Convenience and Necessity for an autobus route operation between Rockaway and Atlantic City. An initial tariff was also filed.

The petition was supported by the Board of Public Transportation-County of Morris and an Essex County Freeholder.

Proper notice of the proposed route was given to Transport of New Jersey and Leisure Time Tours which operates in the area to be served. No objection to the petition was received by the Department to date.

After review and consideration of the filing by staff, the Department, HEREBY APPROVES the issuance of a Certificate of Public Convenience and Necessity to Community Coach Inc., for a regular route operation to be known as the Morris County-Atlantic City Bus Route, NJDOT Route File No. 481-381 in accordance with Schedule "A" attached hereto and part hereof.

This Decision and Order is issued subject to all applicable New Jersey statutes, New Jersey Administrative Code and to the following conditions:

1. All autobuses used under this approval shall be insured pursuant to the requirements of N.J.S.A. 48:4-36 and the equipment shall be in compliance with N.J.A.C. 14:11-2.1 et seq;
2. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the autobus equipment operated on the route, to enable it to furnish proper service;
3. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197;
4. This Decision and Order shall not affect or in any way limit the exercise of the authority of this Department, or the State, in any future petition, or in any proceeding with respect to rates, service, financing, accounting, capitalization, depreciation,

or any other matters affecting the petitioner;

5. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares (as set forth in Schedule "A") and the date service will be instituted;
6. The authorization herein granted shall become null and void and no effect unless there is compliance with all conditions set forth above within 45 days of the date of this Order.

This Certificate shall remain in full force and effect unless suspended, changed or revoked by the Department.

DATED: July 25, 1980

DEPARTMENT OF TRANSPORTATION

BY:

A handwritten signature in dark ink, appearing to read "John R. Jamieson", written over the printed name and title.

John R. Jamieson
Deputy Commissioner

Community Coach Inc.

Schedule "A"

Morris County-Atlantic City

Docket No. 80-64

NJDOT Route File No. 481-381

Has a Certificate of Public Convenience and
Necessity for the operation of autobuses over
the following route:

Starting at the Mountain Motor Inn, (Parking Lot) Route #46 Rockaway, thence via Route #46, ROCKAWAY; DENVILLE; MOUNTAIN LAKES; to (HOLIDAY INN, 707 Rte. #46-Parking Lot), South Beverwyck Road, Route #80 West, Exit 43 to Route #287 South, PARSIPPANY TROY HILLS; Exit 35-B to Route #10 West, Ridgedale Ave. to (Long's Travel-Cedar Knolls), Ridgedale Ave. HANOVER TWP; Lafayette St., Morris St. (Station Stop Luncheonette, 133 Morris St.), MORRISTOWN; Whippany Road, Route #10 East, HANOVER TWP; Old Mt. Pleasant Ave. Jughandle, Route #10 West (Rodeway Inn-Parking Lot), Littlell Road Jughandle, Route #10 East, EAST HANOVER; Eisenhower Parkway, Livingston Mall Jughandle to (Bagel Shop-Livingston Mall), South Orange Ave., Route #537 Spur (John F. Kennedy Blvd.), South Livingston Ave., Northfield Road, LIVINGSTON; (Empress Travel-581-B Northfield Road), Route #280 East, WEST ORANGE; then Empress via Garden State Parkway, Exit 38 to Atlantic City Expressway, to Hotel/Casinos in Atlantic City. Return via reversed route or nearest street, where one-way streets were used.

RESTRICTIONS

1. Service shall be limited to the transportation of passengers originating at or destined to Atlantic City.
2. No local passengers shall be transported whose trips begin and end within Atlantic City.
3. Reservation required for weekends and holiday trips.
4. Reservation required on weekdays when passenger is not returning the same day.

FARES

One Way

\$7.50

Round Trip

\$15.00

Ticket will be sold by authorized agents. Half fare will be provided to the elderly and handicapped in accordance with N.J.S.A. 27:1A-64 et seq.

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION

OFFICE OF
ADMINISTRATIVE LAW
FILED

APR 3 3 23 PM '85

IN THE MATTER OF THE PETITION OF
ALL JERSEY TRAILS, INC. FOR
APPROVAL OF A TRANSFER OF A
CERTIFICATE OF PUBLIC CONVENIENCE
AND NECESSITY FROM CARAVAN COACH
LINES, INC.

DOT DOCKET NO. 84-139

OAL DOCKET NO. TRP 00560-85

IN THE MATTER OF THE PETITION OF
COMMUNITY COACH, INC. FOR APPROVAL
TO MODIFY ITS CERTIFICATE OF PUBLIC
CONVENIENCE AND NECESSITY FOR
REGULAR ROUTE AUTOBUS OPERATIONS
BETWEEN ROCKAWAY AND POINTS AND
PLACES IN NEW JERSEY TO ATLANTIC
CITY

DOT DOCKET NO. 84-166

STIPULATION OF
SETTLEMENT

IN THE MATTER AS TO ALLEGATIONS
OF VIOLATIONS OF THE DEPARTMENT
OF TRANSPORTATION COMMITTED BY
CARAVAN COACH LINES, INC.
DOT DOCKET NO. 84-188

The undersigned, counsel for the above petitioners, and the
N.J. Dept. of Transportation, as a result of conferences and
settlement negotiations, hereby stipulate the following to Hon.
Sybil Moses, ALJ for prompt consideration and decision:

WHEREAS, a joint petition was filed by Caravan Coach Lines, Inc. and
All Jersey Trails, Inc. seeking the Department of Transportation's
approval of the transfer of a Certificate of Public Convenience
and Necessity held by Caravan Coach Lines, Inc. to All Jersey Trails, Inc.;

WHEREAS, because of health and financial reasons Caravan Coach
Lines, Inc. ceased operating the regular route without first

obtaining the Department of Transportation's approval;

WHEREAS, notwithstanding the proffered reasons, whether in good faith or otherwise, failure to petition for Department of Transportation approval prior to terminating regular route bus operations is a violation of statute;

WHEREAS, a petition was subsequently filed by Community Coach, Inc. seeking authority to extend a current regular route autobus operation into certain municipalities such as Sparta, and Jefferson Township in which Caravan Coach Lines, Inc. currently has operating authority, and;

WHEREAS, the petition of Community Coach, Inc. was consolidated with the joint petition of Caravan Coach Lines, Inc. and All Jersey Trails, Inc.;

WHEREAS, State of New Jersey Department of Transportation issued an Order to Show Cause against Caravan Coach Lines, Inc. as to why a fine or other sanction should not be imposed for failure to petition the Department of Transportation prior to terminating regular route operations, and;

WHEREAS, the Order to Show Cause proceeding was consolidated with all of the aforementioned petitions and matters before the Office of Administrative Law, and;

WHEREAS, all parties have reached an amicable settlement of all issues in this matter;

IT IS THEREFORE STIPULATED AND AGREED AS FOLLOWS:

1. The New Jersey Department of Transportation shall impose a fine of \$2,000 on Caravan Coach Lines, Inc. for failure to seek leave from the Department of Transportation prior to terminating its

regular route operations; and Caravan Coach Lines, Inc. shall pay said fine in full by certified check to the Secretary of the Treasury of the State of New Jersey, on or before April 30, 1985.

2. Community Coach, Inc. and All Jersey Trails, Inc. hereby agree to share on a fair and equitable basis the previously contested pickup points at the Sparta Shopping Center in Sparta, New Jersey, and the Lakeside Shopping Center in Jefferson Township, New Jersey.

3. The pickup and discharge schedule for All Jersey Trails, Inc. in connection with this Stipulation is attached hereto as Exhibit "A".

4. The pickup and discharge schedule for Community Coach, Inc. in connection with this Stipulation is attached as Exhibit "B".

5. This agreement is expressly conditioned upon DOT approval of the transfer of the Certificate of Public Convenience and Necessity at issue herein from Caravan Coach Lines, Inc. to All Jersey Trails, Inc.

6. This agreement is also expressly conditioned upon DOT approval and grant of permanent authority to Community Coach, Inc. concerning its application for an extension of its regular route service at issue herein.

7. This Stipulation constitutes the entire agreement of the undersigned parties, and shall be binding on all heirs, successors, assigns or subsidiaries of the undersigned parties.

8. No party to this agreement has made any other agreement, promise or representation not included in this document.

We hereby consent to the entry of the foregoing on behalf of the following parties:

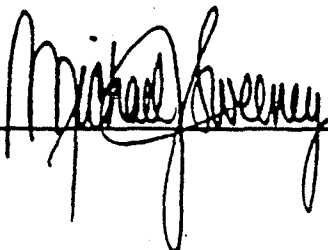
WATERS, McPHERSON, McNEILL, P.A.
Attorneys for All Jersey Trails, Inc.
and Caravan Coach Lines, Inc.

April 3, 1985
DATE

BY 
NICHOLAS I. FILOCCO

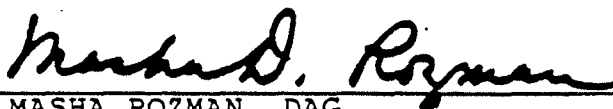
COLE, GEANEY, YAMNER & BYRNE
Attorneys for Community Coach, Inc.

April 3, 1985
DATE

BY 

IRWIN I. KIMMELMAN, Attorney General
of the State of New Jersey on behalf
of the N.J. Department of Transportat

March 27, 1985
DATE

BY 
MASHA ROZMAN, DAG

April 1, 1985
DATE

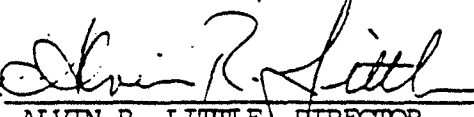
BY 
ALVIN R. LITTLE, DIRECTOR
OFFICE OF REGULATORY AFFAIRS

Exhibit A

ALL JERSEY TRAILS, INC.

N.J.D.O.T. File No. 84-139

<u>Passenger Pick-Up/Discharge Points</u>	<u>Time</u>
1. Sparta Shopping Center and/or The Sparta Diner Route 181, Sparta, NJ	7:30 A.M. 12:00 (Noor
2. Lakeside Shopping Center Route 15 South, Jefferson, NJ	7:40 A.M. 12:10 P.M.
3. Wharton Shopping Center West Main Street, Wharton, NJ	7:50 A.M. 12:20 P.M.
4. Denville Center West Broadway & Route 53, Denville, NJ	8:10 A.M. 12:40 P.M.
5. Train Station Morris Avenue, Morristown, NJ	8:40 A.M. 1:10 P.M.
6. Madison Center Route 24 & Central Avenue Madison, NJ	8:50 A.M. 1:20 P.M.
7. Chatham Center Route 24 & Fairmount Avenue Chatham, NJ	9:00 A.M. 1:30 P.M.

Exhibit B

COMMUNITY COACH, INC.

N.J.D.O.T. Route File No. 481-381

<u>Passenger Pick-Up/Discharge Points</u>	<u>Time</u>
1. Sparta Shopping Center and/or The Sparta Diner Route 181, Sparta, NJ	8:30 A.M. 12:30 P.M.
2. Lakeside Shopping Center Route 15, Jefferson, NJ	8:40 A.M. 12:40 P.M.



JIM FLORIO
GOVERNOR
STEVEN P. PERSKIE
CHAIRMAN

State of New Jersey
CASINO CONTROL COMMISSION
TENNESSEE AVENUE AND BOARDWALK
ATLANTIC CITY, NEW JERSEY 08401

JAMES R. HURLEY
VICE CHAIRMAN
LEANNA BROWN
FRANK J. DODD
JEANNINE LARUE
COMMISSIONERS
(609) 441-3422

"In the race for quality, there is no finish line."

September 30, 1993

Michael J. Sweeney, Esq.
The Law Office of Michael J. Sweeney
504 Valley Road
PO Box 3609
Wayne, NJ 07474

Re: Petition #007204 - Community Coach, Inc. (Log# 02427-70, Vrf# 00827)

Dear Mr. Sweeney:

Community Coach, Inc. has petitioned the Commission for a declaratory ruling that it need not renew its casino service industry license. By previous correspondence, you were advised that action on the petition was being held pending possible amendment to Commission regulations which determine whether a company needs to renew its license.

Be advised that at its Public Meeting of September 8, 1993 the Commission adopted such amendment to the regulations, a copy of which is enclosed. Under the amended regulations, it appears that Community Coach, Inc. is not conducting "regular or continuing business" with the casino industry, as defined by N.J.A.C. 19:51-1.2. Therefore, staff has determined that Community Coach, Inc. is not required to submit a renewal application. Further, because the amended regulation provides the relief sought, your petition is now moot and staff is administratively dismissing it.

However, if the company intends to transact business with Atlantic City casino/hotels, Community Coach, Inc. is required to have an updated Vendor Registration Form filed on its behalf by a casino licensee prior to October 30, 1993. This is the same form that is used for new vendors dealing with the casinos. Failure to have a Vendor Registration Form filed by that date will result in the enterprise being administratively removed from the Commission's Master Vendors List until a form is filed.

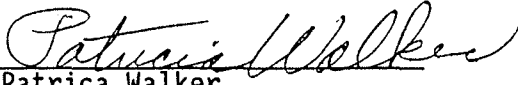
Unless we hear from Community Coach, Inc. to the contrary, it will be staff's position that the enterprise is choosing not to renew its casino service industry license. Should this be the case, please be sure to have the vendor registration form submitted by a casino with which Community Coach, Inc. is transacting business to avoid any interruption of business with the casino industry.

New Jersey Is An Equal Opportunity Employer

Any questions you have may be directed Patrica Walker of this office at (609) 441-3299.

Sincerely,

Sharon L. Hand, Manger
Enterprise License Bureau

By: 
Patrica Walker
Senior Analyst
Enterprise License Bureau

c Dorothy Staffieri
Senior Analyst
Legal Advisory Unit

Raymond J. Marquez
Deputy Attorney General
Division of Gaming Enforcement

File

STATE OF NEW JERSEY
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

IN THE MATTER OF THE PETITION)
OF COMMUNITY COACH INC., TO)
OPERATE A REGULAR ROUTE SER-)
VICE BETWEEN ROCKAWAY, NEW)
JERSEY AND TO POINTS AND)
PLACES IN NEW JERSEY TO)
ATLANTIC CITY, NEW JERSEY)
AS AMENDED.)

ORDER OF APPROVAL

Docket No. 80-64

Cole, Geaney, Yamner, & Byrne, P.A., Paterson,
New Jersey by John F. Geaney, Jr. for Community
Coach Inc.

BY THE DEPARTMENT:

On May 27, 1980, Community Coach Inc., (petitioner) a public utility and a corporation of the State of New Jersey, whose principal place of business is located at 315 Howe Ave., Passaic, New Jersey filed a petition and was supplemented on July 22, 1980 pursuant to N.J.A.C. 14:1-6.7 requesting the issuance of a Certificate of Public Convenience and Necessity for an autobus route operation between Rockaway and Atlantic City. An initial tariff was also filed.

The petition was supported by the Board of Public Transportation-County of Morris and an Essex County Freeholder.

Proper notice of the proposed route was given to Transport of New Jersey and Leisure Time Tours which operates in the area to be served. No objection to the petition was received by the Department to date.

After review and consideration of the filing by staff, the Department, HEREBY APPROVES the issuance of a Certificate of Public Convenience and Necessity to Community Coach Inc., for a regular route operation to be known as the Morris County-Atlantic City Bus Route, NJDOT Route File No. 481-381 in accordance with Schedule "A" attached hereto and part hereof.

This Decision and Order is issued subject to all applicable New Jersey statutes, New Jersey Administrative Code and to the following conditions:

1. All autobuses used under this approval shall be insured pursuant to the requirements of N.J.S.A. 48:4-36 and the equipment shall be in compliance with N.J.A.C. 14:11-2.1 et seq;
2. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the autobus equipment operated on the route, to enable it to furnish proper service;
3. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197;
4. This Decision and Order shall not affect or in any way limit the exercise of the authority of this Department, or the State, in any future petition, or in any proceeding with respect to rates, service, financing, accounting, capitalization, depreciation,

or any other matters affecting the petitioner;

5. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares (as set forth in Schedule "A") and the date service will be instituted;
6. The authorization herein granted shall become null and void and no effect unless there is compliance with all conditions set forth above within 45 days of the date of this Order.

This Certificate shall remain in full force and effect unless suspended, changed or revoked by the Department.

DATED: July 25, 1980

DEPARTMENT OF TRANSPORTATION

BY:

A handwritten signature in dark ink, appearing to read "John R. Jamieson", is written over the printed name and title.

John R. Jamieson
Deputy Commissioner

Community Coach Inc.

Schedule "A"

Morris County-Atlantic City

Docket No. 80-64

NJDOT Route File No. 481-381

Has a Certificate of Public Convenience and
Necessity for the operation of autobuses over
the following route:

Starting at the Mountain Motor Inn, (Parking Lot) Route #46 Rockaway, thence via Route #46, ROCKAWAY; DENVILLE; MOUNTAIN LAKES; to (HOLIDAY INN, 707 Rte. #46-Parking Lot), South Beverwyck Road, Route #80 West, Exit 43 to Route #287 South, PARSIPPANY TROY HILLS; Exit 35-B to Route #10 West, Ridgedale Ave. to (Long's Travel-Cedar Knolls), Ridgedale Ave. HANOVER TWP; Lafayette St., Morris St. (Station Stop Luncheonette, 133 Morris St.), MORRISTOWN; Whippany Road, Route #10 East, HANOVER TWP; Old Mt. Pleasant Ave. Jughandle, Route #10 West (Rodeway Inn-Parking Lot), Littlell Road Jughandle, Route #10 East, EAST HANOVER; Eisenhower Parkway, Livingston Mall Jughandle to (Bagel Shop-Livingston Mall), South Orange Ave., Route #537 Spur (John F. Kennedy Blvd.), South Livingston Ave., Northfield Road, LIVINGSTON; (Empress Travel-581-B Northfield Road), Route #280 East, WEST ORANGE; then Empress via Garden State Parkway, Exit 38 to Atlantic City Expressway, to Hotel/Casinos in Atlantic City. Return via reversed route or nearest street, where one-way streets were used.

RESTRICTIONS

1. Service shall be limited to the transportation of passengers originating at or destined to Atlantic City.
2. No local passengers shall be transported whose trips begin and end within Atlantic City.
3. Reservation required for weekends and holiday trips.
4. Reservation required on weekdays when passenger is not returning the same day.

FARES

<u>One Way</u>	<u>Round Trip</u>
\$7.50	\$15.00

Ticket will be sold by authorized agents. Half fare will be provided to the elderly and handicapped in accordance with N.J.S.A. 27:1A-64 et seq.

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
Gateway I - Suite 505
Market Street
Newark, New Jersey 07102

IN THE MATTER OF THE PETITION OF)
COMMUNITY COACH INC. FOR APPROVAL)
TO EXTEND ITS OPERATING AUTHORITY)
BY ADDING THE BOROUGH OF FLORHAM)
PARK AND THE CITY OF ORANGE TO ITS)
REGULAR ROUTE SERVICE BETWEEN ROCKAWAY)
AND ATLANTIC CITY)

ORDER OF APPROVAL

DOT DOCKET NOS. 82-48
82-49

Cole, Geaney, Yamner & Byrne, P.A., by
Michael J. Sweeney, Esq., Paterson, New
Jersey for Petitioner

BY THE DEPARTMENT:

Community Coach, Inc., (Petitioner) a public utility of the State of New Jersey, has the Department's approval for the operation of autobuses on the Morris County-Atlantic City Bus Route (NJDOT Route File No. 481-381).

Petitioner now requests the Department's approval to enlarge its operating authority by adding the Borough of Florham Park and the City of Orange as service points on the aforementioned bus route.

There is presently no regularly scheduled bus service between the Borough of Florham Park, the City of Orange and Atlantic City.

Petitioner believes that there is a public need for its proposed service and that public convenience and necessity warrants the issuance of operating authority to Petitioner. Petitioner further states that the extension of its route as proposed would provide bus service to residents presently without regularly scheduled public transportation.

A copy of the petition was served upon the clerk of Florham Park and upon the clerk of the City of Orange. A public notice by advertisement describing the purpose of the petition appeared in The Daily Record (Morris County) on April 10th and April 17, 1982. Public notice by advertisement also appeared in the Star-Ledger on April 10th and April 17, 1982.

Petitioner's proposed service to the Borough of Florham Park and the City of Orange was unopposed.

No change in fares is requested by Petitioner, as both extensions of route fall within the general service area of Petitioner's Morris County-Atlantic City bus route.

After consideration of the entire record herein, the Staff FINDS and DETERMINES:

1. That the proposed extensions appear to be warranted.
2. That the proposed extensions are necessary and proper for the public convenience.
3. That the public interest will not be adversely affected and will best be served by a grant of operating authority to Petitioner.
4. That the present approved fares on the Morris County-Atlantic City bus route on the extensions appear reasonable for the type of service to be provided.
5. That New Jersey riders will be provided with additional service.

PAGE 2
IN THE MATTER OF THE PETITION
OF COMMUNITY COACH, INC.
DOT DOCKET NOS. 82-48.
82-49

6. That the Petitioner has provided autobus route service for many years in in the State of New Jersey and is fully qualified to provide adequate and proper service.

The Department, therefore, HEREBY APPROVES the extensions on the Morris County-Atlantic City Bus Route (NJDOT Route File No. 481-381) to be operated in accordance with Schedule "A" attached hereto and made part hereof.

The authority granted herein is being issued subject to all New Jersey Statutes Annotated, New Jersey Administrative Code and to the conditions listed in Schedule "B" attached hereto.

DATED:

September 10, 1982

DEPARTMENT OF TRANSPORTATION
BY:



Melvin R. Lehr
Assistant Commissioner
Transportation Services

COMMUNITY COACH, INC.

MORRIS COUNTY-ATLANTIC CITY BUS ROUTE
NJDOT ROUTE FILE NO. 481-381

Has a Certificate of Public Convenience and Necessity for the
operation of autobuses over the following route:

Starting at the Mountain Motor Inn, (Parking Lot) Route #46 Rockaway, thence
via Route #46, ROCKAWAY; DENVILLE; MOUNTAIN LAKES; South Beverwyck Road, Route #80-
West to Exit 43, Route #287-South, PARSIPPANY-TROY HILLS; to Exit 35-B, Route #10-West,
Ridgedale Avenue, HANOVER; Lafayette Avenue, Morris Street, Morris Avenue, Columbia Rd/
Route #510, MORRISTOWN; MORRIS TWP.; Columbia Turnpike, HANOVER; FLORHAM PARK; South
Orange Avenue/Route #510, J. F. Kennedy Parkway, South Livingston Avenue/Route #527,
East Northfield Road, LIVINGSTON; Northfield Avenue, Main Street, WEST ORANGE; South
Center Street, Freeway Drive, Route #280-East, Interchange #145 Garden State Parkway-
South, EAST ORANGE; Atlantic City Expressway, to Hotel/Casinos in ATLANTIC CITY.

Return via same route or nearest alternate street.

PICK-UP & DISCHARGE POINTS

Rockaway	Mountain Motor Inn, Route #46
Parsippany-Troy Hills	Holiday Inn, 707 Route #46
Hanover (Cedar Knolls)	Pec's Travel, Ridgedale Avenue
Morristown	Richards Station Stop Luncheonette, 133 Morris Street
Florham Park	Florham Park Travel, 182 Columbia Turnpike
Livingston	The Bagel Shop, Livingston Mall, South Orange Ave. & Walnut St. Silverman's, Route #10/E. Northfield Rd and Livingston Ave.
West Orange	Empress Travel, Northfield Avenue
Orange	Home Dairy, 323 Main Street

RESTRICTIONS

1. Service shall be limited to the transportation of passengers originating at or
destined to Atlantic City.
2. No local passengers shall be transported whose trips begin and end within Atlantic
City.
3. Reservation required for weekends and holiday trips.
4. Reservation required on weekdays when passenger is not returning the same day.
5. Community Coach, Inc. shall be permitted to deviate from the prescribed route as
set forth herein and take the most expeditious route from any service point,
providing however, that another bus is dispatched to complete the prescribed
route from said point.

FARES

<u>One Way</u>	<u>Round Trip</u>
\$7.50	\$15.00

Ticket will be sold by authorized agents. Half fare will be provided to the
elderly and handicapped in accordance with N.J.S.A. 27:1A-64 et seq.

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The attached aforesaid Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used to meet the specifications of N.J.A.C. 14:11-2.1 et seq., and be insured in accordance with the requirements of N.J.S.A. 48:4-36;
2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44;
3. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted at least ten days prior to institution of service;
4. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the autobus equipment on its route operations, to enable it to furnish proper service;
5. This Order shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the petitioner; and
6. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
7. Petitioner shall not conduct operations as approved and authorized herein unless and until there is full compliance with the above conditions and this Order of Approval shall become null and void and of no effect unless fully exercised within 45 days from the date hereof.

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
McCarter Highway and Market Street
P. O. Box 10009
Newark, New Jersey 07101

COPY

IN THE MATTER OF THE PETITION OF ALL JERSEY TRAILS, INC. FOR APPROVAL OF A TRANSFER OF AN EXISTING CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO CONDUCT REGULAR ROUTE AUTOBUS OPERATIONS BETWEEN SPARTA AND POINTS AND PLACES IN NEW JERSEY TO ANY AND ALL HOTEL/CASINOS IN ATLANTIC CITY FROM CARAVAN COACH LINES, INC. (DOT ROUTE FILE NO. 551-520)	)	ORDER OF PARTIAL APPROVAL AND DISMISSAL
	)	DOT DOCKET NO. 84-139
	)	OAL DOCKET NO. TRP 650-85
IN THE MATTER OF THE PETITION OF COMMUNITY COACH, INC. TO MODIFY AN EXISTING CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO CONDUCT REGULAR ROUTE AUTOBUS OPERATIONS BETWEEN ROCKAWAY AND POINTS AND PLACES IN NEW JERSEY TO ANY AND ALL HOTEL/CASINOS IN ATLANTIC CITY TO INCLUDE PICK-UP/DROP OFF POINTS IN SPARTA AND JEFFERSON TOWNSHIP, NEW JERSEY (DOT ROUTE FILE NO. 481-381)	)	DOT DOCKET NO. 84-166
	)	OAL DOCKET NO. TRP 561-85
IN THE MATTER OF ALLEGATIONS AS TO VIOLATIONS OF LAW AND REGULATIONS OF THE DEPARTMENT BY CARAVAN COACH LINES, INC.	)	DOT DOCKET NO. 84-188
	)	OAL DOCKET NO. TRP 562-85

Waters, McPherson, McNeill, Esqs., by
Nicholas I. Filocco, Esq., Secaucus, New
Jersey for Petitioner and Intervenor,
All Jersey Trails, Inc. and Petitioner,
Intervenor and Respondent, Caravan Coach
Lines, Inc.

Cole, Geaney, Yanner and Byrne, Esqs., by
Michael J. Sweeney, Esq., Paterson, New Jersey
for Petitioner and Intervenor,
Community Coach, Inc.

BY THE DEPARTMENT:

All Jersey Trails, Inc. ("All Jersey Trails" or "Petitioner I"), a public utility and corporation of the State of New Jersey, having its principal place of business at 284 Main Street, Butler, New Jersey and Caravan Coach Lines, Inc. ("Caravan Coach"), a public utility and corporation of the State of New Jersey, having its principal place of business at Route 15 South, Jefferson Township, New Jersey, by Petition filed on September 11, 1984, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 14:1-6.7, jointly requests approval of a transfer of Caravan Coach's existing Certificate of Public Convenience and Necessity to conduct regular route autobus operations between Sparta, New Jersey and points and places in New Jersey and any and all hotel/casinos in Atlantic City, New Jersey (DOT Route File No. 551-457). All Jersey Trails is the proposed transferee. Copies of the Petition were served upon the municipalities in which All Jersey Trails proposes to furnish service and to limousine/van/small bus and autobus carriers currently operating in or proposing to operate in the proposed service area. Notice of the proposed transfer of regular route service appeared twice, one week apart, in the "Star-Ledger", a newspaper published in Newark, New Jersey, on November 2 and 9, 1984. One (1) Motion to Intervene was filed with the Department on behalf of Community Coach, Inc. on October 19, 1984. Said Motion to Intervene was granted by the Department on January 4, 1985.

-continued-

PAGE TWO
ORDER OF PARTIAL APPROVAL
AND DISMISSAL

DOT DOCKET NO. 84-139
OAL DOCKET NO. TRP 650-85

DOT DOCKET NO. 84-166
OAL DOCKET NO. TRP 651-85

DOT DOCKET NO. 84-188
OAL DOCKET NO. TRP 562-85

Community Coach, Inc. ("Community Coach" or "Petitioner II"), a public utility and corporation of the State of New Jersey, having its principal place of business at 315 Howe Avenue, Passaic, New Jersey, by Petition filed November 21, 1984, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 14:1-6.7, requests a modification of its existing Certificate of Public Convenience and Necessity to conduct regular route autobus operations between Rockaway Township, New Jersey and points and places in New Jersey and any and all hotel/casinos in Atlantic City, New Jersey (DOT Route File No. 481-381) in order to authorize pick-up and drop off of passengers in Jefferson Township and Sparta, New Jersey. Copies of the Petition were served upon the municipalities which Community Coach proposes to furnish modified service and to limousine/van/small bus and autobus carriers currently operating in or proposing to operate in the proposed service area. Notice of the proposed modified regular route service appeared twice, one week apart, in "The New Jersey Herald", a newspaper published in Newton, New Jersey, on November 29 and December 6, 1984. One (1) Motion to Intervene was filed with the Department on behalf of All Jersey Trails, Inc. and Caravan Coach Lines, Inc. Said Motion to Intervene was granted by the Department on January 25, 1985.

Upon review of the above-mentioned petitions, the Department discovered that Caravan Coach's Sparta-Atlantic City regular route service had ceased operation without a petition for discontinuance having been first filed and approved by the Department, pursuant to N.J.S.A. 48:2-24. Consequently, the Department issued an Order to Show Cause against Caravan Coach Lines, Inc. (DOT Docket No. 84-188) on January 10, 1985. Specifically, the Department requested that the Office of Administrative Law determine whether: (1) Caravan Coach's above-mentioned Certificate of Public Convenience and Necessity should be revoked pursuant to N.J.S.A. 48:4-7 and; (2) financial penalties should be imposed against said carrier pursuant to N.J.S.A. 48:2-42.

The above-mentioned matters were transmitted to the Office of Administrative Law on January 25, 1985 for proper adjudication as a contested case. Further, the Department requested that these matters be consolidated in order to avoid any irreparable harm to the public. A Stipulation of Settlement was entered into between the parties and the Department. A copy of said Stipulation of Settlement is attached hereto as Exhibit A. Based on said Stipulation, an Order Concluding Contested Case was issued by the Office of Administrative Law on April 10, 1985.

The Department's records indicates that Petitioners I and II have the financial capability to operate and maintain route service. The record reveals, as well, that the Petitioners I and II appear fit, able and qualified to operate the services contemplated herein.

After review and consideration of the entire filing, including the Administrative Law Judge's Order Concluding Contested Case, the Department FINDS and DETERMINES that:

1. Petitioners I and II appear to be able to provide safe, adequate and proper service to the public.
2. The granting of a transfer of an existing Certificate of Public Convenience and Necessity to conduct regular route operations from Caravan Coach Lines, Inc. to All Jersey Trails, Inc., as well as the granting of a modification of an existing Certificate of Public Convenience and Necessity to conduct regular route operations to Community Coach, Inc., is in the public interest.

-continued-

PAGE THREE
ORDER OF PARTIAL APPROVAL
AND DISMISSAL

DOT DOCKET NO. 84-139
OAL DOCKET NO. TRP 650-85

DOT DOCKET NO. 84-166
OAL DOCKET NO. TRP 651-85

DOT DOCKET NO. 84-188
OAL DOCKET NO. TRP 562-85

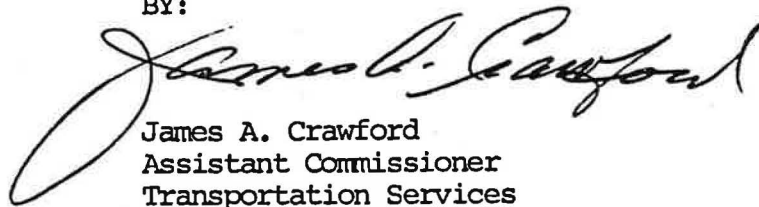
3. A certified check, in the amount of \$2,000, of Caravan Coach Lines, Inc. for payment of a fine imposed by this agency has been delivered as per the Stipulation of Settlement.
4. The issues in controversy have been resolved.

The Department, therefore, HEREBY APPROVES the transfer of an existing Certificate of Public Convenience and Necessity to conduct regular route operations between Sparta, New Jersey and points and places in New Jersey and any and all hotel/casinos in Atlantic City, New Jersey (DOT Route File No. 551-457) from Caravan Coach Lines, Inc. to All Jersey Trails, Inc. The new DOT Route File No. for this service shall be 551-520. The Department further HEREBY APPROVES the modification of an existing Certificate of Public Convenience and Necessity of Community Coach, Inc. to conduct regular route autobus operations between Rockaway Township and points and places in New Jersey to any and all hotel/casinos in Atlantic City, New Jersey to include pick-up/drop off points in Jefferson Township and Sparta, New Jersey. The DOT Route File No. for this service shall remain 481-381. Community Coach, Inc. and All Jersey Trails, Inc. shall operate schedules pursuant to the attached Stipulation of Settlement. Furthermore, the Order to Show Cause issued against Caravan Coach Lines, Inc. is HEREBY DISMISSED without prejudice based on the payment of \$2,000 by said carrier. The Department further ACCEPTS for filing the respective Initial Tariffs to be effective the date of this Order. The above-mentioned routes are to be operated in accordance with Schedule "A" attached hereto and made a part hereof. Upon meeting the conditions set forth in the attached Schedule "B's", these Certificates shall remain in full force and effect unless suspended, changed or revoked by the Department.

DATED:

5/15/85

DEPARTMENT OF TRANSPORTATION
BY:


James A. Crawford
Assistant Commissioner
Transportation Services

SCHEDULE "A"

DOT DOCKET NO. 84-139

OAL DOCKET NO. TRP 650-85

ALL JERSEY TRAILS, INC.

Has a Certificate of Public Convenience and Necessity
for the operation of autobuses over the following route:

SPARTA-ATLANTIC CITY BUS ROUTE
NJDOT ROUTE FILE NO. 551-520

Starting at the Sparta Shopping Center, Route #181, Sparta, thence via Route #181, Route #15, SPARTA; JEFFERSON TWP.; ROCKAWAY; Main Street, East Dewey Avenue, Route #15, Mt. Pleasant Avenue, Mt. Hope Avenue, Route #80, ROCKAWAY TWP.; ROCKAWAY BORO; ROCKAWAY TWP.; Route #46, West Broadway, Route #46, DENVILLE; MOUNTAIN LAKES; Route #287, PARSIPPANY-TROY HILLS; HANOVER; MORRIS TWP.; Ridgefield Avenue/Morris Avenue Exit, Morris Avenue, Route #287 - South, South Street (Madison Avenue), Route #24, MORRISTOWN; MORRIS TWP.; MADISON; CHATHAM BORO; John F. Kennedy Parkway, Route #24, Route #24/78, Garden State Parkway to Route #9 in FORDS; #9/35 SAYREVILLE; jughandle, SOUTH AMBOY; "U" Turn, Route #9/35 - North, Chevalier Avenue, Garden State Parkway - South, SAYREVILLE; to Exit #38, Atlantic City Expressway to ATLANTIC CITY.

DESIGNATED SERVICE POINTS

Sparta Shopping Center - Diner,
Route 181, Sparta

Lakeside Shopping Center -
Route 15 South, Jefferson Twp.

Wharton Shopping Center -
West Main Street, Wharton

Denville Center -
West Broadway and Route 53,
Denville

Train Station -
Morris Avenue, Morristown

Convent Station Center -
Route 24 and Convent Road,
Morris Township

Madison Center
Route 24 and Central Avenue,
madison

Chatham Center -
Route 24 and Fairmount Avenue,
Chatham

Short Hills Mall -
Kennedy Parkway & Route 24,
Millburn

Super Service Bus Co. -
Route 1 & Route 9 South,
South Amboy

Atlantic City Hotel/Casinos

-continued-

FARES

\$7.50	-	One Way
\$15.00	-	Round Trip

CASINO ROYALE SPECIALS

In conjunction with any casino packages,
at times, dates or promotions determined
by the carrier in its discretion.

\$10.00	-	Round Trip
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GROUP FARES

A block of ten or more tickets purchased
at one time for same trip.

\$14.00	-	Round Trip
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- (1) Reservations required on Saturday, Sunday or Holiday.
- (2) Tickets must be purchased at least twenty-four (24) hours in advance (subject, however, to waiver of such requirement by the carrier in its sole discretion), directly from the carrier or from authorized ticket agents.
- (3) The carrier reserves the right to change authorized ticket agents upon approval of the Department with seven (7) days prior notice.
- (4) Round trip fares for these purposes are defined as covering trips to the passenger's destination and return within a period of twenty-four (24) hours from the time of initial departure.

RESTRICTIONS

1. No passenger shall be picked up or discharged between the junction of New Jersey State Highway 82 and the New Jersey Garden State Parkway in Union, New Jersey and New Jersey Garden State Parkway Exit 125 (located immediately south of the Raritan River Bridge, at or adjoining the Raritan Toll Plaza, Sayreville, New Jersey and in northwesterly direction from South Amboy).
2. No local passengers shall be transported whose trips begin and end within Atlantic City.
3. Service shall be limited to the transportation of passengers originating at or destined to Atlantic City.
4. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197(3)a and 27:1A-44.
5. Each bus shall discharge and pick-up passengers at one casino.

NOTE: If there are any discrepancies concerning this document,
please notify the Department within thirty (30) days.

SCHEDULE "A"
DOT DOCKET NO. 82-48 (AMENDED)
DOT DOCKET NO. 82-49 (AMENDED)
DOT DOCKET NO. 84-166
OAL DOCKET NO. TRP 561-85

COMMUNITY COACH, INC.

Has a Certificate of Public Convenience and
Necessity for the operation of autobuses over
the following route:

SPARTA-MORRISTOWN-WEST ORANGE-ATLANTIC CITY BUS ROUTE
NJDOT ROUTE FILE NO. 481-381

REGULAR ROUTE

Starting at SPARTA, N.J. over Route #181 South (Woodport Road) to Route #15, Lake Hopatcong, N.J. Thence South over Route #15 and service road to Lakeside Shopping Center, JEFFERSON TOWNSHIP, N.J. Thence South over service road and Route #15, ROCKAWAY and WHARTON, N.J., to junction with Route #46, DOVER, N.J.; thence East over Route #46 to West Main Street (Morris County #513. Thence over West Main Street to Route #46, ROCKAWAY BORO., N.J. to Holiday Inn (Parking Lot), 707 Route #46, Parsippany, N.J. Thence over Route #46 West to South Beverwyk Road, thence over South Beverwyk Road to Route #80 West, to Exit 43. Thence over Interstate Route #287 South to Exit #35B, Route #10 West. Thence over Route #10 West to Ridgedale Avenue, CEDAR KNOLLS. Thence over Ridgedale Avenue to Lafayette Street to Morris Street, MORRISTOWN (from Morristown for operating convenience Interstate Route #287 South). Thence East over Morris Street to Morris Avenue. Thence East over Morris Avenue to junction of Columbia Turnpike, Morris County #510, MORRIS TWP. Thence East over Columbia Turnpike to South Orange Avenue, FLORHAM PARK, N.J. *Thence East over South Orange Avenue to Route #527 Spur. Thence over South Livingston Avenue to Northfield Road, Essex County #508.* Thence East over Northfield Road, West Orange, N.J. to Main Street, ORANGE, N.J. Thence East on Main Street to Centre Street. Thence South on Centre Street to Freeway Drive. Thence East on Freeway Drive to Interstate Route #280 East. Thence over Interstate Route #280 East to Garden State Parkway South. Thence via ACTA Bus Management Plan over Atlantic City Expy. to Missouri Avenue. Thence over Missouri Avenue to Pacific Avenue and/or Atlantic Avenue, North or South, or access streets to Hotels and/or Casinos, ATLANTIC CITY, N.J.

- * Alternatively, for the period of time that Communich Coach, Inc. has been requested to discontinue service to and from the Livingston Mall due to construction, thence East over Columbia Turnpike to Eisenhower Parkway. Thence North over the Eisenhower Parkway to Route #10, Livingston, New Jersey. Thence over Route #10 East to Livingston Avenue. Thence over South Livingston Avenue to Northfield Road, Essex County #508.

DESIGNATED SERVICE POINTS

TIME SCHEDULE TO ATLANTIC CITY

1.	New Sparta Diner 80 Woodport Road Sparta, N.J.	7:55 a.m.	8:30 a.m.	12:30 p.m.
2.	Lakeside Luncheonette Lakeside Shopping Center Jefferson Township, N.J.	8:05 a.m.	8:40 a.m.	12:40 p.m.
3.	Mountain Motor Inn Route #46 Rockaway Boro, N.J.	8:15 a.m.	9:00 a.m.	1:00 p.m.
4.	Holiday Inn 707 Route #46 Parsippany, N.J.	8:30 a.m.	9:15 a.m.	1:15 p.m.

-continued-

DESIGNATED SERVICE POINTS (CONT'D.)

TIME SCHEDULE TO ATLANTIC CITY

5.	Pec's Travel Ridgedale Avenue Cedar Knolls, N.J.	8:40 a.m.	9:25 a.m.	1:25 p.m.
6.	Richards Station Stop Luncheonette 133 Morris Street Morristown, N.J.	8:45 a.m.	9:30 a.m.	1:30 p.m.
7.	Florham Park Travel 182 Columbia Turnpike Florham Park, N.J.	9:00 a.m.	9:45 a.m.	1:45 p.m.
8.	(A) The Bagel Shop Livingston Mall Livingston, N.J.	9:05 a.m.	9:50 a.m.	1:50 p.m.
	(B) Silverman's Route 10 & Livingston Avenue Livingston, N.J.			
9,	Empress Travel Northfield Avenue West Orange, N.J.	9:15 a.m.	10:00 a.m.	2:00 p.m.
10.	Home Dairy 323 Main Street Orange, N.J.	9:20 a.m.	10:05 a.m.	2:05 p.m.
	Approximate Arrival in Atlantic City:	11:45 a.m.	12:30 p.m.	4:30 p.m.
	Departure Time: From Atlantic City	5:30 p.m.		

FARES*

\$12.00	-	One Way
\$20.00	-	Round Trip

* Community Coach, Inc. reserves the right to reduce fares for the public's convenience or as packages from casinos vary from time-to-time.

RESTRICTIONS

1. Service shall be limited to the transportation of passengers originating at or destined to Atlantic City.
2. No local passengers shall be transported whose trips begin and end within Atlantic City.
3. Reservation required for weekends and holiday trips.
4. Reservation required on weekdays when passenger is not returning the same day.

-continued-

PAGE THREE
SCHEDULE "A"
DOT DOCKET NO. 82-48 (AMENDED)
DOT DOCKET NO. 82-49 (AMENDED)
DOT DOCKET NO. 84-166
OAL DOCKET NO. TRP 561-85

RESTRICTIONS (CONT'D.)

5. Community Coach, Inc. shall be permitted to deviate from the prescribed route as set forth herein and take the most expeditious route from any service point, providing however, that another bus is dispatched to complete the prescribed route from said point.
6. Each bus shall discharge and pick-up passengers at one casino.

NOTE: If there are any discrepancies concerning this document, please notify the Department within thirty (30) days.

SCHEDULE "B"
Regular Route Operations - Transfer

The attached aforesaid Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used to meet the specifications of N.J.A.C. 16:53-3.1 et. seq. and be insured in accordance with the requirements of N.J.S.A. 48:4-36;
2. The regular routes authorized to be transferred herein are to originate in the municipalities of Sparta, Jefferson Township, Wharton, Denville, Morristown, Morris Township, Madison, Chatham, Millburn and South Amboy.
3. Petitioner, upon completion of the transfer, shall within ten days thereof, give notice to the Department of the date the transaction is consummated.
4. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to the institution of service.
5. The authority granted shall not be construed as approval by this Department of the consideration for the transfer of the Certificate of Public Convenience and Necessity.
6. That Petitioner shall record the cost of obtaining the Certificate of Public Convenience and Necessity in Account 1550, Other Intangible property and amortize the amount in the account over a period of five years or write it off to surplus immediately.
7. Petitioner shall keep its books and records in conformity with the Uniform System of Accounts prescribed by the Department and file each year its annual report of operations on a calendar year basis on or before March 31 of the following year. It shall petition for approval of any additional issuance of securities, for approval of sale of property and any other matters as required under New Jersey Statutes and the New Jersey Administrative Code. Copies of the Uniform System of Accounts may be obtained from the Interstate Commerce Commission, Washington, DC 20423.
8. Petitioner shall file, within 30 days, the journal entry reflecting the transaction on its books and records in accordance with the Uniform System of Accounts prescribed for autobuses.
9. Transferor, within 60 days of the consummation of the transfer, shall file with the Department its final annual report covering the period of operations from January 1 of the current year to the date of consummation of the transfer.
10. This Order shall not affect, or in any way limit, the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the Petitioner.
11. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
12. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the equipment on its route operations, to enable it to furnish proper service.
13. Petitioner shall not conduct operation as approved and authorized herein unless and until there is full compliance with the above conditions; and this Order of Approval shall become null and void and of no effect unless fully exercised within 60 days from the date hereof.
14. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44.

SCHEDULE "B"
Regular Route Operation

The attached aforesaid Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used to meet the specifications of N.J.A.C. 16:53-3.1 et. seq. and be insured in accordance with the requirements of N.J.S.A. 48:4-36;
2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44;
3. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to institution of service;
4. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the autobus equipment on its route operations, to enable it to furnish proper service;
5. This Order shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the petitioner; and
6. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
7. Petitioner shall not conduct operations as approved and authorized herein unless and until there is full compliance with the above conditions; and this Order of Approval shall become null and void and of no effect unless fully exercised within 60 days from the date hereof.
8. Petitioner, as a public utility of the State of New Jersey, shall keep its books and records in conformity with the Uniform System of Accounts prescribed by the Department, file each year its annual report of operations on a calendar year basis on or before March 31 of the following year; and petition for authority to issue any additional securities, sales of property and receive approval or authority for any other matters required under the New Jersey Statutes and the New Jersey Administrative Code. Copies of the Uniform System of Accounts may be obtained from the Interstate Commerce Commission, Washington, DC 20423.

STATE OF NEW JERSEY
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

IN THE MATTER OF THE PETITION)
OF COMMUNITY COACH, INC. FOR)
APPROVAL OF A CERTIFICATE OF)
PUBLIC CONVENIENCE AND NECES-)
SITY FOR A REGULAR ROUTE)
AUTOBUS OPERATION.)

DECISION AND ORDER

DOT DOCKET NO. 80-133

John F. Geaney, Esq., Cole, Geaney & Byrne,
Esqs., Paterson, New Jersey for Community
Coach, Inc.

BY THE DEPARTMENT:

Community Coach, Inc. (petitioner) a public utility and a charter, special and route bus operator of the State of New Jersey, having its principal place of business at 315 Howe Ave., Passaic, New Jersey, filed a petition on October 10, 1980 and supplemented on January 27, 1981 requesting approval of a Certificate of Public Convenience and Necessity for a regular route operation. The proposed service will operate between West Caldwell, New Jersey and points and places in New Jersey to Atlantic City, New Jersey to any and all casino/hotels in Atlantic City.

Petitioner proposes to handle only round trip transportation, at a fare of \$15.00 per person. Senior citizens at a round trip fare of \$7.50.

Notice of the petition was served upon carriers operating in or near the petitioner's proposed service area. Proper notice of the petition was also served upon the Clerks of the Boroughs of West Caldwell, Caldwell, Verona, Township of West Orange and the City of Atlantic City.

Public Notice by advertisement of the petition appeared in the Newark Star Ledger on October 27 and November 3, 1980. A motion to intervene was received from DeCamp Transit, Inc. on February 2, 1981. This motion was not filed within thirty (30) days of the last date of publication and the Department denied the motion to intervene, as not being timely filed.

The petition contained a request to serve the municipal terminal in Atlantic City. The City of Atlantic City had objected to this request. On January 27, 1981 petitioner's attorney informed the Department that the requested route service to the Atlantic City municipal terminal had been erroneously inserted in the petition and was withdrawn.

The record reveals that the petitioner, a public utility is in all respects fit, able and qualified to operate the regular route sought. Further, the financial and income statements filed with the petition, as well as the petition itself, reflect sufficient financial responsibility on the part of the petitioner as well as sufficient equipment in order to conduct and maintain this proposed regular route.

Thus, from a review of the entire record, staff
FINDS and DETERMINES that:

1. The petitioner has sufficient experience, knowledge, and training in respect to the operation of regular route service contemplated herein and that petitioner is qualified to provide safe, adequate and efficient service to the public.

2. Petitioner has the equipment, facilities and financial capability to provide the service set forth in the petition.

3. The interest of the public would best be served by the grant of a regular route authority to the petitioner as requested.

Upon consideration of the entire record, the Department HEREBY APPROVES the issuance of a Certificate of Public Convenience and Necessity to Community Coach, Inc. for a regular route to be known as the West Caldwell-Atlantic City Bus Route, NJDOT Route File No. 482-381 in accordance with Schedule "A" attached hereto and made part hereof.

This Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used to meet the specifications of N.J.A.C. 14:11-2.1 et seq. and be insured to the requirements of N.J.S.A. 48:4-36;

2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44;

3. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted, at least 10 days prior to institution of service;

4. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the autobus equipment on its route operations, to enable it to furnish proper service;

5. This Order shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, and accounting, capitalization, depreciation, or any other matters affecting the petitioner; and

6. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate;

7. Community Coach, Inc. shall not conduct operations as approved and authorized herein unless and until there is full compliance with the above conditions and this Order of Approval shall become null and void and of no effect unless fully exercised within 45 days from the date hereof.

This Certificate shall remain in full force and effect unless suspended, changed or revoked by the Department.

DATED: February 18, 1981

DEPARTMENT OF TRANSPORTATION
BY:


John K. Jamieson

STATE OF NEW JERSEY
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

Community Coach, Inc.

SCHEDULE "A"

West Caldwell-Atlantic City Bus Route
NJDOT Route File No. 482-381

DOCKET NO. 80-133

Has a Certificate of Public Convenience and
Necessity for the operation of autobuses
over the following route.

Starting at the Bagel Inn, 897 Bloomfield Ave., West
Caldwell, NJ, thence via Bloomfield Ave., WEST CALDWELL;
CALDWELL; Mount Prospect Ave., VERONA; Prospect Ave.,
Route #280 East, WEST ORANGE; Garden State Parkway (South),
EAST ORANGE; to Exit #38, Atlantic City Expressway to
casino/hotels in ATLANTIC CITY.

Alternate Route (depending on traffic and weather conditions)

Leaving regular at Prospect Ave. and Rte. #280, WEST
ORANGE; thence via Prospect Ave., Northfield Ave.,
Whittingham Pl. and returning to regular route on Rte.
#280.

Returning via same route in reverse or nearest possible
streets.

PICK-UP AND DISCHARGE POINTS

1. Essex Mall, Bagel Inn, 897 Bloomfield Ave., West Caldwell
2. Caldwell Travel, 376 Bloomfield Ave., Caldwell
3. Epic Travel, 261 Bloomfield Ave., Verona
4. Claremont Diner, 100 Bloomfield Ave., Verona
5. Travel Time, Essex Green Plaza, Prospect Ave., West Orange

RESTRICTIONS

1. No local passengers shall be transported whose trips
begin and end within Atlantic City.
2. Service shall be limited to the transportation of pas-
sengers originating at or destined to Atlantic City.
3. All stops on public highways are to be in conformity
with N.J.S.A. 39:4-197 and 27:1A-44.
4. Each bus shall discharge and pick up passengers at one
casino.

FARE

\$15.00 per person round trip

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
744 Broad Street
Suite 1502
Newark, NJ 07102

COPY

NJDOT DOCKET NO. 87-19

IN THE MATTER OF THE PETITION OF)
COMMUNITY COACH, INC. FOR ISSUANCE)
BY THE NEW JERSEY DEPARTMENT OF)
TRANSPORTATION OF A CERTIFICATE OF)
PUBLIC CONVENIENCE AND NECESSITY)
TO CONDUCT REGULAR ROUTE AUTOBUS)
OPERATIONS BETWEEN LEDGEWOOD, ROXBURY)
TOWNSHIP, MORRIS COUNTY, NJ AND POINTS)
AND PLACES IN NJ AND ATLANTIC CITY, NJ)
(NJDOT ROUTE FILE NO. 856-381))

FINAL
DECISION AND ORDER

Michael J. Sweeney, Esq. ✓
on behalf of Petitioner,
Community Coach, Inc.

Thomas F. X. Foley, Esq.,
on behalf of Intervenor,
All Jersey Trails, Inc.

BY THE DEPARTMENT:

Community Coach, Inc. ("Petitioner"), a corporation within the State of New Jersey, having its principal place of business at 315 Howe Avenue, Passaic, NJ 07055, by petition filed March 2, 1987, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 14:1-6.7, requested that the New Jersey Department of Transportation ("Department") issue the Petitioner a Certificate of Public Convenience and Necessity to conduct regular route autobus operations between LedgeWOOD, Roxbury Township, Morris County, NJ and points and places in New Jersey and Atlantic City, NJ.

Copies of the petition were served upon the clerk of each municipality in which the Petitioner proposes to provide pick-up/drop-off service. Copies of the petition were also served upon regular route limousine, van, small bus and autobus carriers operating or proposing to operate in the Petitioner's proposed service area. Public notice of the Petitioner's proposed service appeared on March 7 and 14, 1987 in the Morris County Daily Record, a newspaper of general and regular circulation in the proposed service area. No objections were filed with the Department.

On March 3, 1987, the Department issued a Temporary Certificate of Public Convenience and Necessity authorizing emergency operations along the proposed route for a period of ninety (90) days. (NJDOT Docket No. 87-19E). Subsequently, on June 25, September 25 and December 24, 1987, respectively, the Department extended the Petitioner's emergency operating authority for additional periods of ninety (90) days.

All Jersey Trails, Inc. ("All Jersey") filed a Motion to Intervene in this matter on March 25, 1987, alleging that the Petitioner's proposed service is inadequate and that Community Coach, Inc. is unqualified to conduct the proposed service.

The Department determined that the Motion to Intervene of All Jersey failed to set forth sufficient information to establish that All Jersey would be substantially and specifically affected by approval of the proposed service and that Community Coach, Inc. is unqualified to operate and accordingly, the Motion was denied on September 23, 1987.

The Petitioner was incorporated in the State of New Jersey on January 19, 1940 and is authorized to issue 100 shares of capital stock without par value. The Petitioner's board of directors and/or officers and the percentage of outstanding capital stock issued to each are as follows:

<u>NAME</u>	<u>TITLE</u>	<u>PERCENTAGE OF SHARES</u>
John Gallagher, Jr.	Director and President	25%
Frank Gallagher	Director and Vice President	25%
Alice Gallagher	Secretary and Treasurer	25%
Stephen Gallagher	Assistant Secretary	25%

The Department has reviewed the petition and related filings which collectively indicate that the Petitioner may have the knowledge, experience and financial capability to operate and maintain regular route autobus service.

After review and consideration of the petition and related filings, the Department FINDS and DETERMINES that:

1. Community Coach, Inc. has satisfied all procedural requirements of the Department;
2. Community Coach, Inc. appears reasonably able to provide safe, adequate and proper service to the public; and
3. The issuance to Community Coach, Inc. of a Certificate of Public Convenience and Necessity to conduct regular route autobus operations is in the public interest.

The Department, therefore, HEREBY ISSUES to Community Coach, Inc. a Certificate of Public Convenience and Necessity authorizing regular route autobus operations in and between Ledgewood, Roxbury Township, Morris County, NJ and points and places between New Jersey and Atlantic City, NJ to be operated in accordance with the Schedules "A" and "B" attached hereto and incorporated herein by reference. The assigned NJDOT Route File No. 856-381.

This DECISION and ORDER revokes and replaces the emergency operating authority issued by the Department. NJDOT Docket No. 87-19E.

The Department FURTHER ACCEPTS the Petitioner's initial tariff as filed to be effective the date of this DECISION AND ORDER.

This DECISION and ORDER is issued subject to the specific terms and conditions in the attached Schedules, all applicable New Jersey Statutes, the New Jersey Administrative Code and the rules and regulations promulgated by the New Jersey Department of Transportation.

Upon satisfaction of the conditions set forth in the attached Schedule "B", this Certificate of Public Convenience and Necessity shall remain in full force and effect unless suspended, modified or revoked by the Department.

- c o n t i n u e d -

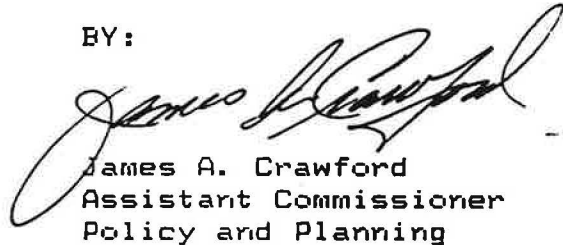
In accordance with N.J.S.A. 48:4-1 et seq. as amended (P.L. 1987, c.445, approved January 19, 1988) the above approved authority may be subject to reclassification by the Department.

DATED:

5/17/88

DEPARTMENT OF TRANSPORTATION
HAZEL FRANK GLUCK
COMMISSIONER

BY:



James A. Crawford
Assistant Commissioner
Policy and Planning

NOTE: If there are any discrepancies in this document, please notify the Department within thirty (30) calendar days of issuance hereof.

SCHEDULE "A"
NJDOT DOCKET NO. 87-19
NJDOT ROUTE FILE NO. 856-381

COMMUNITY COACH, INC.

Has a Certificate of Public Convenience and Necessity
for the operation of regular route autobus service
over the following route:

LEDGEWOOD-ATLANTIC CITY ROUTE
NJDOT ROUTE FILE NO. 856-381

Starting at the Ramsey Shopping Center, NJ Route 46, Ledgewood, ROXBURY TOWNSHIP, NJ; thence EAST over NJ Route 46 to NJ Route 10; thence EAST over NJ Route 10 to the K-Mart Plaza, RANDOLPH, NJ; thence EAST on NJ Route 10 to the intersection of NJ Route 202, MORRIS PLAINS, NJ; thence EAST on NJ Route 10 to Ridgedale Avenue, HANOVER, NJ; thence SOUTH on Ridgedale Avenue to Morris Avenue, MORRISTOWN, NJ; thence over Morris Avenue to Interstate Route 287; thence SOUTH on Interstate Route 287 to Exit 26, NJ Route 202, BERNARDSVILLE, NJ; and thence SOUTH on NJ Route 202 into NJ Route 206; thence SOUTH over NJ Routes 202/206 to the A & P Shopping Center, PLUCKEMIN, NJ; thence NORTH on NJ Route 202/206 to Interstate 287; thence EAST over Interstate Route 287 to the Garden State Parkway South; thence SOUTH over the Garden State Parkway to: (1) Exit 38; thence EAST over the Atlantic City Expressway or (2) Exit 40; thence EAST over NJ Route 30, ABSECON, NJ; thence NJ Route 30 to Atlantic City and the ACTA bus intercept area in compliance with N.J.S.A. 40:35B, with service authorized to any and all hotels/casinos in ATLANTIC CITY.

Return via the same route or the nearest possible route.

FARES

\$20.00 Per Person - Round Trip
\$12.00 Per Person - One Way

<u>DEPARTURE TIMES</u>	<u>TO ATLANTIC CITY</u>
1. Harmony Wash-O-Mat Ramsey Shopping Center NJ Route 46 Ledgewood, NJ	8:45 am
2. Pro Haircutters K-Mart Plaza NJ Route 10 Randolph, NJ	9:00 am
3. JR's Deli NJ Route 10 East and NJ Route 202 Morris Plains, NJ	9:10 am
4. A.M. News Service Railroad Station Bernardsville, NJ	9:25 am
5. Valley Pharmacy Washington Valley Road NJ Route 206 Pluckemin, NJ	9:45 am

PAGE TWO
SCHEDULE "A"
NJDOT DOCKET NO. 87-19
NJDOT ROUTE FILE NO. 856-381

RESTRICTIONS

1. No local passengers shall be transported whose trips begin and end within Atlantic City.
2. Service shall be limited to the transportation of passengers to the Atlantic City hotels/casinos in Atlantic City and/or return.
3. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197 and N.J.S.A. 27:1A-44.
4. Each bus shall discharge and pick-up passengers at one hotel/casino.

SCHEDULE "B"

Regular Route Operation

The attached Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used shall meet the specifications of N.J.A.C. 16:53-3.1 et seq. Further, said equipment used shall be insured in accordance with the requirements of N.J.S.A. 48:4-36 and N.J.A.C. 16:53-9.1.
2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44.
3. All New Jersey Department of Transportation authorized vehicles shall be inspected by the Motor Carrier Inspection Unit of the Department and shall pass said inspection prior to institution of service.
4. Carriers certified by the Department shall either own and have title to the equipment used or have on file with the Department a lease agreement for the exclusive use of the equipment for its regular route operations, prior to the institution of service. Any such lease agreement shall provide for a minimum of thirty (30) calendar days' notice of cancellation; the Department shall be informed by the carrier of such cancellation notice not later than ten (10) calendar days after the said notice is given.
5. Carrier shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to institution of service.
6. This Order of Approval shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the certified carriers.
7. Carriers certified by the Department shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs. Further, such carriers shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted. Failure to adhere to applicable rules and regulations shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
8. Carriers certified by the Department shall not conduct any operations as authorized herein unless and until there is full compliance with the above conditions. This Order of Approval shall become null and void and of no effect unless fully executed within sixty (60) calendar days from the date hereof.
9. Any carrier certified by the Department as a public utility of the State of New Jersey, shall: (1) keep its books and records in conformity with the Uniform System of Accounts prescribed by the Department; (2) file its annual report of financial operations for each calendar year on or before March 31 of the following year or submit to the Department a written request for a filing date extension prior to the March 31 deadline, if a filing extension is required; (3) petition for authority to issue any additional securities; (4) petition for authority for the sale of properties; and (5) receive approval or authority for any other matters required under the New Jersey Statutes and the New Jersey Administrative Code. Copies of the Uniform System of Accounts may be obtained from the Interstate Commerce Commission, Washington, DC 20423.

10. All carriers certified by the Department shall provide written notice to the Department of changes in the carrier's name, address or telephone number within ten (10) calendar days from the date of said change.

COPY

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
1035 Parkway Avenue
CN 611
Trenton, NJ 08625

NJDOT DOCKET NO. 94-143

IN THE MATTER OF THE PETITION OF COMMUNITY)
COACH, INC. FOR ISSUANCE BY THE NEW JERSEY)
DEPARTMENT OF TRANSPORTATION OF A CERTI-)
FICATE OF PUBLIC CONVENIENCE AND NECESSITY)
AUTHORIZING REGULAR ROUTE IN THE NATURE OF)
SPECIAL (CASINO ROUTE) AUTOBUS OPERATIONS)
BETWEEN NUTLEY, NJ, POINTS AND PLACES IN)
NEW JERSEY AND CAESAR'S ATLANTIC CITY)
CASINO IN ATLANTIC CITY, NJ)
(NJDOT ROUTE FILE NO. 1107-381))

FINAL
DECISION AND ORDER

Michael J. Sweeney, Esq.
on behalf of Petitioner
Community Coach, Inc.

Waters, McPherson, McNeill, Esqs.
By Blake S. Davis, Esq.
on behalf of Movant
New Castle Securities,

BY THE DEPARTMENT:

Community Coach, Inc. ("Petitioner" or "Community"), a corporation of the State of New Jersey having its principal place of business at 315 Howe Avenue, Passaic, NJ 07055, by petition filed on December 15, 1994, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 16:51-3.1, requested that the New Jersey Department of Transportation ("Department") issue the Petitioner a Certificate of Public Convenience and Necessity to conduct regular route in the nature of special (casino route) autobus operations between Nutley, NJ, points and places in New Jersey and Caesar's Atlantic City Casino in Atlantic City, NJ. NJDOT Docket No. 94-132.

Copies of the petition were served upon the clerk of each municipality in which the Petitioner proposes to provide pick-up and drop-off service. Public notice of the Petitioner's proposed service appeared on December 26, 1994 and January 2, 1995 in the Star Ledger (Newark). This newspaper is generally and regularly circulated in the Petitioner's proposed service area. N.J.A.C. 16:51-3.1. On January 19, 1995, the Department granted the Petitioner temporary operating authority for one bus making one daily round trip for the regular route in the nature of special (casino route) operations requested in NJDOT Docket Number 94-143 for a period of one year. On July 20, 1995 the Department temporarily suspended the restriction regarding limitation to one bus and one daily round trip.

On December 28, 1994, New Castle Securities, Inc. ("Movant" or "New Castle") filed a Motion to Intervene in the instant matter. New Castle's motion asserted that approval of the route proposed by the Petitioner would divert passengers and revenue from the Movant's existing Lyndhurst-Atlantic City Route and that there was no public need for the service proposed by Community in the instant matter. In its January 9 and January 12, 1995 answers to New Castle's motion, Community noted that the service it proposed was designed to replace an existing route previously operated for NJ Transit and that the stops requested were those previously served by NJ Transit's route. On November 7, 1995, New Castle Securities, Inc. notified the Department that it was withdrawing its Motion to Intervene filed in the the above-captioned petition.

-continued-

The Petitioner was incorporated in the State of New Jersey on September 19, 1931 as B&F Bus Service, Inc. On March 18, 1968, Petitioner changed its name to Community Coach, Inc. Petitioner is authorized to issue 100 shares of capital stock without par value. The Petitioner's officers and the percentage of outstanding capital stock issued to each are as follows:

<u>NAME</u>	<u>TITLE</u>	<u>PERCENTAGE OF SHARES</u>
John M. Gallagher	Chairman	33 1/3
Frank P. Gallagher	President	33 1/3
Alice M. Gallagher	Secretary/Treasurer	33 1/3

The Department has reviewed the petition and related filings which collectively indicate that the Petitioner may have the knowledge, experience and financial capability to conduct and maintain adequate regular route in the nature of special (casino route) autobus service as proposed.

After review and consideration of the petition and related filings, the Department FINDS and DETERMINES that:

1. Community Coach, Inc. has substantially satisfied the procedural requirements of the Department;
2. Community Coach, Inc. appears at this time reasonably able to provide safe, adequate and proper service to the public; and
3. The issuance to Community Coach, Inc. of a Certificate of Public Convenience and Necessity authorizing regular route in the nature of special (casino route) autobus operations is in the public interest.
4. This Certificate of Public Convenience and Necessity revokes and replaces the temporary operating authority for the authority requested herein issued by the Department on January 19, 1995. NJDOT Docket No. 94-142E.

The Department, therefore, HEREBY ISSUES to Community Coach, Inc. a Certificate of Public Convenience and Necessity authorizing regular route in the nature of special (casino route) autobus operations between Nutley, NJ, points and places in New Jersey and Caesar's casino in Atlantic City, NJ, to be operated in accordance with the Schedules "A" and "B" attached hereto and incorporated herein by reference. The assigned NJDOT Route File Number is 1107-381X.

The Department further HEREBY ACCEPTS the Petitioner's initial tariffs as filed, to be effective the date of this DECISION and ORDER.

This DECISION and ORDER is issued subject to the specific terms and conditions in the attached Schedules "A" and "B", all applicable New Jersey Statutes, the New Jersey Administrative Code and the rules and regulations promulgated by the New Jersey Department of Transportation.

PAGE 3

NJDOT DOCKET NO. 94-143

NJDOT ROUTE FILE NO. 1107-381X

The certificate issued pursuant to this DECISION and ORDER is subject to immediate suspension for non-compliance with safety or insurance requirements. Opportunity for a hearing shall be provided thereafter regarding continued suspension and/or revocation.

Upon satisfaction of the conditions set forth in the attached Schedules "A" and "B", this Certificate of Public Convenience and Necessity shall remain in full force and effect unless suspended, modified or revoked by the Department.

NOTE: If there are any discrepancies in this document, please notify the Department within 30 calendar days of issuance hereof.

DATED: January 19, 1996

DEPARTMENT OF TRANSPORTATION
FRANK J. WILSON
COMMISSIONER

BY:



John S. Penn
Executive Director

SCHEDULE "A"
COMMUNITY COACH, INC.
NJDOT DOCKET NO. 94-143
NJDOT ROUTE FILE NO. 1107-381X

COMMUNITY COACH, INC.

Has a Certificate of Public Convenience and Necessity to conduct regular route in the nature of special (casino route) autobus operations between Nutley, NJ, points and places in New Jersey and Caesar's Atlantic City Casino in Atlantic City, NJ, over the following route:

NUTLEY-ATLANTIC CITY ROUTE
NJDOT ROUTE FILE NO. 1107-381X

Beginning at the the intersection of Vreeland Avenue and Franklin Avenue, NUTLEY; thence south on Franklin Avenue to its intersection with Centre Street; thence east on Centre Street to its intersection with Washington Avenue, BELLEVILLE; thence south on Washington Avenue to its intersection with the Belleville Turnpike; thence east on the Belleville Turnpike to its intersection with Kearny Avenue, KEARNY; thence south on Kearnry Avenue to its intersection with Harrison Avenue, HARRISON; thence east on Harrison Avenue to Interstate 280; thence via Route 280 to the New Jersery Turnpike; thence south via the Turnpike to the Garden State Parkway; thence south via the Garden State Parkway to the Atlantic City Expressway; thence via the Atlantic City Expressway to ATLANTIC CITY and the SJTA bus intercept area in compliance with N.J.S.A.40:35B-15(h), with service authorized to Caesar's Atlantic City Casino in ATLANTIC CITY. Return via the same route or the nearest authorized route.

DESIGNATED PICK-UP AND DISCHARGE POINTS

Rossi Travel
479 Franklin Avenue, Nutley, NJ

Tourific Travel
262 Kearny Avenue, Kearny, NJ

Caesar's Casino Transportation Center
Missouri Avenue, Atlantic City, NJ

TARIFF

\$21.00 per person, round trip from all designated pick-up points

-continued-

RESTRICTIONS

1. No local passengers shall be transported whose trips begin and end within Atlantic City.
2. Service shall be limited to the transportation of passengers originating at or terminating at Caesar's Atlantic City Casino, Atlantic City.
3. Stops for pick-up and discharge of passengers are limited to the three specific stops set forth in the petition.
4. All stops on public highways are to be in conformity with N.J.S.A. 27:1A-44, N.J.S.A. 39:4-139 and N.J.S.A. 39:4-197.
5. The Petitioner shall comply with all applicable rules and regulations of the South Jersey Transportation Authority, or its successor, regarding routes, bus parking and bus management, as set forth in N.J.A.C. 19:75-1 et seq. For service provided within its jurisdiction.

AUTOBUS - 26 PASSENGERS OR MORE
NJDOT DOCKET NO. 94-143
NJDOT ROUTE FILE NO.1107-381X

COMMUNITY COACH, INC.
315 HOWE AVENUE
PASSAIC, NJ 07055
(201) 473-5000

SCHEDULE "B"

CASINO ROUTE OPERATIONS

The attached DECISION and ORDER is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code sections and to the following specific conditions:

1. The autobus equipment used shall meet the specifications of N.J.A.C. 16:53-3.1 et seq. . Further, said equipment shall be insured in accordance with the requirements of N.J.S.A. 48:4-36 et seq. and N.J.A.C. 16:53-9.1 et seq.
2. All stops on public highways are to be in conformity with N.J.S.A. 27:1A-44, N.J.S.A. 39:4-139 and N.J.S.A. 39:4-197.
3. All New Jersey Department of Transportation ("Department") authorized vehicles shall be inspected by the Motor Carrier Inspection Unit of the Department at a suitable place within the boundaries of the State and shall pass said inspection prior to institution of service.
4. Autobus carriers certified by the Department shall either own and hold title to the equipment used or have on file with the Department's Office of Regulatory Affairs an approved current lease agreement for the exclusive use of the equipment for its casino route operations, prior to the institution of service. Any such lease agreement shall provide for a minimum of 30 calendar days notice of cancellation; the Department's Office of Regulatory Affairs shall be notified in writing by the autobus carrier/lessee of such cancellation notice no later than 5 calendar days after said notice is given.
5. Autobus carriers shall furnish the Department's Office of Regulatory Affairs with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to institution of service.
6. This DECISION and ORDER shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization , depreciation, or any other matters affecting the certified autobus carrier.
7. Autobus carriers certified by the Department shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs. Further, such autobus carriers shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted. Failure to adhere to applicable rules and regulations shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
8. Autobus carriers certified by the Department shall not conduct any operations as authorized herein unless and until there is full compliance with the above conditions. This DECISION and ORDER shall become null and void and of no effect unless fully executed within 60 calendar days from the date hereof.

-continued-

PAGE TWO
SCHEDULE "B"
NJDOT DOCKET NO. 94-143
NJDOT ROUTE FILE NO. 1107- 381X

9. All autobus carriers certified by the Department as a public utility of this State, shall:
(1) keep its books and records in conformity with the Uniform System of Accounts as prescribed by the Department; (2) file its annual report of financial operations for each calendar year on or before March 31 of the following year or submit to the Department's Office of Regulatory Affairs a written request for a filing date extension prior to the last day of February, if a filing extension is required; (3) petition for authority to issue any additional securities; (4) petition for authority for the sale of properties; and (5) receive approval or authority for any other matters as required under the New Jersey Statutes and the New Jersey Administrative Code.
10. All autobus carriers certified by the Department shall provide written notice to the Department's Office of Regulatory Affairs of changes in the carrier's name, address, telephone number or ownership within 5 calendar days from the date of said change.



State of New Jersey

DEPARTMENT OF PUBLIC UTILITIES
BOARD OF PUBLIC UTILITY COMMISSIONERS

101 COMMERCE STREET
NEWARK, NEW JERSEY 07102

R.&M.C.

DOCKET NO. 7312MC-2264

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NJPUC NO. 304C

COMPANY COMMUNITY COACH, INC.

ADDRESS 315 Howe Avenue, Passaic, New Jersey

At a Session of the BOARD OF PUBLIC UTILITY COMMISSIONERS, held at its offices in Newark, New Jersey, on the eleventh day of June, 1974.

AFTER DUE INVESTIGATION, it appearing that the above named carrier has complied with all the applicable provisions of the Laws of 1973, Chapter 158 and of the rules and regulations of the Board of Public Utility Commissioners, therefore, is entitled to receive authority from the Board to engage in transportation in intrastate commerce as a charter and special bus operator; and the Board so finding,

IT IS ORDERED, That the said carrier be, and is hereby granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in intrastate commerce in charter and special bus operations, subject, however, to such terms, conditions, and limitations as now, or hereafter may be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder hereof shall render safe, adequate and proper service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in intrastate commerce pursuant to this certificate shall be as specified below:

Charter and special bus operations over irregular routes within New Jersey.

This certificate shall remain in full force and effect unless revoked for good cause by the Board.

DATED: June 11, 1974
(SEAL)

BOARD OF PUBLIC UTILITY COMMISSIONERS
BY: (SIGNED)

ATTEST:
(SIGNED)

STEWART G. POLLOCK
COMMISSIONER

I HEREBY CERTIFY that the within document is a true copy of the original in the files of the Board of Public Utility Commissioners.

RALPH C. CAPRIO

SECRETARY

Ralph C. Caprio
Secretary

INTERSTATE COMMERCE COMMISSION

DECISION

NO. MC-145548 (SUB NO.1- 2 TA)

COMMUNITY TRANSIT LINES, INC.
PASSAIC, NJ

SERVICE DATE

JUN 25 1981

DECIDED JUN. 24, 1981

Applicant seeks temporary authority as published in Federal Register, Page 30399 Vol. 46 No. 109, Dated JUN. 08, 1981.

It is ordered:

Applicant is granted the temporary authority as described and may begin operations when it files with this Commission:

1. Evidence that it has insurance for the protection of the public,
2. Names of agents upon whom process can be served,
3. A rate tariff covering this authority, and the rates are in effect.

This decision will expire 30 days after the date it is served, as will the authority it grants, unless within that time the applicant complies with the above three administrative requirements. Except in unusual and compelling circumstances, no extension of the compliance time will be granted.

The authority granted may not be joined with other authority held by applicant or any other carrier. Failure of applicant to provide service, a cessation of the need, or the failure of applicant to maintain compliance with statutory or Commission requirements shall be sufficient grounds for revocation of the authority.

Time for which the authority is granted 180 days commencing no sooner than JUN. 25, 1981.

Type of carrier- contract irregular routes.

By the Commission, Regional Motor Carrier Board,
Members SOUTHARD, MALLOY, and BREEN

COPY OF THE REFERENCED FEDERAL REGISTER ON REVERSE SIDE.

AGATHA L. MERGENOVICH
SECRETARY

(SEAL)

NOTICE TO PARTIES: A petition for reconsideration may be filed within 20 days from the date of service of this order. An original and two copies must be submitted with a statement certifying that a copy was served on each party of record. File petition with the Interstate Commerce Commission Authority Center issuing the decision.

JUN 30 Recd.

SERVICE AUTHORIZED: Passengers, between 7th Ave. and 33rd St. (Pennsylvania Station), New York, NY, on the one hand, and, on the other, 60 Page Rd., Clifton, NJ, under continuing contract(s) with J. A. Preston Corp. of New York, NY.

INTERSTATE COMMERCE COMMISSION

DECISION

NO. MC-145548 (SUB NO.1- 3 TA)

COMMUNITY TRANSIT LINES, INC.
PASSAIC , NJ

SERVICE DATE

DEC 23 1985

DECIDED DEC. 23, 1985

Applicant seeks temporary authority as published in the ICC Register, Page 16 Dated DEC. 05, 1985.

It is ordered:

Applicant is granted the temporary authority as described and may begin operations when it files with this Commission:

1. Evidence that it has insurance for the protection of the public.
2. Names of agents upon whom process can be served.
3. A rate tariff covering this authority, and the rates are in effect.

This decision will expire 30 days after the date it is served, as will the authority it grants, unless within that time the applicant complies with the above administrative requirements. Except in unusual and compelling circumstances, no extension of the compliance time will be granted.

Failure of applicant to provide service, a cessation of the need, or the failure of applicant to maintain compliance with statutory or Commission requirements shall be sufficient grounds for revocation of the authority.

Time for which the authority is granted 270 days.

Type of carrier- common regular routes.

By the Commission, Regional Motor Carrier Board,
Members THOMAS , RUGGIERO , and BREEN

COPY OF THE REFERENCED ICC REGISTER ON REVERSE SIDE.

(SEAL)

James H. Bayne
Secretary

NOTICE TO PARTIES: A petition for reconsideration may be filed within 20 days from the date of service of this order. An original and two copies must be submitted with a statement certifying that a copy was served on each party of record. File petition with the Interstate Commerce Commission Authority Center issuing the decision.

MC-145548 (Sub 1-3 TA) filed December 4, 1985

SERVICE AUTHORIZED: Passengers between Vernon, NJ, and New York, NY: From Vernon, NJ, over NJ Hwy 94 to jct County Road 515, then over County Road 515 to jct NJ Hwy 23, then over NJ Hwy 23 to jct U.S. Hwy 46, then over U.S. Hwy 46 to NJ Hwy 3, then over NJ Hwy 3 to Interstate Hwy 495, then over Hwy 495 and the Lincoln Tunnel to New York, NY, then over city streets to the Port Authority Terminal and the World Trade Center, and return over same route.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

SERVICE DATE

JAN 22 1982

NO. MC-145548 SUB-NO. 3*

COMMUNITY TRANSIT LINES, INC.
Passaic, NJ

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

No. MC-145548 Sub-No. 3*

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting,

passengers and their baggage,

between the junction of the Garden State Parkway and New Jersey Hwy 3 in Clifton, NJ, and New York, NY, serving all intermediate points between the junction of the Garden State Parkway and New Jersey Hwy 3 and the Hackensack River:

from junction Garden State Parkway and New Jersey Hwy 3 over New Jersey Hwy 3 to junction Interstate Hwy 495, then over Interstate Hwy 495 through the Lincoln Tunnel to New York, and return over the same route.

*This corrected certificate cancels the certificate No. MC-145548 Sub 3 issued December 24, 1981.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-145548 SUB 4F

COMMUNITY TRANSIT LINES, INC.
PASSAID, NJ

SERVICE DATE

APR 22 1981

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

Agatha L. Mergenovich
Secretary

(SEAL)

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

APR 27 RECD

No. MC-145548 (Sub-No. 4) F

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting passengers and their baggage, in the same vehicle with passengers, between junction NJ Hwy. 510 and Passaic Avenue (Livingston Mall) in Livingston, NJ, and New York, NY, from Livingston Mall over NJ, Hwy 510 to junction John F. Kennedy Parkway then over John F. Kennedy Parkway to junction NJ, Hwy. 24 in Summit, NJ, then over NJ, Hwy. 24 to junction Interstate Hwy. 78 in Springfield, NJ, then over Interstate Hwy. 78 to junction Interstate Hwy. 95 in Newark, NJ, then over Interstate Hwy. 95 to junction Interstate Hwy. 495 in Secaucus, NJ, then over Interstate Hwy. 495 and the Lincoln Tunnel to New York City, and return over the same route, serving no intermediate points. This authority may be tacked with applicants existing regular route authority to provide a through service.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

No. MC-145548 (Sub-No. 5)

COMMUNITY TRANSIT LINES, INC.
PASSAIC, NEW JERSEY

SERVICE DATE

MAY 20 1981

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

MAY 27 1981

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting passengers and their baggage, in the same vehicle with passengers, between junction Garden State Parkway and Interstate Hwy 280 at East Orange, NJ, and New York, NY: From junction Garden State Parkway and Interstate Hwy 280 over Interstate Hwy 280 to junction Interstate Hwy 95, then over Interstate Hwy 95 to junction Interstate Hwy 495 at Secaucus, NJ, then over Interstate Hwy 495 via the Lincoln Tunnel to New York, NY, and return over the same route, serving no intermediate points.

INTERSTATE COMMERCE COMMISSION
PERMIT

SERVICE DATE

MC-145548 Sub 6

OCT. 13 1981

COMMUNITY TRANSIT LINES, INC.
PASSAIC, NEW JERSEY

This Permit is evidence of the carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), designation of agents upon whom process may be served (49 CFR 1044), tariffs or schedules (49 CFR 1300 through 1310), and the execution of contracts for contract carriers (49 CFR 1053). The carrier shall also render reasonably continuous and adequate service under this authority. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

Agatha L. Mergenovich
Secretary

(SEAL)

Note: If there are discrepancies regarding this Permit, please notify the Commission within 30 days.

MC-145548 Sub 6

To operate as a contract carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers, between New York, NY, and Clifton, NJ, under continuing contract (s) with J.A. Preston Corp., of Clifton, NJ.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

SERVICE DATE

DEC 24 1981

NO. MC-145548 SUB-NO.7*

COMMUNITY TRANSIT LINES, INC.
Passaic, NJ

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

Agatha L. Mergenovich
Secretary

(SEAL)

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

DEC 30 1981

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting,

(1) passengers and their baggage,

between junction Main Street and Essex Avenue in Orange, NJ, and junction Garden State Parkway and Walnut Street in East Orange, NJ, serving all intermediate points:

from junction Main Street and Essex Avenue over Main Street to junction Oration Parkway in East Orange, then over Oration Parkway to junction Garden State Parkway and North Walnut Street, and return over the same route.

between junction Main Street and Essex Avenue, in Orange, NJ, and junction East Park Place and Morris Street, in Morristown, NJ, serving all intermediate points.

from junction Main Street and Essex Avenue in Orange, NJ, over Main Street to junction Northfield Avenue, in West Orange, NJ, then over Northfield Avenue to junction Northfield Road, then over Northfield Road to Livingston, NJ, then over East Northfield Road to junction South Livingston Avenue, then over South Livingston Avenue, to junction West Mt. Pleasant Avenue, then over West Mt. Pleasant Avenue to East Hanover Township, NJ, then over Mt. Pleasant Avenue to junction New Jersey Hwy 10 in Hanover, NJ, then over New Jersey Hwy 10 to junction Whippany Road, then over Whippany Road to junction Morris Avenue, in Morristown, NJ, then over Morris Avenue to junction Morris Street, then over Morris Street to junction North Park Place, then over North Park Place to junction West Park Place, then over West Park Place to junction South Park Place, then over South Park Place to junction East Park Place, and then over East Park Place to junction Morris Street, in Morristown, and return over the same route.

between junction West Mt. Pleasant Avenue and West Northfield Avenue, in Livingston Township, NJ, and junction West Northfield Avenue and South

Livingston Avenue, in Livingston, NJ, serving all intermediate points:

from junction West Mt. Pleasant Avenue and West Northfield Avenue over West Northfield Avenue to junction South Livingston Avenue, and return over the same route.

- (2) passengers and their baggage, in the same vehicle with passengers,

between junction Northfield Road and Pleasant Valley Way, in West Orange, NJ, and junction Pleasant Valley Way and Lincoln Avenue, in West Orange, NJ, serving all intermediate points:

from junction Northfield Road and Pleasant Valley Way over Pleasant Valley Way to junction Lincoln Avenue, and return over the same route.

between junction Northfield Road and Prospect Avenue in West Orange, NJ, and junction Prospect Avenue and Crystal Avenue, in West Orange, NJ, serving all intermediate points:

from junction Northfield Road and Prospect Avenue over Prospect Avenue to junction Crystal Avenue, and return over the same route.

between West Orange, NJ, and Livingston, NJ, serving all intermediate points:

from junction Main Street and Northfield Avenue in West Orange, over Main Street to junction Mt. Pleasant Avenue, then over Mt. Pleasant Avenue to junction Livingston Avenue, in Livingston, and return over the same route.

- (3) passengers and their baggage,

between East Orange, NJ, and junction New Jersey Hwy 3 Ramp and New Jersey Hwy 3, serving no intermediate points:

from East Orange over the Garden State Parkway to junction New Jersey Hwy 3 Ramp, then over New Jersey Hwy 3 Ramp to junction New Jersey Hwy 3, and return over the same route.

- (4) passengers and their baggage, in the same vehicle with passengers,

between the junction of Northfield Road and South Livingston Avenue, in Livingston, NJ, and the site of the General Offices of the Foster Wheeler Corporation, in Livingston, NJ, serving all intermediate points:

from the junction of Northfield Road and South Livingston Avenue, over South Livingston Avenue to the junction of West Hobart Gap Road, then over West Hobart Gap Road to the junction of Walnut Street, then over Walnut Street to the junction of South Orange Avenue, then over South Orange Avenue to the site of the General Offices of the Foster Wheeler Corporation, and return over the same route.

the above-described authorities to transport passengers were issued pursuant to an application filed on or before January 1, 1967, and therefore incidental charter operations in interstate or foreign commerce may be conducted under rules and regulations prescribed by the Commission pursuant to Section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

- (5) passengers and their baggage, in the same vehicle with passengers,

between Livingston, NJ, and Morristown, NJ, serving all intermediate points:

from the site of the General Offices of the Foster Wheeler Corporation in Livingston, NJ, over South Orange Avenue to Columbia Turnpike, then over Columbia Turnpike to junction Columbia Road, then over Columbia Road to junction Morris Avenue in Morristown, and return over the same route.

- (6) passengers and their baggage,

between junction Garden State Parkway and Interstate Hwy 280 at East Orange, NJ, and junction Interstate Hwy 280 and Eisenhower Parkway at Roseland, NJ, serving all intermediate points.

from junction Garden State Parkway and Interstate Hwy 280 at East Orange, NJ, over Interstate Hwy 280 to the Eisenhower Parkway at Roseland, NJ, and return over the same route.

between junction Interstate Hwy 280 and Eisenhower Parkway at Roseland, NJ, and junction Eisenhower Parkway and New Jersey Hwy 10 (Mt. Pleasant Avenue) at Livingston, NJ, serving all intermediate points:

from junction Interstate Hwy 280 and Eisenhower Parkway at Roseland, NJ, over Eisenhower Parkway to junction New Jersey Hwy 10 (Mt. Pleasant Avenue) at Livingston, NJ, and return over the same route.

between junction Interstate Hwy 280 and North Livingston Avenue at Roseland, NJ, and junction North Livingston Avenue and New Jersey Hwy 10 (Mt. Pleasant Avenue) at Livingston, NJ, serving all intermediate points:

from junction Interstate Hwy 280 and North Livingston Avenue at Roseland, NJ, over North Livingston Avenue to junction New Jersey Hwy 10 (Mt. Pleasant Avenue) at Livingston, NJ, and return over the same route.

between junction Interstate Hwy 280 and Laurel Avenue at Roseland, NJ, and junction Shrewsbury Avenue and New Jersey Hwy 10 (Mt. Pleasant) at Livingston, NJ, serving all intermediate points:

from junction Interstate Hwy 280 and Laurel Avenue, over Laurel Avenue to junction Shrewsbury Avenue, then over Shrewsbury Avenue to junction New Jersey Hwy 10 (Mt. Pleasant Avenue), and return over the same route.

the above authorities to transport passengers were issued pursuant to applications filed after January 1, 1967, and therefore no incidental charter operations in interstate or foreign com-

No. MC-145548 Sub-No. 7*

merce are authorized by Section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

*This certificate cancels that portion of certificate Nos. MC-109312 issued May 16, 1967, MC-109312 Sub 27 (portion) issued May 8, 1961, MC-109312 Sub 29 issued June 13, 1961, MC-109312 Sub 37 issued May 28, 1963, MC-109312 Sub 40 issued October 6, 1970, and MC-109312 Sub 42 issued June 5, 1974, acquired by the above named carrier pursuant to the order of the Commission in MC-F-13780.

D2
VS

SERVICE DATE

JUN 17 1986

INTERSTATE COMMERCE COMMISSION

DECISION

No. MC-145548 (Sub-No. 8)

COMMUNITY TRANSIT LINES, INC., EXTENSION - VERNON, NJ
(Passaic, NJ)

Decided: June 11, 1986

Applicant seeks a certificate to transport passengers over a regular-route between Vernon, NJ, and New York, NY, in intrastate, interstate, or foreign commerce, as set forth in the appendix. The evidence has been considered under the modified procedure. The application is opposed by All Jersey Trails, Inc. Applicant filed a reply.

Applicant, using a fleet of 32 buses, operates regular-route passenger service between New York City and portions of New Jersey. Applicant proposes to provide a daily, regular-route bus service between Vernon and New York City on a scheduled basis consistent with public need. Initially, it will operate two buses in the morning (6:00 and 6:30 a.m.) from Vernon and two during the evening hours (5:30 and 6:15 p.m.) from New York City. The number and schedule of buses will change as ridership increases. The proposed service will also include the transportation of passengers traveling between New Jersey points. Applicant indicates that existing service is limited to the operations provided by New Jersey Transit in Warwick, NY and Lakeland Bus in Hamburg, NJ. However, these operations are conducted over routes between 6 and 9 miles away from the proposed route, and a market survey commissioned by applicant indicates the need for additional service. Applicant certifies that it operates in compliance with all Department of Transportation safety regulations.

All Jersey Trails holds various certificates that authorize commuter service to and from New York City over the proposed route. Protestant asserts that, due to delays in receiving its certificates from this Commission, it has not yet conducted operations. It contends that the applications covering its Sub-No. 2 and Sub-No. 3 authorities, which authorize these operations, were filed in December 1984 and February 1985, respectively, but the authorities were not issued until almost a year later. Service was to be instituted over a portion of the route (between Sussex and Franklin, NJ, and New York City) on or before April 1, 1986, and would include two morning and two evening operations Monday through Friday. Service from and to Vernon assertedly will be instituted in the "very near future." Protestant, citing its modern fleet of equipment, insists that it is ready, willing, and able to provide whatever service is required by the public within the sought territory. Protestant fears that a grant of authority would enable applicant to divert traffic required to maintain adequate service over all its routes. Allegedly, this would jeopardize protestant's service to numerous small communities throughout its regular-route system and endanger its commuter bus operations in Northern New Jersey. Protestant does not question applicant's fitness.

Applicant asserts that, contrary to the statements made by protestant, All Jersey Trails' Sub-No. 2 application was filed

December 30, 1983 (not 1984), and the certificate was issued on August 22, 1984 (not 1985). Additionally, applicant asserts that the Sub-No. 3 application was filed on February 15, 1984 (not 1985), and the certificate was issued on December 18, 1984 (not 1985). Community Transit includes photocopies of the respective certificates that indicate those service dates. Applicant argues that processing periods of less than eight months for the Sub-No. 2 certificate and approximately 10 months for the Sub-No. 3 certificate are not substantial delays for opposed proceedings. Therefore, Community Transit claims protestant "sat on its paper authority" and made no effort to provide service until this filing.

Applicant also states that it has secured parking facilities for its commuter passengers, a necessity apparently overlooked by protestant. Finally, applicant has included support statements from the Mayor of Vernon and other citizens indicating a need for its services and the excellent service currently provided under temporary authority.

We are directed by the Bus Regulatory Reform Act of 1982, Pub. L. No. 97261 (Bus Act) to grant this regular-route application if applicant establishes its fitness, willingness, and ability to provide the proposed service, unless any person objecting to the application can demonstrate that such transportation is not consistent with the public interest. Fitness for passenger carriers is defined as safety fitness and proof of insurance. As noted, protestant does not challenge applicant's fitness in any respect. The evidence of record indicates that applicant will comply with pertinent safety regulations, and establishes its safety fitness to conduct the proposed operations.

Because applicant is fit to perform the proposed service, the remaining issue for our determination is whether the application should be denied on "public interest" grounds. Once an applicant establishes its fitness, the statutory burden of proof falls entirely on those opposing the proposal to show good reasons to deny it. The Bus Act directs that, in making any findings relating to the public interest, we consider, to the extent applicable: (1) the national transportation policy, which consists of nine goals designed to promote competitive and efficient transportation services through our regulation; (2) the value of competition; (3) the effect of issuance of a certificate on passenger service to small communities; and (4) whether issuance would impair the ability of any other motor common carrier of passengers to provide a substantial portion of the regular-route passenger service that it provides over its entire regular-route system.

We cannot conclude, based on our review of the evidence of record, that approval of this application would not be consistent with the public interest. Although protestant holds authority to perform the requested service, it has not operated, and, therefore, cannot show any diversion of traffic or revenues. Furthermore, it has not submitted any financial data. Protestant's claim of possible diversion of traffic by applicant's proposed operations, standing alone, is an insufficient basis to warrant a denial of the application. Hudson Transit Lines v. United States I.C.C., 765 F.2d 329 (1985).

Furthermore, protestant has not established persuasively that a grant of the proposal would be detrimental to any of the elements of the national transportation policy in such a way as to be of no real public benefit or to be otherwise not consistent with the public interest. We recognize that one of the goals of the policy is to provide and maintain commuter bus services. Protestant has not established that it conducts extensive commuter operations within the scope of this proposal. Applicant's entry will give the traveling public a variety of quality and price options and allow applicant a more productive use of equipment and energy resources to promote a more efficient and effective operation. We cannot conclude that competition would not be of value, or that applicant's competitive service would adversely affect service to small communities in the area. We conclude that protestant has failed to negate the statutory presumption that the proposed service will be consistent with the public interest. We also believe that the benefits to be derived by the public on approval of applicant's proposed service outweigh any harm or other adverse effects reflected in this record. We conclude that a grant of the application in its entirety is warranted.

We find:

Applicant is fit, willing, and able properly to provide the transportation services, in interstate or foreign commerce, and in intrastate commerce, over the same routes, as described in the appendix, and to comply with the pertinent statutory and administrative requirements. It has not been shown, by any person objecting to the issuance of a certificate, that this transportation is not consistent with the public interest. This decision will not significantly affect either the quality of the human environment or the conservation of energy resources. An appropriate certificate should be granted.

It is ordered:

1. The application is granted to the extent set forth in the appendix. Operations may begin only after the service of a certificate and following compliance with the requirements set forth in the Code of Federal Regulations concerning insurance (49 C.F.R. 1043), designation of process agent (49 C.F.R. 1044), and tariffs (49 C.F.R. 1312).

2. Because authority is granted to provide regular-route transportation in intrastate commerce, applicant must also comply with 49 U.S.C. 10922(c)(2)(E).

By the Commission, Division 2, Commissioners Andre, Gradison, and Simmons.

(SEAL)

Noreta R. McGee
Acting Secretary

APPENDIX

Authority to conduct the following operations will be issued in an appropriate certificate. This decision does not constitute authority to operate.

To operate as a common carrier, by motor vehicle, transporting passengers, in intrastate, interstate, or foreign commerce over regular routes between Vernon, NJ, and New York, NY; from Vernon over NJ Hwy 94 to junction County Rd. 515, then over County Rd. 515 to junction NJ Hwy 23, then over NJ Hwy 23 to junction U.S. Hwy 46, then over U.S. Hwy 46 to junction NJ Hwy 3, then over NJ Hwy 3 to junction Interstate Hwy 495, then over Interstate Hwy 495 and the Lincoln Tunnel to New York, NY, and return over the same route, serving all intermediate points.



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

1200 New Jersey Ave., S.E.
Washington, DC 20590

SERVICE DATE

June 14, 2012

DECISION

MC-108531

BLUE BIRD COACH LINES, INC.

HENRIETTA, NY

REENTITLED

DILLON'S BUS SERVICE, INC.

On June 8, 2012, applicant filed a request to have the Federal Motor Carrier Safety Administration's records changed to reflect a name change.

It is ordered:

The Federal Motor Carrier Safety Administration's records are amended to reflect the carrier's name as DILLON'S BUS SERVICE, INC.

Within 30 days after this decision is served, the applicant must establish that it is in full compliance with the statute and the insurance regulations by having amended filings on prescribed FMCSA forms (BMC91 or 91X or 82 for bodily injury and property damage liability, BMC 34 or 83 for cargo liability, or a BMC 84 or 85 for broker security and BOC-3 for designation of agents upon whom process may be served) submitted on its behalf. Copies of Form MCS-90 or other "certificates of insurance" are not acceptable evidence of insurance compliance. Insurance and BOC-3 filings should be sent to Federal Motor Carrier Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590.

The applicant is notified that failure to comply with the terms of this decision shall result in revocation of its operating rights registration, effective 30 days from the service date of this decision.

To verify that the applicant is in full compliance, call (202)358-7000 or visit our web site at: <http://li-public.fmcsa.dot.gov>. Any other questions regarding the action taken should be directed to (202)366-9805.

Decided: June 11, 2012

By the Federal Motor Carrier Safety Administration

Jeffrey L. Secrist, Chief
Information Technology Operations Division
NCIA

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1

PASS.

SERVICE DATE
MAY 3, 1973

NO. MC 108531 SUB 14

BLUE BIRD COACH LINES, INC.,
(502-504 N. BARRY ST.,)
OLEAN, NEW YORK 14760

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 3rd day of
May, 1973.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

Passengers and their baggage, in the same vehicle with passengers, in special operations, in round trip sightseeing and pleasure tours,

NO. MC 108531 SUB 14, SHEET NO. 2

Beginning and ending at points in Erie County, Pa.,
and extending to points in the United States (except
Alaska and Hawaii).

By the Commission, division 1.

(SEAL)

ROBERT L. OSWALD,
Secretary

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 108531 SUB 3* SERVICE DATE
OCTOBER 30, 1967

BLUE BIRD COACH LINES, INC.,
OLEAN, NEW YORK

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 30th day of
October, A. D. 1967.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers,
in the same vehicle with passengers,

Between Port Allegany, Pa., and Buffalo, N. Y., serving
all intermediate points:

From Port Allegany over Pennsylvania Highway 155 to junction Pennsylvania Highway 446, near Larabee, Pa., thence over Pennsylvania Highway 446 to the Pennsylvania-New York State line, thence over New York Highway 305 (formerly portion New York Highway 16) to junction New York Highway 17 (formerly portion New York Highway 16) near Portville, N. Y., thence over New York Highway 17 to Olean, N. Y.; thence over New York Highway 16 to York-shire, N. Y., thence over New York Highway 39 to Arcade, N. Y., thence return over New York Highway 39 to York-shire, thence over New York Highway 16 via East Aurora, N. Y., to junction Transit Road, thence over Transit Road to junction Bullis Road, thence over Bullis Road to junction Lein Road, thence over Lein Road to junction Seneca Creek Road, thence over Seneca Creek Road to junction New York Highway 18B, thence over New York Highway 18B to Gardenville, N. Y., (also from East Aurora, N. Y., over unnumbered highway (formerly New York Highway 78A) to junction New York Highway 354, thence over New York Highway 354 to Gardenville, N. Y.), and thence over New York 354 to Buffalo, and return over the same routes.

Between Salamanca, N. Y., and Bradford, Pa., serving all intermediate points:

From Salamanca over New York Highway 17 to junction U. S. Highway 219 at a point approximately one mile east of Carrolton, N. Y., and thence over U. S. Highway 219 to Bradford, and return over the same route.

Between Olean, N. Y., and junction U. S. Highway 219 and New York Highway 17 at a point approximately one mile east of Carrolton, N. Y., serving all intermediate points:

From Olean over New York Highway 17 to junction U. S. Highway 219, and return over the same route.

AND IT IS FURTHER ORDERED, That this certificate shall supersede Certificate No. MC 108531 Sub 3, issued August 17, 1962, and that said certificate be, and it is hereby, canceled.

By the Commission, division 1.

(SEAL)

H. NEIL GARSON,
Secretary

*This certificate embraces the operating rights in the certificate superseded and canceled in the last ordering paragraph above, and is issued to show the current highway designations.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1-R

Pass.

NO. MC 108531 SUB 10*

**BLUE BIRD COACH LINES, INC.,
(502-504 N. BARRY STREET,)
OLEAN, NEW YORK 14760**

**SERVICE DATE
APRIL 21, 1972**

**At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 21st day of
April, 1972.**

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers, and their baggage, express, and newspapers, in the same vehicle with passengers,

Between Olean, N. Y., and Portville, N. Y., serving all intermediate points:

From Olean over New York Highway 17 to Portville, and return over the same route.

RESTRICTION: The operations authorized herein are subject to the following conditions:

Said operations are restricted against the transportation of any passenger or passengers whose transportation involves movement between Buffalo, N. Y., on the one hand, and, on the other, Corning, N. Y., and points beyond.

Said operations are restricted against the transportation of any passenger or passengers whose transportation involves movement between Buffalo, N. Y., on the one hand, and, on the other, Wellsville, N. Y.

Said operations are restricted against the transportation of any passenger or passengers whose transportation involves movement between Portville and Corning, N. Y., and points intermediate thereto, on the one hand, and, on the other, New York, N. Y.

The above-described authority to transport passengers was issued pursuant to an application filed on or before January 1, 1967, and therefore incidental charter operations in interstate or foreign commerce may be conducted under rules and regulations prescribed by the Commission pursuant to section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

AND IT IS FURTHER ORDERED, That this certificate shall supersede Certificate No. MC 108531 Sub 10, issued May 16, 1968, with respect to that portion of the operating rights remaining after purchase pursuant to MC-F 10926 (as corrected), to (No. MC 133403 Sub 2,) and that said certificate be, and it is hereby, canceled to that extent.

By the Commission, division 1.

ROBERT L. OSWALD
Secretary

(SEAL)

*This certificate embraces the operating rights in the certificate superseded and canceled to the extent noted in the last ordering paragraph above.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 108531 SUB 12

SERVICE DATE
AUGUST 4, 1969

BLUE BIRD COACH LINES, INC.,
OLEAN, NEW YORK

**At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 4th day of
August, A. D. 1969.**

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

Passengers and their baggage, in special operations,
in round trip sightseeing and pleasure tours,

Beginning and ending at points in Erie and Niagara
Counties, N. Y., and extending to points in the
United States, except Alaska and Hawaii.

RESTRICTION: Service authorized herein is subject to the right of the Commission, which is hereby expressly reserved, to impose, after final determination of the proceeding in Ex Parte No. MC-29 (Sub-No. 1), Passenger Transportation in Special Operations, such terms and conditions, if any, as may be deemed necessary to insure that the operations performed by carrier are limited to bona fide special operations, in round trip sightseeing and pleasure tours.

By the Commission, division 1.

(SEAL)

H. NEIL GARSON,
Secretary

INTERSTATE COMMERCE COMMISSION
PERMIT

MC 108531 Sub 25

SERVICE DATE

MAY 27 1982

BLUE BIRD COACH LINES, INC.
Olean, NY

This Permit is evidence of the carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), designation of agents upon whom process may be served (49 CFR 1044), tariffs or schedules (49 CFR 1300 through 1310), and the execution of contracts for contract carriers (49 CFR 1053). The carrier shall also render reasonably continuous and adequate service under this authority. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

Agatha L. Mergenovich
Secretary

(SEAL)

Note: If there are discrepancies regarding this Permit, please notify the Commission within 30 days.

No. MC-108531 (Sub-No. 25)

To operate as a contract carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, in the same vehicle with passengers, in charter operations, between points in the United States, under continuing contract(s) with Blue Bird World Travel, Inc., of Olean, NY.

INTERSTATE COMMERCE COMMISSION

JUN 19 1995

CERTIFICATE

No. MC-108531 Sub 29

BLUE BIRD COACH LINES, INC.
OLEAN, NY

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

VERNON A. WILLIAMS
Secretary

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

NOTE: The carrier is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

CONDITION: The carrier is authorized to provide intrastate transportation service on a route under this certificate only if the carrier provides regularly scheduled interstate transportation service on the route.

To operate as a common carrier, by motor vehicle, in interstate, intrastate or foreign commerce, transporting:

OVER REGULAR ROUTES:

Passengers: (1) between Cleveland, OH, and Atlanta, GA: from Cleveland over Interstate Hwy 71 to Cincinnati, OH, then over Interstate Hwy 75 to Atlanta, and return over the same route; (2) between Cleveland, OH, and junction Interstate Hwy 71 and OH Hwy 82: from Cleveland over U.S. Hwy 42 to Strongsville, OH, then over OH Hwy 82 to junction Interstate Hwy 71, and return over the same route; (3) between Cincinnati, OH, and junction Interstate Hwy 71 and Cross County Highway: from Cincinnati over Interstate Hwy 75 to junction Cross County Highway, then over Cross County Highway to junction Interstate Hwy 71, and return over the same route; (4) between Cleveland, OH, and Albany, NY, over Interstate Hwy 90; (5) between Erie, PA, and junction Interstate Hwy 90 and U.S. Hwy 19, over U.S. Hwy 19; (6) between Fredonia, NY, and Interchange No. 59 of the New York State Thruway (Interstate Hwy 90), over NY Hwy 60; (7) between Buffalo, NY, and junction Interstate Hwy 90 and Interstate Hwy 190, over Interstate Hwy 190; (8) between Batavia, NY, and Interchange No. 48 of the New York State Thruway (Interstate Hwy 90), over NY Hwy 98; (9) between junction Interstate Hwy 90 and Interstate Hwy 490, at or near Le Roy, NY, and junction Interstate Hwy 90 and Interstate Hwy 490, at or near Victor, NY, over Interstate Hwy 490; (10) between junction Interstate Hwy 90 and Interstate Hwy 690, west of Syracuse, NY, and junction Interstate Hwy 90 and Interstate Hwy 481, east of Syracuse, NY: from junction Interstate Hwy 90 and Interstate Hwy 690 over Interstate Hwy 690 to junction Interstate Hwy 481, at or near East Syracuse, NY, then over Interstate Hwy 481 to junction Interstate Hwy 90, and return over the same route; (11) between junction Interstate Hwy 90 and Interstate Hwy 890, west of Schenectady, NY, and junction Interstate Hwy 90 and Interstate Hwy 890, south of Schenectady, NY, over Interstate Hwy 890; (12) between junction Interstate Hwy 90 and Interstate Hwy 88, at or near Rotterdam, NY, and Wilkes-Barre, PA: from junction Interstate Hwy 90 and Interstate Hwy 88 over Interstate Hwy 88 to Binghamton, NY, then over Interstate Hwy 81 to junction PA Hwy 115, east of Wilkes-Barre, then over PA Hwy 115 to Wilkes-Barre, and return over the same route; (13) between Binghamton, NY, and junction Interstate Hwy 81 and NY Hwy 434, east of Binghamton, NY, over NY Hwy 434; (14) between Philadelphia, PA, and Columbus, OH: from Philadelphia over Interstate Hwy 76 to junction Interstate Hwy 376, at or near Monroeville, PA, then over Interstate Hwy 376 to Pittsburgh, PA, then over Interstate Hwy 279 to junction Interstate Hwy 79, west of Pittsburgh, PA, then over Interstate Hwy 79 to junction Interstate Hwy 70, at or near Washington, PA, then over Interstate Hwy 70 to Columbus, and return over the same route; (15) between Harrisburg, PA, and

junction Interstate Hwy 76 and Interstate 283 (Interchange No. 19 of the Pennsylvania Turnpike): from Harrisburg over Interstate Hwy 83 to junction Interstate Hwy 283, then over Interstate Hwy 283 to junction Interstate Hwy 76, and return over the same route; (16) between Harrisburg, PA, and junction Interstate Hwy 76 and U.S. Hwy 11 (Interchange No. 16 of the Pennsylvania Turnpike): from Harrisburg over U.S. Hwy 22 to junction Interstate Hwy 81, north of Harrisburg, PA, then over Interstate Hwy 81 to junction U.S. Hwy 11, at or near Middlesex, PA, then over U.S. Hwy 11 to junction Interstate Hwy 76, and return over the same route; (17) between junction Interstate Hwy 81 and PA Hwy 9 (Interchange No. 37 of the Northeast Extension of the Pennsylvania Turnpike) and junction Interstate Hwy 76 and Interstate Hwy 476, at or near West Conshohocken, PA: from junction Interstate Hwy 81 and PA Hwy 9, over the Northeast Extension of the Pennsylvania Turnpike (PA Hwy 9) to Interchange No. 25-A, then over Interstate Hwy 476 to junction Interstate Hwy 76, and return over the same route; (18) between Albany, NY, and Philadelphia, PA: from Albany over Interstate Hwy 87 (New York State Thruway) to Interchange No. 15, then over NY Hwy 17 to the NY/NJ State line, then over NJ Hwy 17 to Paramus, NJ, then over the Garden State Parkway to junction New Jersey Turnpike, then over the New Jersey Turnpike to Interchange No. 6, then over Interstate Hwy 276 to Interchange No. 29 of the Pennsylvania Turnpike, then over U.S. Hwy 13 to junction PA Hwy 413, at or near Bristol, PA, then over PA Hwy 413 to junction Interstate Hwy 95, then over Interstate Hwy 95 to Philadelphia, and return over the same route; (19) between Erie, PA, and Pittsburgh, PA: from Erie over Interstate Hwy 79 to junction Interstate Hwy 279, north of Pittsburgh, then over Interstate Hwy 279 to Pittsburgh, and return over the same route; (20) between Meadville, PA, and junction Interstate Hwy 79 and U.S. Hwy 322, over U.S. Hwy 322; and (21) between Butler, PA, and junction Interstate Hwy 79 and U.S. Hwy 422: from Butler over PA Hwy 8 to junction U.S. Hwy 422, north of Butler, then over U.S. Hwy 422 to junction Interstate Hwy 79, and return over the same route; serving all intermediate points in (1) through (21) above.

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 108531 SUB 11

SERVICE DATE
APRIL 8, 1968

BLUE BIRD COACH LINES, INC.,
OLEAN, NEW YORK

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 8th day of
April, A. D. 1968.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between Jamestown, N. Y., and junction New York Highways 17 and 353 approximately 3 miles from Salamanca, N. Y., serving all intermediate points.

From Jamestown over New York Highway 17 to junction
New York Highway 353, and return over the same route.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and, therefore, no incidental charter operations in interstate or foreign commerce are authorized by section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

By the Commission, division 1.

H. NEIL GARSON,
Secretary

(SEAL)

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-108531 Sub 27

SERVICE DATE

BLUE BIRD COACH LINES, INC.
OLEAN, NY

MAY 25 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

NOTE: Applicant is authorized to provide regular route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

To operate as a common carrier, by motor vehicle, in intrastate, interstate or foreign commerce, transporting over regular routes passengers, between Olean, NY and Syracuse, NY, serving all intermediate points: from Olean over NY Hwy 16 to Maplehurst, then over NY Hwy 17 to Cuba, then over NY Hwy 305 to junction NY Hwy 19, then over NY Hwy 19 to junction NY Hwy 19A, then over NY Hwy 19A to junction NY Hwy 39, then over NY Hwy 39 to junction U.S. Hwy 20A, then over U.S. Hwy 20A to junction Interstate Hwy 390, then over Interstate Hwy 390 to Rochester, then over NY Hwy 31 to junction NY Hwy 5, then over NY Hwy 5 to Syracuse, and return over the same route.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 108531 SUB 21F

SERVICE DATE

BLUE BIRD COACH LINES, INC.
OLEAN, NEW YORK

MAR 28 1980

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

The carrier, as an underlying condition of this authority, shall render reasonably continuous and adequate service to the public. Failure to do so will constitute sufficient grounds for the suspension, change, or revocation of this authority.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

For carriers with both common and contract authority: The Commission reserves the right to impose such terms, conditions, or limitations in the future as it may find necessary to assure conformance with section 10930 of the Interstate Commerce Act.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

AGATHA L. MERGENOVICH,
Secretary

(SEAL)

Note: If there are any discrepancies regarding this please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, in the same vehicle with passengers, in charter and special operations, (1) between points in New York, Ohio, and Pennsylvania; and (2) beginning and ending at the points named in (1) above, and extending to points in the United States (including Alaska but excluding Hawaii), limited in (1) and (2) to transportation in vehicles with a seating capacity not to exceed 25 passengers.

SERVICE DATE
APRIL 16, 1962

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 108531*

BLUE BIRD COACH LINES, INC.,
OLEAN, NEW YORK

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 16th day of
April, A. D., 1962

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

Passengers and their baggage in round-trip charter operations,

Beginning and ending at Olean, N. Y., and points within 35 miles thereof, except Bradford, Pa., and points in Pennsylvania within 15 miles of Bradford, and extending to points in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, West Virginia, Ohio, Indiana, Illinois, Kentucky, and the District of Columbia.

AND IT IS FURTHER ORDERED, That this certificate shall supersede Certificate No. MC 108531, issued March 31, 1948, acquired by the above-named carrier pursuant to MC-FC 64065, and that said certificate be, and it is hereby, canceled.

By the Commission, division 1.

HAROLD D. McCOY,

(SEAL)

Secretary.

*This certificate embraces the operating rights in the certificate superseded and canceled in the last ordering paragraph above.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-108531 Sub 26

BLUE BIRD COACH LINES, INC.
OLEAN, NY

SERVICE DATE

FEB 22 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

MC-108531 Sub 26
Sheet 2

To operate as a common carrier, by motor vehicle in interstate or foreign commerce, over irregular routes, transporting passengers, in special and charter operations, between points in the United States.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 108531 SUB 20F

BLUE BIRD COACH LINES, INC.
OLEAN, NEW YORK

SERVICE DATE

MAR 5 1980

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

The carrier, as an underlying condition of this authority, shall render reasonably continuous and adequate service to the public. Failure to do so will constitute sufficient grounds for the suspension, change, or revocation of this authority.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

For carriers with both common and contract authority: The Commission reserves the right to impose such terms, conditions, or limitations in the future as it may find necessary to assure conformance with section 10930 of the Interstate Commerce Act.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

AGATHA L. MERGENOVICH,

Secretary

(SEAL)

Note: If there are any discrepancies regarding this please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, in the same vehicle with passengers, (1) in special operations, in round-trip sightseeing and pleasure tours, beginning and ending at points in Genesee, Monroe, and Orleans Counties, NY, and extending to points in the United States (including, Alaska, but excluding Hawaii); (2) in round-trip charter operations, beginning and ending at points in Allegany, Cattaraugus, Genesee, Monroe, Orleans, and Wyoming Counties, NY, and extending to points in the United States (including Alaska, but extending Hawaii); (3) in special operations, in one-way sightseeing and pleasure tours, from points in Allegany, Cattaraugus, Chautauqua, Erie, Genesee, Monroe, Niagara, Orleans, Steuben, and Wyoming Counties, NY, and Erie, McKean, Potter, and Warren Counties, PA, to points in the United States, (including Alaska, but excluding New York, NY, from points in Allegany, Cattaraugus, and Steuben Counties, NY, and excluding Hawaii), restricted to passengers having a subsequent movement by air to an airport located in the above origin territory; (4) in special operations, in one-way sightseeing and pleasure tours, from points in the United States (except New York, NY, Alaska, and Hawaii), to points in Allegany, Cattaraugus, Chautauqua, Erie, Genesee, Monroe, Niagara, Orleans, Steuben, and Wyoming Counties, NY, and Erie, McKean, Potter, and Warren Counties, PA, restricted to passengers having a prior movement by air from an airport located in the above destination territory; (5) in one-way charter operations, from points in Allegany, Cattaraugus, Chatauqua, Erie, Genesee, Monroe, Niagara, Orleans, and Wyoming Counties, NY, and Erie, McKean, Potter, and Warren Counties, PA, to points in the United States (including Alaska, but excluding Hawaii), restricted to passengers having a subsequent movement by air to an airport located in the above origin territory; and (6) in one-way charter operations, from points in the United States (except New York, NY, Alaska and Hawaii), to points in Allegany, Cattaraugus, Chautauqua, Erie, Genesee, Monroe, Niagara, Orleans, and Wyoming Counties, NY, and Erie, McKean, Potter, and Warren Counties, PA, restricted to passengers having a prior movement by air from an airport located in the above destination territory.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1

NO. MC 108531 SUB 19

PASS.

SERVICE DATE

BLUE BIRD COACH LINES, INC.,
OLEAN, NEW YORK

APR 26 1977

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 26th day of
April, 1977.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

(1) Passengers and their baggage in the same vehicle with passengers, in special operations, in round-trip sightseeing and pleasure tours,

(a) Beginning and ending at points in Warren County, Pa., and extending to points in the United States, including Alaska, but excluding Hawaii.

(b) Beginning and ending at points in Cattaraugus, Allegany, Steuben, Wyoming, Chautauqua, Erie, and Niagara Counties, N. Y., and McKean, Potter, and Erie Counties, Pa., and extending to Alaska.

(2) Passengers and their baggage in the same vehicle with passengers, in round-trip charter operations,

Beginning and ending at points in Erie, Warren, McKean, and Potter Counties, Pa., and extending to points in the United States, including Alaska, but excluding Hawaii.

The authority granted herein to the extent that it duplicates any authority heretofore granted to or now held by carrier shall not be construed as conferring more than one operating right.

By the Commission, division 1.

(SEAL)

ROBERT L. OSWALD,
Secretary

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-108531 (Sub-No. 22F)

BLUE BIRD COACH LINES, INC.
(Olean, NY)

SERVICE DATE

AUG 5 1981

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

No. MC-108531 (Sub-No. 22) F

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, in charter operations, between Atlanta, GA, Denver, CO, and New York, NY, on the one hand, and, on the other, points in the United States (including Alaska, but excluding Hawaii).

SERVICE DATE
APRIL 6, 1971

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1

Pass.

NO. MC 108531 SUB 13*

BLUE BIRD COACH LINES, INC.,
(502-504 N. BARRY ST.,)
OLEAN, NEW YORK 14760

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 6th day of
April, A. D. 1971.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between junction New York Highway 17J and Chautauqua County Highway 302 approximately 2 miles north of Stow, N. Y., and Erie, Pa., serving all intermediate points:

From junction New York Highway 17J and Chautauqua County Highway 302 over Chautauqua County Highway 302 to junction New York Highway 430, thence over New York Highway 430 via Sherman and Findley Lake, N. Y., to the New York-Pennsylvania State line, thence over Pennsylvania Highway 430 to junction Interstate Highway 90, thence over Interstate Highway 90 to junction Pennsylvania Highway 8, and thence over Pennsylvania Highway 8 to Erie, and return over the same route.

The above-described authority to transport passengers was issued pursuant to an application filed on or before January 1, 1967, and therefore incidental charter operations in interstate or foreign commerce may be conducted under rules and regulations prescribed by the Commission pursuant to section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

Passengers and their baggage, and express, newspapers, and mail, in the same vehicle with passengers,

Between Westfield, N. Y., and Jamestown, N. Y., serving all intermediate points:

From Westfield over New York Highway 17 to Mayville, N. Y., and thence over New York Highway 17J to Jamestown, and return over the same route.

IRREGULAR ROUTES:

Passengers and their baggage, on round-trip sightseeing or pleasure tours,

Beginning and ending at points in Chautauqua County, N. Y., and extending to points in New York, Pennsylvania, Rhode Island, Connecticut, Massachusetts, Vermont, New Hampshire, Maine, New Jersey, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Kentucky, Tennessee, Ohio, Indiana, Illinois, Michigan, and the District of Columbia, including points on the United States-Canada Boundary line in Michigan, New York and Vermont.

The authority granted herein to the extent that it duplicates any authority heretofore granted to or now held by carrier shall not be construed as conferring more than one operating right.

AND IT IS FURTHER ORDERED, That this certificate shall supersede Certificates Nos. MC 114352, issued April 21, 1960, MC 114352 Sub 2, issued January 2, 1962, and MC 114352 Sub 3, issued May 1, 1968, and that said certificates be, and they are hereby, canceled.

By the Commission, division 1.

ROBERT L. OSWALD,
Secretary

(SEAL)

*This certificate embraces the operating rights in the certificates superseded and canceled in the last ordering paragraph above, which operating rights were authorized to be merged with those of the above-named carrier pursuant to MC-F 10823, assigned No. MC 108531 Sub 13.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1

NO. MC 108531 SUB 17

SERVICE DATE

BLUE RIRD COACH LINES, INC.,
OLEAN, NEW YORK

JAN 5 1977

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 5th day of
January, 1977.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

Passengers and their baggage, in the same vehicle with passengers, in charter operations,

Beginning and ending at points in Erie and Niagara Counties, N. Y., and extending to points in the United States (except Alaska and Hawaii).

By the Commission, division 1.

ROBERT L. OSWALD,
Secretary

(SEAL)



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

400 Virginia Avenue, SW, Suite 600
Washington, DC 20024

SERVICE DATE

July 19, 2001

CERTIFICATE

MC-108531-C

BLUE BIRD COACH LINES, INC

NORTH TONAWANDA, NY

This Certificate is evidence of the carrier's authority to engage in transportation as a **common carrier of passengers** by motor vehicle in interstate or foreign commerce.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 387); the designation of agents upon whom process may be served (49 CFR 366); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to maintain compliance will constitute sufficient grounds for revocation of this authority.

For common carriers with irregular route authority: Any irregular route authority in this Certificate may not be tacked or joined with other irregular route authority unless joinder is specifically authorized. Any regular routes authorized in this Certificate may be tacked or joined with one another and with other intersate regular route authority you hold, at any common service.

The transportation service to be performed is described on the reverse side of this document.

Terry Shelton, Director
Office of Data Analysis & Information Systems

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.

Interstate common carrier of passengers over regular routes:

(1) BETWEEN ROCHESTER, NY AND THE US/CD INTERNATIONAL BOUNDARY IN NIAGARA FALLS, NY: FROM INTERSECTION ST. PAUL ST AND MAIN ST OVER ST PAUL ST TO SOUTH AVE, OVER SOUTH AVE TO INTERSTATE HWY 490, OVER INTERSTATE HWY 490 EAST TO INTERSTATE HWY 590, OVER INTERSTATE HWY 590 SOUTH TO INTERSTATE HWY 390, OVER INTERSTATE HWY 390 SOUTH TO INTERSTATE HWY 90, OVER INTERSTATE HWY 90 WEST TO INTERSTATE HWY 290, OVER INTERSTATE HWY 290 TO INTERSTATE HWY 190, OVER INTERSTATE HWY 190 TO ROBERT MOSES PARKWAY, OVER ROBERT MOSES PARKWAY TO QUAY ST. OVER QUAY ST TO THE RAINBOW BRIDGE AT THE US/CD INTERNATIONAL BOUNDARY IN NIAGARA FALLS, AND RETURN OVER THE SAME ROUTE; AND (2) BETWEEN ROCHESTER, NY AND THE US/CD INTERNATIONAL BOUNDARY IN BUFFALO, NY: FROM INTERSECTION ST PAUL ST AND MAIN ST IN ROCHESTER OVER ST PAUL ST TO SOUTH ST, OVER SOUTH ST TO INTERSTATE HWY 490, OVER INTERSTATE HWY 490 EAST TO INTERSTATE HWY 590, OVER INTERSTATE HWY 590 SOUTH TO INTERSTATE HWY 390, OVER INTERSTATE HWY 390 SOUTH TO INTERSTATE HWY 90, OVER INTERSTATE HWY 90 WEST TO INTERSTATE HWY 190 WEST, OVER INTERSTATE HWY 190 TO THE PEACE BRIDGE AT THE US/CD INTERNATIONAL BOUNDARY IN BUFFALO, AND RETURN OVER THE SAME ROUTE, SERVING ALL INTERMEDIATE POINTS IN (1) AND (2) ABOVE. NOTE: APPLICANT SEEKS TO PROVIDE REGULAR-ROUTE SERVICE IN INTERSTATE OR FOREIGN COMMERCE UNDER 49 U.S.C. 13902(B)(3) (1996 CODIFICATION) OVER THE SAME ROUTES.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1

SERVICE DATE
MAY 13, 1966

NO. MC 108531 SUB 7

BLUE BIRD COACH LINES, INC.,
OLEAN, NEW YORK

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 13th day of
May, A. D., 1966.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

Passengers and their baggage, in special operations,
in round-trip sightseeing and pleasure tours,

Beginning and ending at points in Cattaraugus, Allegany, Steuben, and Wyoming Counties, N. Y., and McKean and Potter Counties, Pa., and extending to points in the United States (except Alaska and Hawaii).

RESTRICTION: The operations authorized herein are subject to the right of the Commission, which is hereby expressly reserved to impose, after final determination of the proceeding in Ex Parte No. MC-29 (Sub-No. 1), Passenger Transportation in Special Operations, such terms and conditions, if any, as may be deemed necessary to insure that the operations performed by carrier are limited to bona fide special operations, in sightseeing and pleasure tours.

By the Commission, division 1.

(SEAL)

H. NEIL GARSON,
Secretary

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1

NO. MC 108531 SUB 16*

SERVICE DATE

BLUE BIRD COACH LINES, INC.
OLEAN, NEW YORK

JUN 22 1977

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 22nd day of
June, 1977.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

- Passengers and their baggage, in special operations, in round-trip sightseeing and pleasure tours,

Beginning and ending at points in Chautauqua County, N. Y., and extending to points in Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin and Wyoming.

AND IT IS FURTHER ORDERED, That this certificate shall supersede certificate No. MC 108531 Sub 16, issued December 20, 1974, as modified by order dated April 4, 1977, and that said certificate be, and it is hereby, canceled.

By the Commission, division 1.

(SEAL)

H. G. HOMME, JR.,
Acting Secretary.

*This certificate embraces the operating rights in the certificate superseded and canceled in the last ordering paragraph above, as modified.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1

PASS.

NO. MC 108531 SUB 15*

BLUE BIRD COACH LINES, INC.
OLEAN, NEW YORK

SERVICE DATE

JUN 6 1975

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 6th day of
June, 1975.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between junction Pennsylvania Highway 5 and U.S. Highway 20 and junction U.S. Highway 20 and Interstate Highway 90, serving all intermediate points:

From junction Pennsylvania Highway 5 and U.S. Highway 20 over U.S. Highway 20 to junction Interstate Highway 90, and over the same route.

Between junction Pennsylvania Highway 5 and U.S. Highway 20, and junction Pennsylvania Highway 5 and Pennsylvania Highway 89, serving all intermediate points:

From junction Pennsylvania Highway 5 and U.S. Highway 20 over Pennsylvania Highway 5 to junction Pennsylvania Highway 89, and return over the same route.

RESTRICTION: The service authorized above is restricted to the transportation of passengers moving, in addition to carrier's service, also over one or more of carrier's connecting carriers.

Between junction U.S. Highways 20 and 6N, located approximately four miles west of East Springfield, Pa., and junction Pennsylvania Highway 18 and U.S. Highway 20, located approximately 1 mile west of Girard, Pa., serving all intermediate points:

From junction U.S. Highways 20 and 6N over U.S. Highway 6N to junction Pennsylvania Highway 18, located at Lundys Lane, Pa., and thence over Pennsylvania Highway 18 to junction U.S. Highway 20, and return over the same route.

Between Meadville, Pa., and Pittsfield, Pa., serving all intermediate points:

From Meadville over Pennsylvania Highway 27 to Pittsfield, and return over the same route.

Between North East, Pa., and West Springfield, Pa., serving all intermediate points:

From North East over U.S. Highway 20 to West Springfield, and return over the same route.

Between Union City, Pa., and West Springfield, Pa., serving all intermediate points (except Edinboro, Pa.):

From Union City over U.S. Highway 6 to Lavery, Pa., and thence over U.S. Highway 6N to West Springfield, and return over the same route.

Between Erie, Pa., and Scranton, Pa., serving all intermediate points:

From Erie over U.S. Highway 19 to Waterford, Pa., thence over Pennsylvania Highway 97 to Union City, Pa., thence over U.S. Highway 6 to Scranton, and return over the same route,

Between junction U.S. Highway 6 and Pennsylvania Highway 59 approximately 3 miles southeast of Warren, Pa., and junction U.S. Highway 6 and Pennsylvania Highway 46 one-half mile east of Smethport, Pa., serving all intermediate points:

From junction U.S. Highway 6 and Pennsylvania Highway 59 over Pennsylvania Highway 59 to junction Pennsylvania Highway 770, thence over Pennsylvania Highway 770 to Custer City, Pa., thence over U.S. Highway 219 to junction Pennsylvania Highway 46, (approximately 1 mile east of Bradford, Pa.), thence over Pennsylvania Highway 46 to junction U.S. Highway 6, and return over the same route.

Between Ridgway, Pa., and Kane, Pa., serving all intermediate points:

From Ridgway over U.S. Highway 219 to Wilcox, Pa., thence over Pennsylvania Highway 321 to Kane (also from Wilcox over U.S. Highway 219 to junction U.S. Highway 6, thence over U.S. Highway 6 to Kane), and return over the same routes.

RESTRICTION: The authority granted next above is restricted against the transportation of passengers originating at or destined to Salamanca or Buffalo, N.Y.

Passengers and their baggage,

Between St. Marys, Pa., and Ridgway, Pa., serving all intermediate points:

From St. Marys over Pennsylvania Highway 255 to Gillen, Pa., thence over unnumbered highway to junction U.S. Highway 219 and thence over U.S. Highway 219 to Ridgway, and return over the same route.

Between **Johnsonburg, Pa.** and Emporium, Pa., serving all intermediate points:

From Johnsonburg over Pennsylvania Highway 255 to St. Marys, Pa., thence over Highway 120 to Emporium, and return over the same route

The above-described authority to transport passengers was issued pursuant to an application filed on or before January 1, 1967, and therefore incidental charter operations in interstate or foreign commerce may be conducted under rules and regulations prescribed by the Commission pursuant to Section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

Passengers and their baggage, and express and newspapers in the same vehicle with passengers.

Between Lantz Corners, Pa., and Custer City, Pa., serving all intermediate points:

From Lantz Corners over U.S. Highway 219 to Custer City, and return over the same route.

RESTRICTION: The operations authorized next above are restricted against the transportation of passengers originating at or destined to Salamanca or Buffalo, N. Y.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and therefore, no incidental charter operations in interstate or foreign commerce are authorized by Section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

IRREGULAR ROUTES:

Passengers and their baggage, in charter operations,

Originating and terminating at all points in Erie County, Pa. (except Corry, Pa.), and extending to points in Cattaraugus, Chautauqua, Erie and Niagara Counties, N. Y., and Ashtabula, Cuyahoga, Geauga, Lake, Mahoning, Richland, Stark, Summit, and Trumbull Counties, Ohio, and the District of Columbia.

Passengers and their baggage, in round-trip charter operations,

Beginning and ending at points in Erie County, Pa., and those points in Cambridge Township, Crawford County, Pa., and extending to points in that part of Ohio on and north of U.S. Highway 40 and those in that part of New York on and west of U.S. Highway 15.

The authority granted herein to the extent that it duplicates any authority heretofore granted to or now held by carrier shall not be construed as conferring more than one operating right.

AND IT IS FURTHER ORDERED, That this certificate shall supersede Certificate No. MC 129646, issued October 7, 1968, acquired by the above-named carrier pursuant to MC-F 12011, and authorized herein, and that said certificate be, and it is hereby, canceled.

By the Commission, division 1.

RICHARD W. KYLE
Acting Secretary

(SEAL)

*This certificate embraces the operating rights in the certificate superseded and canceled in the last ordering paragraph above, and also includes the operations authorized to be issued in No. MC 129646 Sub 5, and also authorized herein.

SERVICE DATE
MAY 6, 1964

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 108531 SUB 6

BLUE BIRD COACH LINES, INC.,
OLEAN, NEW YORK

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 6th day of
May, A. D., 1964.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers,
in the same vehicle with passengers,

Between Buffalo, N. Y., and Salamanca, N. Y., serving
all intermediate points:

From Buffalo over New York Highway 5 to junction Amsdell Road, thence over Amsdell Road and Pleasant Avenue to Hamburg, N. Y., thence over U. S. Highway 62 to Dayton, N. Y., thence over New York Highway 353 to junction New York Highway 17 approximately 3 miles west of Salamanca,

thence over New York Highway 17 to Salamanca, and return over the same route.

Between Gowanda, N. Y., and the J. N. Adams Hospital in the Town of Perrysburg, N. Y., serving all intermediate points:

From Gowanda over New York Highway 39 to Perrysburg, thence over New York Highway 353 to the J. N. Adams Hospital, and return over the same route.

By the Commission, division 1.

(SEAL)

HAROLD D. MCCOY,
Secretary.

COMMISSIONERS

GLENN F. IVEY
CHAIRMAN

CLAUDE M. LIGON
SUSANNE BROGAN
CATHERINE I. RILEY
J. JOSEPH CURRAN, III

STATE OF MARYLAND
PUBLIC SERVICE COMMISSION

TRANSPORTATION DIVISION

WILLIAM DONALD SCHAEFER TOWER
6 ST. PAUL STREET
BALTIMORE, MARYLAND 21202-6808
(410) 767-8128
FAX (410) 333-6088

RICHARD P. PAGE
DIRECTOR OF TRANSPORTATION

JOAN F. BAUER
ASSISTANT DIRECTOR, ADMINISTRATION

CLIFFORD J. WATTS
ASSISTANT DIRECTOR, SAFETY

WRITER'S DIRECT LINE

(410) 767-1667

March 24, 2000

To Whom It May Concern:

Keith M. Dillon, President of Dillon's Bus Service, Inc. has Authority to Operate as a Charter/Contract and a Regular Schedule Passenger Carrier by Motor Vehicles in Intrastate Commerce in Maryland.

Mr. Dillon was granted authority from the Public Service Commission on March 23, 1994. The Public Service Commission Carrier Number for Dillon's Bus Service, Inc. is 20.

In accordance with Commission policy, the Transportation Division evaluated the applicant's fitness to conduct the proposed service, the applicant's capability to comply with the Commission's safety and operational requirements, and other relevant considerations.

The Transportation Division's review and evaluation reveal that the applicant has demonstrated proper fitness to conduct the proposed service. The issuance of a motor carrier permit(s) will be best for the public welfare and convenience in accordance with the standards of Section 9-202 of the Public Utility Companies Article of the Code.

Should you have any questions regarding the authority granted to Mr. Dillon, please feel free to contact me at the above number.

Sincerely,



Barbara Wasiljov
Administrative Specialist

COMMISSIONERS

DOUGLAS R. M. NAZARIAN
CHAIRMANHAROLD D. WILLIAMS
LAWRENCE BRENNER
KELLY SPEAKES-BACKMAN
W. KEVIN HUGHESGREGORY V. CARMEAN
EXECUTIVE DIRECTOR

STATE OF MARYLAND



PUBLIC SERVICE COMMISSION

TRANSPORTATION DIVISION

CLIFFORD J. WATTS
DIRECTORHILARY HAMMERMAN
REGINA C. GEE
ASSISTANT DIRECTORS

March 20, 2012

Keith M. Dillon, President
Dillon's Bus Service, Inc.
7479 New Ridge Road
Hanover, MD 21076

Dear Mr. Dillon:

Dillon's Bus Service, Inc. Carrier/Permit No. 20, is a licensed Charter/Contract Passenger Carrier operating under the jurisdiction of the Maryland Public Service Commission since June 11, 1982, Commission Order No. 65825. This authority is continuing and currently in good standing with the Commission. Throughout the years Dillon's Bus Service, Inc. has expanded its services to include regular route authority to various points and places within the State of Maryland (copies of various orders for transportation services are attached).

Dillon's Bus Service, Inc. currently owned and operates 120 motor coaches. The company's motor coaches were inspected November 16, 2011 for PSC safety inspections. All motor coaches received a satisfactory inspection certificate.

If you have any questions regarding this Carrier/Permit, please contact me at 410-767-8060.

Sincerely,

Clifford Watts
Director of Transportation

Attachments

cc: Company File

WILLIAM DONALD SCHAEFER TOWER • 6 ST PAUL STREET • BALTIMORE, MARYLAND 21202-6806

410-767-8128

Toll Free: 1-800-492-0474

FAX: 410-333-6088

MDRS: 1-800-735-2258 (TTY/Voice)

Website: www.psc.state.md.us/psc/

Form T-1

I hereby certify that I have examined the attached application and recommend that the same be
..... granted.

REMARKS:Additional Authority for Existing Carrier

Dillon's Bus Service, Inc.

To operate two bus runs under contract with the Mass Transit Administration. One run is between Baltimore, MD and Laurel, MD on a regular schedule, Monday through Friday, and the other run is between Columbia, MD and the National Security Agency in Ft. Meade, MD on a regular schedule, Monday through Friday.

Please see attached comments of the Transportation Division, correspondence

Date July 3, 1989Richard S. Ritzke
Director of TransportationORDER NO 68486

In the Matter of the Application of

Dillon's Bus Service, Inc.FOR PERMITS FOR THE OPERATION OF
MOTOR VEHICLES FOR PUBLIC USE.BEFORE THE
PUBLIC SERVICE COMMISSION
OF MARYLAND

The above-named application and recommendation having been duly considered, it is this 7th
day of July, 1989, by the Public Service Commission of Maryland,

ORDERED, That the same be granted and that the permits applied for be issued.

Linda M. Thomas
Commissioner
Commissioners.

cc: internal

Form T-1

I hereby certify that I have examined the attached application and recommend that the same be
..... granted.

REMARKS:

New Carrier

Performing New Interstate Operation

Route as described on Form T-2 dated 5/27/82

see

Correspondence and Memorandum

PERMITS for the vehicles as described on Form T-3 and permits for
subsequent T-3 filings involving replacements.

Date June 3, 1982

Thomas T. Hulse
Director of Transportation

ORDER NO. 65825

In the Matter of the Application of

Dillon's Bus Service, Inc.

FOR PERMITS FOR THE OPERATION OF
MOTOR VEHICLES FOR PUBLIC USE.BEFORE THE
PUBLIC SERVICE COMMISSION
OF MARYLAND

The above-named application and recommendation having been duly considered, it is this 11th
day of JUNE, 1982, by the Public Service Commission of Maryland,

ORDERED, That the same be granted and that the permits applied for be issued.

Harold C. N. Arnold
Wayne B. Hamilton
W. B. Hamilton
Commissioners.

I hereby certify that I have examined the attached application and recommend that the same be granted.

REMARKS:New ApplicantDillon's Bus Service, Inc.

To expand as a Regular Schedule Passenger Common Carrier transporting passengers between Baltimore City, Anne Arundel, Baltimore and Prince George's Counties, seven days per week.

The attached comments of the Transportation Division, correspondence regarding the application, and the applicant's original application provide further information.

The Transportation Division recommends that permits be issued to the applicant subject to annual renewal and contingent upon the applicant's continued compliance with all the Commission's requirements pertaining to maintenance of liability insurance coverage, maintenance and repair of motor vehicles, safety of vehicle operations, furnishing of records and reports, and all other requirements contained in Article 78 of the Annotated Code of Maryland and the Commission's regulations.

Date

June 11 1991
Director of TransportationORDER NO. 69255

In the Matter of the Application of

Dillon's Bus Service, Inc.FOR PERMITS FOR THE OPERATION OF
MOTOR VEHICLES FOR PUBLIC USE.

BEFORE THE

PUBLIC SERVICE COMMISSION

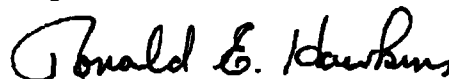
OF MARYLAND

The above-named application and recommendation having been duly considered, it is this 19th day of June, 1991, by the Public Service Commission of Maryland,

ORDERED, That the same be granted and that the permits applied for be issued.

ORDERED, that the applicant's request for expansion of operating authority be approved and that permits be issued for the period ending June 30, 1991, subject to annual renewal thereafter and contingent upon the applicant's continued compliance with the Commission's requirements pertaining to maintenance of adequate liability insurance coverage, maintenance and repair of motor vehicles, safety of the vehicle operation, furnishing of records and reports, and all other requirements contained in Article 78 of the Annotated Code of Maryland and the Commission's regulations.

By Direction of the Commission,

Ronald E. Hawkins
Executive Secretary

I hereby certify that I have examined the attached application and recommend that the same be granted.

REMARKS:

New ApplicantDillon's Bus Service, Inc.

The applicant intends to transport passengers on a regular schedule between Crofton Country Club in Anne Arundel County and New Carrollton Metrorail Station in Prince George's County, Monday through Friday (copy of schedule attached).

The applicant also intends to transport passengers on a regular schedule between Havre De Grace and Baltimore City indicated as Rt. 420, Bel Air and Baltimore City indicated as Rt. 24, Bel Air and Baltimore City indicated as Rt. 152 and Parryville Rail Station in Cecil County and BWI Rail Station in Anne Arundel County, Monday through Friday (copy of schedules attached). These services are pursuant to a subsidy with the Maryland Mass Transit Administration.

The attached comments of the Transportation Division, correspondence regarding the application, and the applicant's original application provide further information.

The Transportation Division recommends that the permits be issued to the applicant contingent upon the applicant's continued compliance with all the Commission's requirements pertaining to maintenance of liability insurance coverage, maintenance and repair of motor vehicles, safety of vehicle operations, furnishing of records and reports, and all other requirements contained in Article 78 of the Annotated Code of Maryland and the Commission's regulations.

Date March 17, 1994

Richard P. Page, Director of Transportation

ORDER NO. 71088

In the Matter of the Application of

Dillon's Bus Service, Inc.

FOR PERMITS FOR THE OPERATION OF
MOTOR VEHICLES FOR PUBLIC USE.

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BEFORE THE
PUBLIC SERVICE COMMISSION
OF MARYLAND

The above-named application and recommendation having been duly considered, it is this 23rd day of March, 1994, by the Public Service Commission of Maryland,

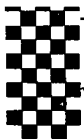
ORDERED: That the same be granted and that the permits applied for be issued.

ORDERED: The applicant's request for operating authority be approved and that permits be issued contingent upon the applicant's continued compliance with the Commission's requirements pertaining to maintenance of adequate liability insurance coverage, maintenance and repair of motor vehicles, safety of the vehicle operation, furnishing of records and reports, and all other requirements contained in Article 78 of the Annotated Code of Maryland and the Commission's regulations.

By Direction of the Commission,

Ronald E. Hawkins

Ronald E. Hawkins, Executive Secretary



I hereby certify that I have examined the attached application and recommend that the same be granted.

REMARKS:

New ApplicantDillon's Bus Service, Inc.

On these new routes, the applicant intends to transport passengers on a regular schedule from Clarksville, Ellicott City, and Columbia in Howard County to Washington, D.C. (Route No. 995); from Columbia in Howard County to Silver Spring in Montgomery County and to Washington D.C. (Route No. 929); and from Columbia in Howard County to Silver Spring in Montgomery County to Washington, D.C. (Route No. 915) These routes will operate Monday through Friday (copy of schedules attached).

The attached comments of the Transportation Division, correspondence regarding the application, and the applicant's original application provide further information.

The Transportation Division recommends that permits be issued to the applicant contingent upon the applicant's continued compliance with all the Commission's requirements pertaining to maintenance of liability insurance coverage, maintenance and repair of motor vehicles, safety of vehicle operations, furnishing of records and reports, and all other requirements contained in Section 9-202 of the Public Utility Companies Article of the Annotated Code of Maryland and the Commission's regulations.

Date September 22, 2004Richard P. Page, Director of TransportationORDER NO. 79499

In the Matter of the Application of *

Dillon's Bus Service, Inc. *FOR PERMITS FOR THE OPERATION OF
MOTOR VEHICLES FOR PUBLIC USE. *BEFORE THE
PUBLIC SERVICE COMMISSION
OF MARYLAND

The above-named application and recommendation having been duly considered, it is this
28th day of September, 2004, by the Public Service Commission of Maryland,

ORDERED: That the same be granted and that the permits applied for be issued.

ORDERED: The applicant's request for operating authority be approved and that permits be issued contingent upon the applicant's continued compliance with the Commission's requirements pertaining to maintenance of adequate liability insurance coverage, maintenance and repair of motor vehicles, safety of the vehicle operation, furnishing of records and reports, and all other requirements contained in Section 9-202 of the Public Utility Companies Article of the Annotated Code of Maryland and the Commission's regulations.

By Direction of the Commission,

O. Ray Bourland

O. Ray Bourland, Executive Secretary

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

SILVER SPRING, MARYLAND

ORDER NO. 13,339

IN THE MATTER OF:

Served July 10, 2012

Application of DILLON'S BUS)
SERVICE, INC., to Acquire)
Certificate No. 529 from DILLON'S)
BUS SERVICE, INC.)

Case No. AP-2012-088

By application accepted for filing June 20, 2012, applicant, Dillon's Bus Service, Inc., a Delaware corporation, seeks Commission approval to acquire WMATC Certificate of Authority No. 529 from Dillon's Bus Service, Inc., a Maryland corporation, which has agreed to transfer all of its assets to applicant, including WMATC Certificate No. 529, in exchange for valuable consideration, as approved by order of the United States Bankruptcy Court for the District of Delaware dated May 24, 2012.

Applicant has no known control relationship with any existing WMATC carrier.

Notice of this application was posted to the Commission's website for 14 days. The application is unopposed.

Under Article XI, Section 11(a), of the Compact, a person may not transfer a certificate of authority unless the Commission approves the transfer as consistent with the public interest. The public interest analysis focuses on the acquiring party's fitness.¹

Applicant proposes commencing operations with 5 minibuses and 145 motorcoaches. Applicant proposes operating under a tariff containing charter rates and rates for transportation under contracts with government agencies.

Applicant verifies that: (1) applicant owns or leases, or has the means to acquire through ownership or lease, one or more motor vehicles meeting the Commission's safety requirements and suitable for the transportation proposed in this application; (2) applicant owns, or has the means to acquire, a motor vehicle liability insurance policy that provides the minimum amount of coverage required by Commission regulations; and (3) applicant has access to, is familiar with and will comply with the Compact, the Commission's rules, regulations and orders, and Federal Motor Carrier Safety Regulations as they pertain to transportation of passengers for hire.

¹ *In re Quality Med. Supplies LLC, t/a F & J Healthcare Servs., & Tingem Health Care Servs. Inc.*, No. AP-04-25, Order No. 8033 (May 27, 2004).

Based on the evidence in this record, the Commission finds applicant to be fit, willing, and able to perform the proposed transportation properly and to conform with applicable regulatory requirements and, therefore, that the transfer of WMATC Certificate No. 529 to applicant is consistent with the public interest.

THEREFORE, IT IS ORDERED:

1. That upon applicant's timely compliance with the requirements of this order, Certificate of Authority No. 529 shall be reissued to Dillon's Bus Service, Inc., 7479 New Ridge Road, Hanover, MD 21076-3129.

2. That applicant may not transport passengers for hire between points in the Metropolitan District pursuant to this order unless and until Certificate of Authority No. 529 has been reissued in accordance with the preceding paragraph.

3. That applicant is hereby directed to present its revenue vehicle(s) for inspection and file the following documents within the 180-day maximum permitted in Commission Regulation No. 66: (a) evidence of insurance pursuant to Commission Regulation No. 58; (b) an original and four copies of a tariff or tariffs in accordance with Commission Regulation No. 55; (c) a vehicle list stating the year, make, model, serial number, fleet number, license plate number (with jurisdiction) and seating capacity of each vehicle to be used in revenue operations; (d) a copy of the for-hire vehicle registration card, and a lease as required by Commission Regulation No. 62 if applicant is not the registered owner, for each vehicle to be used in revenue operations; (e) proof of current safety inspection of said vehicle(s) by or on behalf of the United States Department of Transportation, the State of Maryland, the District of Columbia, or the Commonwealth of Virginia; and (f) the original WMATC Certificate No. 529 issued May 4, 2000.

4. That the transfer of authority herein shall be void and the application shall stand denied upon applicant's failure to timely satisfy the conditions of reissuance prescribed herein.

FOR THE COMMISSION



William S. Morrow, Jr.
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, DC

ORDER NO. 5838

IN THE MATTER OF:

Served March 14, 2000

Application of DILLON'S BUS)
SERVICE, INC., for a Certificate)
of Authority -- Irregular Route)
Operations)

Case No. AP-2000-05

Applicant seeks a certificate of authority to transport passengers in irregular route operations between points in the Metropolitan District. The application is unopposed.

The Compact, Title II, Article XI, Section 7(a), authorizes the Commission to issue a certificate of authority if it finds that the proposed transportation is consistent with the public interest and that the applicant is fit, willing, and able to perform the proposed transportation properly, conform to the provisions of the Compact, and conform to the rules, regulations, and requirements of the Commission.

Applicant proposes commencing operations with thirty-five vehicles. Applicant's proposed tariff contains mileage rates and hourly rates, with minimum charges, for group charter service.

Applicant filed a balance sheet as of November 30, 1999, showing assets of \$5,328,034; liabilities of \$3,624,214; and equity of \$1,703,820. Applicant's projected operating statement for the first twelve months of WMATC operations shows WMATC revenue of \$50,000; other revenue of \$4,540,000; other gains of \$60,000; expenses of \$4,340,000; and net income of \$310,000.

Applicant certifies it has access to, is familiar with, and will comply with the Compact and the Commission's rules and regulations thereunder.

Based on the evidence in this record, the Commission finds that the proposed transportation is consistent with the public interest and that applicant is fit, willing, and able to perform the proposed transportation properly, conform to the provisions of the Compact, and conform to the rules, regulations, and requirements of the Commission.

THEREFORE, IT IS ORDERED:

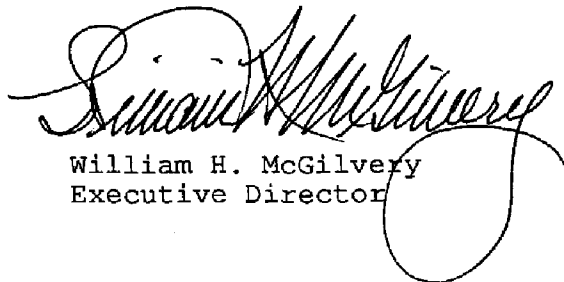
1. That upon applicant's timely compliance with the requirements of this order, Certificate of Authority No. 529 shall be issued to Dillon's Bus Service, Inc., 8383 Elvaton Road, Millersville, MD 21108.

2. That applicant may not transport passengers for hire between points in the Metropolitan District pursuant to this order unless and until a certificate of authority has been issued in accordance with the preceding paragraph.

3. That applicant is hereby directed to file the following documents within thirty days: (a) evidence of insurance pursuant to Commission Regulation No. 58 and Order No. 4203; (b) an original and four copies of a tariff or tariffs in accordance with Commission Regulation No. 55; (c) a vehicle list stating the year, make, model, serial number, fleet number, license plate number (with jurisdiction) and seating capacity of each vehicle to be used in revenue operations; (d) a copy of the vehicle registration card, and a lease as required by Commission Regulation No. 62 if applicant is not the registered owner, for each vehicle to be used in revenue operations; (e) proof of current safety inspection of said vehicle(s) by or on behalf of the United States Department of Transportation, the State of Maryland, the District of Columbia, or the Commonwealth of Virginia; and (f) a notarized affidavit of identification of vehicles pursuant to Commission Regulation No. 61.

4. That the grant of authority herein shall be void and the application shall stand denied upon applicant's failure to timely satisfy the conditions of issuance prescribed herein.

BY DIRECTION OF THE COMMISSION; COMMISSIONERS ALEXANDER, LIGON, AND MILLER:



William H. McGilvery
Executive Director



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

1200 New Jersey Ave., S.E.
Washington, DC 20590

SERVICE DATE

June 25, 2012

DECISION

MC-161531

POWDER RIVER TRANSPORTATION SERVICES, INC.

GILLETTE, WY

REENTITLED

ELKO, INC.

On June 19, 2012, applicant filed a request to have the Federal Motor Carrier Safety Administration's records changed to reflect a name change.

It is ordered:

The Federal Motor Carrier Safety Administration's records are amended to reflect the carrier's name as ELKO, INC.

Within 30 days after this decision is served, the applicant must establish that it is in full compliance with the statute and the insurance regulations by having amended filings on prescribed FMCSA forms (BMC91 or 91X or 82 for bodily injury and property damage liability, BMC 34 or 83 for cargo liability, or a BMC 84 or 85 for broker security and BOC-3 for designation of agents upon whom process may be served) submitted on its behalf. Copies of Form MCS-90 or other "certificates of insurance" are not acceptable evidence of insurance compliance. Insurance and BOC-3 filings should be sent to Federal Motor Carrier Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590.

The applicant is notified that failure to comply with the terms of this decision shall result in revocation of its operating rights registration, effective 30 days from the service date of this decision.

To verify that the applicant is in full compliance, call (202)358-7000 or visit our web site at: <http://li-public.fmcsa.dot.gov>. Any other questions regarding the action taken should be directed to (202)366-9805.

Decided: June 20, 2012

By the Federal Motor Carrier Safety Administration

Jeffrey L. Secrist, Chief
Information Technology Operations Division
NC/A

INTERSTATE COMMERCE COMMISSION
CERTIFICATE

SERVICE DATE

AUG 13 1987

MC-161531 Sub 3

POWDER RIVER TRANSPORTATION SERVICES, INC.
(Gillette, WY)

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

NORETA R. McGEE,
Secretary.

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

NOTE: Applicant is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

CONDITION: The carrier is authorized to provide intrastate transportation service on a route under this certificate only if the carrier provides regularly scheduled interstate transportation service on the route.

MC-161531 Sub 3
Sheet 2

To operate as a common carrier, by motor vehicle, in intrastate and interstate or foreign commerce, over regular routes, transporting passengers, (1) between Cheyenne, WY and Billings, MT, from Cheyenne over Interstate Hwy 25 to junction Interstate Hwy 90, then over Interstate Hwy 90 to Billings, MT, and return over the same route, (2) between Casper, WY and Billings, MT, from Casper over US Hwy 20 to Greybull, WY, then over US Hwy 14 to junction US Hwy 310, then over US Hwy 310 to Laurel, MT, then over Interstate Hwy 90 to Billings, and return over the same route, (3) between Rapid City, SD and junction Interstate Hwys 25 and 90, over Interstate Hwy 90, (4) between junction Interstate Hwy 25 and US Hwy 85, and junction US Hwy 85 and Interstate Hwy 90, over US Hwy 85, and (5) between Cheyenne Crossing, SD and Sturgis, SD, over US Alternate Hwy 14; serving all intermediate points in routes (1) through (5) above.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-161531 SUB 1*

POWDER RIVER TRANSPORTATION SERVICES, INC.
GILLETTE, WYOMING

SERVICE DATE

DEC 16 1982

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

MC-161531 SUB 1*

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting passengers and their baggage, and express and newspapers, when moving in the same vehicle with passengers, (1) between Casper and Rawlins, WY, serving all intermediate points: from Casper over Wyoming Hwy 220 to junction U.S. Hwy 287 at Three Forks (Muddy Gap), WY, then over U.S. Hwy 287 to Rawlins, and return over the same route; and (2) between Casper and Medicine Bow, WY, serving all intermediate points: from Casper over Wyoming Hwy 220 to junction Wyoming Hwy 487, then over Wyoming Hwy 487 to Medicine Bow, and return over the same route. The above-described authority to transport passengers was issued pursuant to an application filed after January 2, 1967, and, therefore, no incidental charter operations in interstate or foreign commerce are authorized by 49 U.S.C. §10932.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, in charter operations, beginning and ending at points in Carbon and Natrona Counties, WY, and extending to points in the United States, including Alaska.

*This Certificate cancels Certificate NO. MC 142885 SUB 2, issued April 15, 1982, and acquired herein pursuant to MC-FC-79931.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

SERVICE DATE

NO. MC 161531

DEC 21 1982

POWDER RIVER TRANSPORTATION SERVICES, INC.
GILLETTE, WY

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

NO. MC 161531

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, in the same vehicle with passengers, in charter and special operations, beginning and ending at points in WY and extending to points in the United States (except Hawaii).



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

1200 New Jersey Ave., S.E.
Washington, DC 20590

SERVICE DATE

May 17, 2012

DECISION

MC-161531-C
POWDER RIVER TRANSPORTATION SERVICES, INC.
GILLETTE, WY

REINSTATEMENT OF AUTHORITY

On January 23, 2004, POWDER RIVER TRANSPORTATION SERVICES, INC., was notified that its certificate was revoked by the Federal Motor Carrier Safety Administration.

POWDER RIVER TRANSPORTATION SERVICES, INC., has now filed a written request for reinstatement of the authority and has submitted evidence of compliance with 49 U.S.C § 13906 and 49 CFR 387.

It is ordered:

The certificate evidenced in Docket No. MC-161531-C is reactivated. The effective date of the reinstatement of this authority is shown below.

Decided: May 17, 2012

By the Federal Motor Carrier Safety Administration

A handwritten signature in black ink, reading "Kenneth D. Rodgers".

Kenneth Rodgers, Chief
Commercial Enforcement Division

REI

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-161531 (Sub-No. 2)

POWDER RIVER TRANSPORTATION SERVICES, INC
Gillette, WY

SERVICE DATE

APR 25 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers, in charter and special operations, between points in the United States (except Hawaii).

JUN 19 1995

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

No. MC-161531 Sub 7

POWDER RIVER TRANSPORTATION SERVICES, INC.
GILLETTE, WY

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

VERNON A. WILLIAMS
Secretary

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

NOTE: The carrier is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

CONDITION: The carrier is authorized to provide intrastate transportation service on a route under this certificate only if the carrier provides regularly scheduled interstate transportation service on the route.

To operate as a common carrier, by motor vehicle, in interstate, intrastate or foreign commerce, transporting:

OVER REGULAR ROUTES:

Passengers: (1) between Cheyenne, WY, and Denver, CO, over Interstate Hwy 25; (2) between Cheyenne, WY, and Denver, CO, over U.S. Hwy 85; (3) between Greeley, CO, and Loveland, CO, over U.S. Hwy 34; (4) between Loveland, CO, and Denver, CO, over U.S. Hwy 287; (5) between Platteville, CO, and junction U.S. Hwy 287 and CO Hwy 66, at or near Longmont, CO, over CO Hwy 66; (6) between junction Interstate Hwy 25 and CO Hwy 119 and Boulder, CO, over CO Hwy 119; (7) between Fort Lupton, CO, and junction CO Hwy 119 and CO Hwy 52, at or near Niwot, CO, over CO Hwy 52; (8) between Boulder, CO, and Denver, CO, over U.S. Hwy 36; (9) between junction U.S. Hwy 85 and Interstate Hwy 76, at or near Dupont, CO, and junction U.S. Hwy 287 and Interstate Hwy 76, at or near Westminster, CO, over Interstate Hwy 76; and (10) between Boulder, CO, and junction U.S. Hwy 36 and CO Hwy 157, over CO Hwy 157; serving all intermediate points in (1) through (10) above.

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.

INTERSTATE COMMERCE COMMISSION

SERVICE DATE

CERTIFICATE

JAN 30 1995

No. MC 161531 (Sub-No. 6)

POWDER RIVER TRANSPORTATION SERVICES, INC.
GILLETTE, WY

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules, if required (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

Vernon A. Williams
Secretary

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting passengers:
(1) between Omaha, NE, and Salt Lake City, UT, over Interstate Hwy 80; (2) between Cheyenne, WY, and Albuquerque, NM, over Interstate Hwy 25; (3) between Raton, NM, and Amarillo, TX, over U.S. Hwy 87; (4) between Cheyenne, WY, and Denver, CO, over U.S. Hwy 85; and (5) between Laramie, WY, and Denver, CO, over U.S. Hwy 287; serving all intermediate points in (1) through (5) above.

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.



Nevada Department of Business & Industry

NV.gov

Nevada Transportation Authority

[HOME](#) [ABOUT](#) [CARRIERS](#) [CONSUMERS](#) [FORMS](#) [CONTACT](#)*Elko, Inc.*

Certificate Number	2121.1
Status of Certificate	Active
DBA (if any)	
Phone	775-777-9309
Fax	

AUTHORITY(IES)

Charter Bus

NEVADA TRANSPORTATION AUTHORITY
ORDER
and
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Elko, Inc.

CPCN 2121, Sub 1
Docket No. 12-07007

The Nevada Transportation Authority ("Authority") finds that the above-named carrier has complied with this Authority's Compliance Order dated August 23, 2012, the findings of fact and conclusions of law which are hereby incorporated by this reference, and therefore is entitled to receive authority from this Authority to engage in transportation in intrastate commerce as a motor carrier.

IT IS ORDERED that the certificate of public convenience and necessity identified as CPCN 2121 is hereby cancelled and Elko, Inc. is hereby granted this certificate of public convenience and necessity identified as CPCN 2121, Sub 1, as evidence of the authority of the holder to engage in transportation in intrastate commerce as a common carrier by motor vehicle subject to applicable statutes, rules and regulations of the Authority, and such terms, conditions and limitations as are now or may hereafter be attached to the exercise of the privileges herein granted.

IT IS FURTHER ORDERED and made a condition of this certificate that the holder shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure to do so shall constitute sufficient grounds for suspension, modification or revocation of this certificate.

IT IS FURTHER ORDERED that nothing contained herein shall be construed to be either a franchise or irrevocable and that failure to comply with rules, regulations and orders of the Authority and applicable statutory provisions shall constitute sufficient grounds for suspension or revocation of this certificate.

IT IS FURTHER ORDERED that this authority shall not be sold or transferred without the Authority's prior approval.

IT IS FURTHER ORDERED that the transportation service to be performed by said carrier shall be as specified below:

Operate as a passenger carrier to provide intrastate charter bus
service between points and places in the State of Nevada.

IT IS FURTHER ORDERED that the Authority retains jurisdiction for the purpose of correcting any errors which may have occurred in the drafting or issuance of this Order and Certificate of Public Convenience and Necessity.

By the Authority,



Andrew J. MacKay, Chairman

Attest:



James Allen Day, Administrative Attorney

Dated: July 11, 2013

Las Vegas, Nevada



Original Title Page

CPCN 2121, Sub 1

No supplement to this tariff will be issued except for the purpose of canceling the tariff unless specifically authorized by the Authority.

Additions to, changes in and elimination from this tariff will be in loose leaf form.

ELKO, INC.
CPCN 2121, Sub 1

CHARTER SERVICE TARIFF NUMBER 1

Naming

RULES AND REGULATIONS

RATES AND CHARGES

to

Operate as a passenger carrier to provide
INTRASTATE CHARTER BUS SERVICE

between points and places

within the State of Nevada

ISSUED:

EFFECTIVE:

ISSUED BY:

Ryan Veater, General Manager
4105 West Idaho St.
Elko, NV 89801

ACCEPTED

JUL 11 2013

Nevada Transportation Authority
Las Vegas, Nevada

ELKO, INC.
CHARTER SERVICE TARIFF NUMBER 1

CHECKING LIST FOR TARIFF

Upon receipt of new or revised pages a check mark must be placed opposite the "Correct Number" (show below) corresponding to number shown in lower left-hand corner of the new or changed page. If correction numbers are properly checked as received, check marks will appear in consecutive order without omissions. However, if check marks indicate that a new or revised page has not yet been received, request should at once be made to the issuing carrier for a copy of the new or revised page.

CORRECTION NUMBERS

1	7	13	19	25
2	8	14	20	26
3	9	15	21	27
4	10	16	22	28
5	11	17	23	29
6	12	18	24	30

dba.....	doing business as	*.....	change
Nev.....	Nevada	.00.....	cent or cents
No.....	number	\$.....	dollar
Nos.....	numbers	I.....	increase
N.T.A.....	Nevada Transportation	R.....	reduction
	Authority	C.....	change, neither
N.....	new addition		increase nor reduction

APPLICATION OF CARRIER'S OPERATIVE RIGHTS - CPCN 2121, Sub 1

Operate as a passenger carrier to provide INTRASTATE CHARTER BUS SERVICE between points and places within the State of Nevada.

ISSUED:

EFFECTIVE:

ISSUED BY:

Ryan Veater, Vice President & General Manager
4105 West Idaho St.
Elko, NV 89801



ELKO, INC.

CHARTER SERVICE TARIFF NUMBER 1

APPLICATION OF CARRIERS OPERATING AUTHORITY

Fares and charges in this tariff are limited in their application to the extent of carriers operating authority set forth in a certificate, issued by the Nevada Transportation Authority, RESTRICTED to transportation in INTRASTATE Commerce only as a common carrier by motor vehicle, as follows:

ELKO, INC. - CPCN 2121, Sub 1

On call over irregular routes of, passengers in Charter Bus Services, between points and places in the State of Nevada.

ITEM	RULES AND REGULATIONS
	APPLICATION OF TARIFF

10 Fares and charges names in this tariff are stated in gross (commissionable) terms: and cover only ground transportation of passengers and their baggage, as provided in Carrier's Operations Authority in charter service operations. Rates and charges provided in this tariff, for services ordered, shall be paid under the terms agreed upon between the customer and the company.

BAGGAGE

20 Hand baggage, not to exceed one hundred (100) pounds in weight will be carried during the charter service ordered. No baggage other than hand baggage will be carried on any trip. Carrier will not be liable for loss or damage to baggage or baggage contents thereof unless occasioned by lack of reasonable care on its part and then only for the maximum liability of \$250.00 for the loss of, or damage to, any single piece of baggage, including its contents.

ISSUED:

EFFECTIVE:

ISSUED BY:

Ryan Veater, Vice President & General Manager
4105 West Idaho St.
Elko, NV 89801

ELKO, INC.



ELKO, INC.

CHARTER SERVICE TARIFF NUMBER 1

ITEM	RULES AND REGULATIONS
------	-----------------------

LIABILITY

30 The carrier will not be liable for delays caused by an act of God, public enemy, authority of law, quarantine, riots, strikes, force majeure, accidents, breakdowns, bad conditions of the road, storms, and other conditions beyond its control; and, does not guarantee to arrive at or depart from any point at a specified time. The carrier will endeavor to maintain the schedule submitted by the customer: and over routes indicated, but the same to not guaranteed.

If any act of God, public enemy, authority of law, quarantine, perils of navigation, riots, strikes, the hazards or dangers incident to the state of war, accidents, breakdowns, bad conditions of the road, storms, and other conditions beyond its control make it, in the opinion of the carrier, inadvisable to operate its equipment either from the point of origin or any other point enroute, the carrier shall not be liable therefor, or be caused to be held for damages for any reason whatsoever.

CLAIMS

40 Unless otherwise prescribed by law, all claims must be filed in writing with the carrier as prescribed by NAC 706.333.

ISSUED:

EFFECTIVE:

ISSUED BY:

Ryan Veater, Vice President & General Manager
4105 West Idaho St.
Elko, NV 89801

ACCEPTED**JUL 11 2013**

Nevada Transportation Authority
Las Vegas, Nevada

ELKO, INC.

CHARTER SERVICE TARIFF NO. 1

ITEM	RULES AND REGULATIONS
-------------	------------------------------

OBJECTIONABLE PERSONS

50 The driver of the motorcoach vehicle shall have the right to refuse to carry any person or require any passenger to leave the vehicle if the person or passenger is intoxicated, unruly or who is believed to be under the influence of narcotics.

ANIMALS

60 Animals, other than "Seeing Eye Dogs" or "companion animals" as defined in the ADA regulations, will not be carried unless properly confined. All companion animals must be kept under control at all times.

PASSENGER AGENT

70 Carrier may elect to appoint as its agent any organization, firm, corporation, motel, hotel, or legal gaming operation, who individually or collectively, desire to obtain passenger bus transportation service between one or more common points for the collection of all applicable charges and remittance thereof direct to carrier without individual passenger fare collection by the carrier.

CANCELLATION POLICY

80 Carrier reserves the right to charge a cancellation fee in the event that the request for transportation is cancelled less than 24 hours from the time of cancellation notification to time of requested service. This fee will be \$250.00 unless request is cancelled after equipment has already arrived at the departure destination. Such fee shall then be the minimum charge for transportation services.

ISSUED:

EFFECTIVE:

ISSUED BY:

Ryan Veater, Vice President & General Manager
4105 West Idaho St.

Elko, NV 89801 Original Page 5

ACCEPTED

JUL 11 2013

Nevada Transportation Authority
Las Vegas, Nevada

Sub 1
ELKO, INC.

CHARTER SERVICE TARIFF NO. 1

RULES AND REGULATIONS

Charges shown in this section for charter services cover continuous round trip transportation between points and places in the State of Nevada.

Charter services will be conducted over paved, oil macadam roads, or roads over which carrier's equipment can be opened with safety and without wear.

CHARTER SERVICE RATES AND CHARGES

Charges shown below will be computed on the basis of either (1) the Mileage Rate, (2) the Hourly Charge, or (3) the Minimum Charge. Whichever results in the greater charge will apply.

EQUIPMENT Description	MILEAGE RATE/MILE		HOURLY CHARGES	
	live miles	Deadhead	Min13	Each
Capacity	w/psgrs.	w/o psgrs	or less	add 1 Hr.
47 psgrs	\$3.55	\$2.25	\$270.00	\$77.00
55 psgrs	\$3.95	\$2.25	\$370.00	\$77.00

	<u>47 PAX</u>	<u>55 PAX</u>
ELKO AIRPORT TRANSFER RATES	\$ 154.00	\$ 254.00
RENO AIRPORT TRANSFER RATES	\$ 1,183.00	\$ 1,383.00
SALT LAKE CITY AIRPORT TFR	\$ 852.00	\$ 975.00

ISSUED:

EFFECTIVE:

ISSUED BY:

Ryan Veater, Vice President & General Manager
4105 West Idaho St.
Elko, NV 89801

ACCEPTED

JUL 11 2013

Nevada Transportation Authority
Las Vegas, Nevada

SERVICE DATE
October 13, 1995

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

MC 228 SUB 102 C

HUDSON TRANSIT LINES, INC.
MAHWAH, NJ

This Certificate is evidence of the carrier's authority to engage in transportation as a **common carrier of passengers** by motor vehicle in interstate, intrastate and foreign commerce.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to maintain compliance will constitute sufficient grounds for revocation of this authority.

The transportation service to be performed is described on the reverse side of this document. Authority to transport passengers over regular routes includes authority to serve all intermediate points on these routes, as specified at 49 CFR 1004.20.

By the Commission.

VERNON A. WILLIAMS
Secretary

(SEAL)

NOTE: Carrier is authorized to provide regular-route passenger transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E) to establish rates, rules, and practices under applicable State laws.

CONDITION: The carrier is authorized to provide intrastate passenger transportation service under this certificate only if the carrier also provides substantial regularly scheduled interstate passenger transportation service on the same route.

To operate as a common carrier, by motor vehicle, in interstate, intrastate, or foreign commerce, over regular routes, transporting passengers: (1) between junction Interstate Hwy 84 and NY Hwy 52, at or near Fishkill, NY, and Danbury, CT, over Interstate Hwy 84; and (2) between junction Interstate Hwy 84 and NY Hwy 311, near Lake Carmel, NY, and junction Interstate Hwy 84 and NY Hwy 121, at or near Brewster, NY: from junction Interstate Hwy 84 and NY Hwy 311 over NY Hwy 311 to Lake Carmel, NY, then over NY Hwy 52 to Carmel, NY, then over U.S. Hwy 6 to junction NY Hwy 121, then over NY Hwy 121 to junction Interstate Hwy 84, and return over the same route; serving all intermediate points in (1) and (2) above. NOTE: Applicant proposes to join the routes described above with its existing regular-route authority.

TACKING AND JOINDER: Any irregular route authority in this Certificate may not be tacked or joined with other irregular route authority unless joinder is specifically authorized. Any regular routes authorized in this Certificate may be tacked or joined with one another and with other interstate regular route authority you hold, at any common service points, unless joinder is specifically prohibited.

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.



New York State Carrier Database

Motor Carriers

State Operating Authority and Registration information.

Login

[Home](#)

Company Information

Carrier Name: HUDSON TRANSIT CORPORATION

USDOT Number: 13944

NYSDOT Number: 16475

Address: 4 Leisure Lane

City: Mahwah

State: NJ

County: Orange

Zip: 07430

Phone: 8456102606

Email: newel.scoon@coachusa.com

Case ID: 2335

Status: Active



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
ALBANY, N.Y. 12232
<http://www.dot.state.ny.us>

ORIGINAL

JOSEPH H. BOARDMAN
COMMISSIONER

CERTIFICATE

BUS LINE

GEORGE E. PATAKI
GOVERNOR

CASE: 16475

DATED: June 3, 1998

HUDSON TRANSIT CORPORATION
17 Franklin Turnpike
Mahwah, NJ 07430

This Certificate is evidence of the above named carrier's authority to engage in transportation as a common carrier by motor vehicle.

This Certificate will be effective as long as the carrier maintains compliance with the Department's requirements pertaining to insurance coverage for the protection of the public; tariffs; vehicle identification; and for passenger carriers, inspection of vehicles. The carrier has an obligation to render continuous and adequate service to the public in accordance with the transportation authorized by this certificate. Failure to meet these conditions will constitute grounds for the suspension, change, or revocation of this Certificate.

This Certificate is subject to any terms, conditions, limitations as are now, or may later be attached to this privilege.

The transportation service authorized herein is described on the reverse side of this document.

By the Office of Passenger and Freight Transportation

REFERENCE: Extension application filed October 29, 1998.

NOTE: If there are any discrepancies regarding this document, please notify the Department within 30 days.

AUTHORITY

- A. On Routes 1, 2, 5, 7 and 8 passengers shall not be picked up at any point in the municipalities of Newburgh, Poughkeepsie and Middletown and discharges at any other point within the same municipality.
- B. On Route 15, passengers will be picked up and discharged in Queens, Nassau and Suffolk Counties only in the communities of Queens Village, Hempstead, Farmingdale, Babylon, Bay Shore and Patchogue and passengers picked up at any point in Queens Village, Hempstead or Farmingdale shall not be discharged at Queens Village, Hempstead or Farmingdale nor shall mass transit bus stops in Queens, Nassau and Suffolk Counties be used for this service.

ROUTE 1

From City of Poughkeepsie over Route 9 to Interstate 84 then over Interstate 84 to New York State Thruway (I-87) to the City of New York serving all intermediate points.

Alternate: From City of Poughkeepsie over Route 376 to Route 82 then over Route 82 to Route 52 then over Route 52 to Interstate Route 84 then over Interstate 84 to Route 9W then over Route 9W to Route 32 then over Route 32 to Route 17 then over Route 17 to Route 59 then over Route 59 to Interchange 14 of the New York State Thruway serving all intermediate points.

Alternate: From City of Poughkeepsie over Route 44 to Route 9W then over Route 9W to City of Newburgh then over Route 17K to Interchange 17 of the New York State Thruway serving all intermediate points.

ROUTE 2

From City of Newburgh over Route 17K to Union Avenue than over Union Avenue to Interstate 84 then over Interstate 84 to Route 6 near City of Port Jervis then over Route 6 to City of Port Jervis serving all intermediate points.

Alternate: From City of Newburgh over Route 17K to Route 211 then over Route 211 to Route 209 then over Route 209 to City of Port Jervis serving all intermediate points.

Alternate: From City of Newburgh over Route 52 to Route 208 then over Route 208 to Interstate 84 serving all intermediate points.

Case 16475

ROUTE 3

From Village of Monroe over Route 208 to Village of Walden serving all intermediate points.

ROUTE 4

From Village of Monroe over Route 208 to Route 207 then over Route 207 to Union Avenue then over Union Avenue to Route 17K then over Route 17K to City of Newburgh serving all intermediate points.

ROUTE 5

From Village of Florida over Route 94 to City of Newburgh serving all intermediate points.

ROUTE 6

From Town of Goshen over Route 17A thru Village of Warwick to Route 17 serving all intermediate points.

ROUTE 7

From City of Middletown over Route 17M to Old Route 17 then over Old Route 17 to Route 209 then over Route 209 to Route 28 then over Route 28 to City of Kingston serving all intermediate points.

Alternate: From City of Middletown over Route 17M to Route 302 then over Route 302 to Route 52 then over Route 52 to Village of Ellenville serving all intermediate points.

ROUTE 8

From Village of Suffern over Route 59 to Route 17 then over Route 17 thru Monticello, Liberty, Binghamton, Elmira, Corning and intermediate points to City of Olean serving intermediate points.

Alternate: From Village of Suffern over Route 59 to Village of Hillburn then over New York State Thruway (at Interchange 15) to Interchange 16 then over Route 17 to Route 17M near Harriman then over Route 17M to Old Route 17 then over Old Route 17 and various county highways paralleling Route 17 to City of Binghamton serving all intermediate points.

Alternate: From City of Binghamton over Route 434 to Route 38 then over Route 38 to Route 17C then over Route 17C to Route 17 near Village of Lowman serving all intermediate points.

Case 16475

Alternate: From City of Elmira over Route 17 then over Route 14 to Route 17 then over Route 17 to Route 415 then over Route 415 to Route 17 near City of Bath then over Route 17 to Route 36 near City of Hornell then over Route 36 to Route 21 then over Route 21 to Route 417 then over Route 417 to City of Olean serving all intermediate points.

ROUTE 9

From Village of Monticello over Route 42 to Route 52 then over Route 52 to Village of Liberty serving all intermediate points.

ROUTE 10

From Village of Monticello over Route 17B to Route 55 then over Route 55 to Village of Liberty serving all intermediate points.

ROUTE 11

From Village of Monticello over Route 17B to Route 52 then over Route 52 to Route 97 then over Route 97 to City of Port Jervis serving all intermediate points and the off route point of Narrowsburg.

Alternate: From Junction Route 97 and County Highway 23 over County Highway 23 to County Highway 22 then over County Highway 22 to County Highway 33 then over County Highway 33 to County Highway 11 then over County Highway 11 to Route 97 serving all intermediate points and the off route point of Highland Lake.

ROUTE 12

From Village of Monticello over Route 42 to County Highway 53 over County Highway 53 to County Highway 57 then over County Highway 57 to County Highway 58 then over County Highway 58 to Rock Hill serving all intermediate points.

Alternate: From Junction Highways 53 and 54 over County Highway 54 to Village of Mountaindale serving all intermediate points.

ROUTE 13

From Village of Liberty over Route 52 to Route 17B then over Route 17B to Callicoon, serving all intermediate points.

Case 16475

ROUTE 14

From Village of Hillburn over Route 59 to Village of Suffern then over village and town streets and highways to Rockland County Community College serving all intermediate points.

ROUTE 15

From Village of Suffern over Route 59 to Airmont Road then over Airmont Road to New York State Thruway (I-87) then over Interstate 87 to Interstate 287 then over Interstate 287 thru White Plains to Interstate 95 then over Interstate 95 thru New Rochelle to Interstate 295 then over Interstate 295 to Hillside Avenue then over Hillside Avenue to Springfield Boulevard then over Springfield Boulevard to Hempstead Turnpike then over Hempstead Turnpike to Route 24 then over Route 24 to Route 110 then over Route 110 to Route 27A to Route 111 to Route 27 then over Route 27 to Route 19 then over Route 19 to Village of Patchogue serving all intermediate points.

Alternate: From Junction Route 24 and 109 to Route 27A then over Route 27A to Village of Babylon serving all intermediate points.

Alternate: From Junction Route 110 and 27 over Route 27 to Route 111 then over Route 111 to Village of Islip serving all intermediate points.

Alternate: From Junction Route 27 and 34 (Deer Park Avenue) over Route 34 and Route 27A.

ROUTE 16

From the City of New York over Hillside Avenue to Braddock Avenue, then over Braddock Avenue to Jericho Turnpike (Route 25), then over Jericho Turnpike to Mineola Boulevard, then over Mineola Boulevard to Franklin Avenue, then over Franklin Avenue to Village of Hempstead, serving all intermediate points.

ROUTE 17

From the Village of Farmingdale over Route 110 (Broad Hills Road) to Walt Whitman Road to the Hamlet of Melville, serving all intermediate points.

ROUTE 18

From the Hamlet of Melville over Pinelawn Road to the Long Island Expressway (Route 495), then over the Long Island Expressway to

Case 16475

Veterans Memorial Highway (Route 454), then over Veterans Memorial Highway (Route 27-Sunrise Highway) to the Village of Patchogue, serving all intermediate points.

Alternate: From Exit 53 of the Long Island Expressway over Wicks Road to Fifth Avenue, then over Fifth Avenue to Route 27 (Sunrise Highway) to the Village of Bay Shore, serving all intermediate points.

ROUTE 19

From the Village of Fishkill over Interstate Route 84 to Interstate Route 684, then along Interstate Route 684 to Interstate Route 287 in the vicinity of White Plains, serving all intermediate points.

Alternate: From the Junction of Interstate Route 84 and Route 312 at or near Dykeman's, over Route 312 to Route 6, then over Route 6 through Brewster on Route 22, then over Route 22 to Interstate Route 684, serving all intermediate points.

ROUTE 20

From Junction I-495 (Long Island Expressway) and Route 111 in the Town of Islip, then over Route 111 to Route 25A, then over Route 25A to the State University of New York at Stony Brook, serving all intermediate points.

Alternate: From Junction 111 and Route 76 (Town Line Road) in the Hamlet of Hauppauge over Route 76 to Route 347, then over Route 347 to Route 97, then over Route 97 to Route 25A to the State University of New York at Stony Brook, serving all intermediate points.

ROUTE 21

From Junction I-295 and I-495 (Long Island Expressway) over I-495, then junction of Pine Lawn Road in the Hamlet of Melville, serving all intermediate points.

Alternate:

From the junction of Route 25 (Jericho Turnpike) and Mineola Boulevard in the Village of Mineola, then over Route 25 to Route I-495, serving all intermediate points.

Case 16475

ROUTE 22

From the City of Poughkeepsie over Route 9 to Route 199 in the Village of Red Hook, then over Route 199 to Enterprise Drive, then over Enterprise Drive to Boices Lane, then over Boices Lane to Route 9W, then over Route 9W to the City of Kingston, serving all intermediate points.

Alternate: From the junction of Route 199 and Route 9W over Route 9W to the junction of Boices Lane, serving all intermediate points.

Alternate: From the Junction of Route 9 and Route 9G, over Route 9G to Route 199 serving all intermediate points.

ROUTE 23

From the City of Middletown over East Main Street to Schutt Road then over Schutt Road to Dunning Road, then over Dunning Road to Route 211, serving all intermediate points.

ROUTE 24

In the City of Middletown from the junction of East Main Street and Schutt Road over East Main Street to East Main Street Extension then over East Main Street Extension to Crystal Run Road.

ROUTE 25

From the junction of Route 211 and Ballard Road, then over Ballard Road to Crystal Run Road, then over Crystal Run Road to Scotchtown Road, then on Scotchtown Road to Route 207 in the Village of Goshen, serving all intermediate points.

ROUTE 26

From the Village of Patchogue over Route 19 to the Long Island Expressway (Route 495), then over the Long Island Expressway to the junction of Veterans Memorial Highway (Route 454), serving all intermediate points.

Case 16475

Route 27

From the junction of Interstate 287 and Route 9 in the Village of Tarrytown then over Route 9 to Route 119, then over Route 119 to Route 9A to Route 100C, then over Route 100C to and through the Westchester Medical Center to Route 100, then over Route 100 to Route 100A to Route 119, then over Route 119 to the City of White Plains, serving all intermediate points.

Alternate Route

From the junction of Route 100 and Route 100A near the Westchester Medical Center, then over Route 100 to the junction of Route 100 and Route 119, serving all intermediate points.

Alternate Route

From the junction of Route 119 to the junction of Route 100A, serving all intermediate points.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

**C-15.1
PASS.**

**SERVICE DATE
JANUARY 28, 1974**

NO. MC 138146*

**OLYMPIC TRAILS BUS COMPANY, INC.
(444 HILLSIDE AVENUE.,)
HILLSIDE, NEW JERSEY 07112**

**At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 28th day of
January, 1974.**

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

Passengers and their baggage, restricted to traffic originating at the points indicated, in charter operations,

NO. MC 138146*, SHEET NO. 2

From New York, N. Y., to points in New Jersey,
Connecticut, and Pennsylvania, and return.

AND IT IS FURTHER ORDERED, That this certificate shall supersede Certificate No. MC 946, issued May 29, 1949, with respect to that portion of the operating rights acquired by the above-named carrier pursuant to MC-FC 73992, (assigned No. MC 138146), and that said certificate be, and it is hereby, canceled to that extent.

By the Commission, division 1.

ROBERT L. OSWALD,
Secretary

(SEAL)

*This certificate embraces the operating rights in the certificate superseded and canceled to the extent noted in the last ordering paragraph above.

SERVICE DATE

DECISION AND ORDER

JUL 22 1977

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1, held at its office in Washington, D. C., on the 15th day of July, 1977.

No. MC-138146 (Sub-No. 1)

OLYMPIC TRAILS BUS COMPANY, INC.; EXTENSION - NEWARK, N.J.
(Union, N. J.)

Upon consideration of the application and the record in the above-entitled proceeding, including the initial decision and recommended order of the Administrative Law Judge, the exceptions filed jointly by Asbury Park-New York Transit Corp. and Rollo Transit Corp., jointly by DeCamp Bus Lines, Lincoln Transit Co., Inc., and Manhattan Transit Company, and individually by Greyhound Lines, Inc., and Transport of New Jersey, protestants, and the reply thereto filed by applicant; and

It appearing, That the Administrative Law Judge recommended the granting to applicant of a certificate of public convenience and necessity authorizing the operation described in the appendix to this order;

It further appearing, That, while the Commission has on numerous occasions restricted grants of authority to transport passengers in such a manner as to limit the number of passengers a carrier might transport in any one vehicle at one time, such restrictions, unlike the equipment restrictions recommended by the Administrative Law Judge herein, are descriptive of a type of service and are not impractical or difficult to enforce; that the restrictions recommended herein, requiring applicant to utilize lavatory equipped buses of a specified minimum seating capacity, are vehicle restrictions of a kind the Commission considers objectionable; that the said restrictions are impractical and difficult to enforce and, being inconsistent with practicable and effective transportation regulation, will not be employed, see Fox-Smythe Transp. Co. Extension - Oklahoma, 106 M.C.C. 1, 9, 13, 15 (1976); and that the evidence of record supports a finding of a need for applicant's proposed charter operation absent the said equipment restrictions;

And it further appearing, That, otherwise, the pleadings raise no new or material matters of fact or law not adequately considered and properly disposed of by the Administrative Law Judge in his initial decision; and that the appropriate modification of his findings is not of such nature as to require the issuance of a report discussing the evidence;

Wherefore, and good cause appearing therefor:

We find, That the findings of the Administrative Law Judge should be, and they are hereby, modified to reflect the grant of authority described in the appendix hereto;

And we further find, That, except as noted above, the evidence does not warrant a result different from that reached by the Administrative Law Judge; that the statement of facts, the conclusions, and the findings of the Administrative Law Judge, as modified herein, being proper and correct in all material respects, should be, and they are hereby, affirmed and adopted as our own; and that this decision is not a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969; and

It is ordered, That the said application, except to the extent granted herein, be, and it is hereby, denied.

It is further ordered, That upon compliance by applicant with the requirements of section 215, 217, and 221(c) of the Interstate Commerce Act and with the Commission's rules and regulations thereunder, within the time specified in the next succeeding paragraph, an appropriate limited term certificate will be issued.

And it is further ordered, That unless compliance is made by applicant with the requirements of section 215, 217, and 221(c) of the Act within 90 days after the date of service hereof, or within such additional time as may be authorized by the Commission, the grant of authority made herein shall be considered as null and void, and the application shall stand denied in its entirety effective upon the expiration of the said compliance time.

By the Commission, Division 1, Commissioners Murphy, Gresham, and MacFarland. Commissioner Gresham did not participate.

H. G. HOMME, JR.,
Acting Secretary.

(SEAL)

APPENDIX

SERVICE RECOMMENDED:

Operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of passengers and their baggage, in charter operations, in buses equipped with a lavatory and of not less than 49 passenger capacity, from Newark, N.J., (except Newark Airport), to points in the United States (except Alaska and Hawaii), and return, subject to the condition that the certificate to be issued herein shall be limited in point of time to a period expiring 3 years from the date of issue, unless, prior to the expiration of the 3-year term, applicant, if it desires that the authority granted herein be extended permanently, shall file with this Commission a petition for its permanent extension and demonstrate that it has been in full compliance with the Interstate Commerce Act and the applicable rules and regulations thereunder.

SERVICE AUTHORIZED:

Operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of passengers and their baggage, in charter operations, from Newark, N.J., (except Newark International Airport) to points in the United States (except Alaska and Hawaii), and return, subject to the condition that the certificate to be issued herein shall be limited in point of time to a period expiring 3 years from the date of issue; and that if applicant desires that the authority granted herein be extended permanently, it shall, in the 33rd month after the issuance of the certificate, file with this Commission a petition for its permanent extension and demonstrate that it has been in full compliance with the Interstate Commerce Act and the applicable rules and regulations thereunder.

INTERSTATE COMMERCE COMMISSION

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY
TO EXPIRE FEBRUARY 2, 1983
NO. MC 138146 SUB 1

C-15.1
Pass.

OLYMPIC TRAILS BUS COMPANY, INC.,
UNION, NEW JERSEY

SERVICE DATE

FEB 2 1978

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

Passengers and their baggage, in charter operations,

From Newark, N. J., (except Newark International Airport), to points in the United States (except Alaska and Hawaii), and return.

NO. MC 138146 SUB 1, SHEET NO. 2

AND IT IS FURTHER ORDERED, That this certificate shall
be of no further force and effect after February 2, 1983.

By the Commission.

(SEAL)

H. G. HOMME, JR.,
Acting Secretary.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC 138146 SUB 1*

OLYMPIC TRAILS BUS COMPANY, INC.
UNION, NEW JERSEY

SERVICE DATE

JUL 16 1980

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, in charter operations, from Newark, NJ (except International Airport) to points in the United States (except Alaska and Hawaii), and return.

*This certificate cancels Certificate NO. MC 138146 SUB-1, issued June 5, 1978, as modified by order of March 23, 1981.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

No. MC-138146 (Sub-No. 2)

OLYMPIA TRAILS BUS COMPANY, INC.
Irvington, NJ

SERVICE DATE

DEC 2 1981

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, in the same vehicle with passengers, in charter and special operations, beginning and ending at points in Union and Essex Counties, NJ, and extending to points in the United States.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-138146 Sub 3

OLYMPIA TRAILS BUS COMPANY, INC.
Newark, NJ

SERVICE DATE

JUL 22 1982

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

MC-138146 Sub 3

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, in the same vehicle, in charter and special operations, beginning and ending at points in Bergen, Hudson, Middlesex, and Passaic Counties, NJ, and extending to points in the United States (except Alaska and Hawaii).

MAY 10 1983

RB 2
VS

INTERSTATE COMMERCE COMMISSION

DECISION

No. MC-138146 (Sub-No. 4)

OLYMPIA TRAILS BUS COMPANY, INC., EXTENSION -
ATLANTIC CITY, NJ
(Newark, NJ)

Decided: April 28, 1983

Applicant seeks a certificate authorizing regular-route passenger transportation, both in interstate or foreign commerce, and in intrastate commerce, between New York, NY, and Atlantic City, NJ, in the manner described in the appendix. The evidence has been considered on the basis of the verified statements submitted by the parties. The application is opposed by Hudson Transit Lines, Inc., NJ Transit Bus Operations, Inc., (NJTBO), motor common carriers of passengers, and the State of New Jersey, Department of Transportation (NJDOT).

NJDOT requests an oral hearing, but inasmuch as the issues involved can be resolved upon the basis of the submitted verified statements, the request is denied.

This application was filed after November 19, 1982, the effective date of the Bus Regulatory Reform Act of 1982. Under the new provisions of 49 U.S.C. 10922(c)(1)(A), which governs the interstate aspect of this regular-route application, and the new provisions of 49 U.S.C. 10922(c)(2)(B), which governs the intrastate aspect, the statutory burdens of proof are exactly the same and thus will be considered concurrently. We are directed by the law to grant the application if applicant establishes its fitness, willingness, and ability to provide the proposed transportation, unless the opposing parties show that this transportation is not consistent with the public interest.

Applicant now holds authority and is engaged in the transportation of passengers in charter and special operations from (1) New York, NY, to points in New Jersey, Connecticut, and Pennsylvania, and (2) six New Jersey Counties extending to points in the United States. It currently provides charter and special operation tours from New York City to Atlantic City pursuant to agreements with a casino in Atlantic City. By this application, it seeks to provide a scheduled regular-route operation with daily pickups at

designated points along the route, including city streets in New York and intermediate points throughout New Jersey, which tour participants have requested. It operates sufficient equipment to conduct the service it proposes, maintains an active safety program, and is familiar with the pertinent safety regulations.

Although not required to do so under the new law, applicant has submitted supporting statements from nine individuals. These witnesses generally express their support for the service requested.

Protestants Hudson and NJDOT oppose applicant's request for intrastate authority within New Jersey. Hudson holds authority to transport passengers, over regular routes, between points in New Jersey and Atlantic City, and operates sufficient equipment to perform these operations. While supplying no specific evidence, it argues that a grant here would cause harm to its existing operations, including its service to various small communities. Hudson and NJDOT contend that applicant's proposed operation is in actuality a regular-route special operation entirely within one State and, as such, beyond the jurisdiction of the Interstate Commerce Commission [see, 49 U.S.C. 10922(c)(2)(H)]. They cite applicant's arrangements with gambling casinos which offer money incentives for arriving at their establishments as evidence of its intention to offer a regular-route tour service to Atlantic City casinos.

Protestant NJTBO holds authority to transport passengers, over an extensive number of regular routes, in New Jersey, New York, and Pennsylvania, which includes authority to conduct the proposed operations. It offers the following number of one-way trips from New York City to Atlantic City: Daily-448; Saturday-104; and Sunday-110. It operates suitable equipment including the recent introduction of new coaches. Protestant contends that competition in the New York City - Atlantic City corridor is already quite extensive and, as a result, fears diversion of traffic if this application is granted. During 1982, NJTBO transported over 4.56 million passengers from New York City to Atlantic City which generated over \$14.6 million in revenue.

In reply, applicant reiterates that the sought service is a scheduled regular-route operation and not special operations. Applicant emphasizes that no meals are served,

no organized sightseeing, or casino monetary incentives offered. Any reference to such monetary incentives in its original statement was made only to indicate the reasonableness of its rate structure.

Under 49 U.S.C. 10922(c)(6), as amended by the Bus Regulatory Reform Act of 1982, fitness for passenger carriers is defined as safety fitness and insurance. Applicant has made an affirmative showing of its safety fitness and, as an existing carrier, it already has appropriate insurance coverage on file. The opposing parties have presented no challenge to applicant's fitness. Thus, we conclude that applicant has carried its burden of proof in this regard.

Under the new law, the burden now shifts to the opposing parties to show that the proposed transportation is not consistent with the public interest. We note that the public support which applicant submitted is not required under the new law, which, in effect, presumes a public demand or need for any proposed passenger service. Accordingly, once the applicant has established its fitness to conduct the operations it proposes, the statutory burden of proof falls entirely on those opposing the application to demonstrate good reasons to deny the application.

We are not persuaded by any of the evidence presented in opposition that the proposed operations would be inconsistent with the public interest. First, the operations sought are not of the type which would be considered special operations. Applicant proposes a scheduled regular-route service with none of the features special operations usually include (meals, sightseeing, casino incentives). Second, although Hudson and NJTBO fear diversion of their traffic from a grant here, evidence of potential diversion of traffic, standing alone, is not sufficient grounds for denial, by the explicit terms of the statute at 49 U.S.C. 10922(c)(3)(D). Also, the evidence presented by these two protestants is very general in nature, and does not substantiate the position that a substantial portion of their entire regular-route passengers systems are in jeopardy. We conclude that protestants have failed to carry their statutory burdens of proof. The application will be granted.

We find:

Applicant is fit, willing, and able properly to provide the transportation services, in interstate or foreign

commerce, and intrastate commerce, described in the appendix, and to comply with the pertinent statutory and administrative requirements. It has not been shown, by any person objecting to the issuance of a certificate, that this transportation is not consistent with the public interest. This decision will not significantly affect either the quality of the human environment or conservation of energy resources. An appropriate certificate should be granted.

It is ordered:

The application is granted to the extent set forth in the appendix. Operations may begin only following the service of a certificate and upon compliance with the following requirements set forth in the Code of Federal Regulations: insurance (49 CFR 1043), designation of process agent (49 CFR 1044), and tariffs (49 CFR 1306).

Inasmuch as authority is granted to provide regular-route passenger transportation in intrastate commerce, applicant must also comply with 49 U.S.C. 10922(c)(2)(E).

By the Commission, Review Board Number 2, Members Carleton, Williams, and Ewing.

Agatha L. Mergenovich
Secretary

(SEAL)

APPENDIX

Authority to conduct the following operations will be issued in an appropriate document. This decision does not constitute authority to operate.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, and in intrastate commerce, over regular routes, transporting passengers, between New York, NY, and Atlantic City, NJ, (1) from New York over city streets to junction Holland Tunnel, then through Holland Tunnel to junction access roads, then over access roads to junction New Jersey Turnpike Interchange 14C, then over New Jersey Turnpike to junction New Jersey Turnpike Interchange 14, then over New Jersey Turnpike to junction New Jersey Turnpike Interchange 11, then over New Jersey Turnpike access roads to junction Garden State Parkway access roads in Woodbridge, NJ, then over Garden State Parkway to junction Atlantic City Expressway in Pleasantville, NJ, then over Atlantic City Expressway to Atlantic City, NJ, serving all intermediate points, (2) from New York over city streets to junction Lincoln Tunnel, then through Lincoln Tunnel to junction Interstate Hwy 495, then over Interstate Hwy 495 to junction New Jersey Hwy 3, then over New Jersey Hwy 3 to junction New Jersey Turnpike access roads, then over New Jersey Turnpike access roads to junction New Jersey Turnpike Interchange 16, in Secaucus, NJ, then over New Jersey Turnpike to junction New Jersey Turnpike Interchange 14, serving all intermediate points, and (3) from New York over city streets to junction the George Washington Bridge, then over the George Washington Bridge to junction access roads, then over access roads to junction Interstate Hwy 95, then over Interstate Hwy 95 to junction New Jersey Turnpike access roads, then over New Jersey Turnpike access roads to junction New Jersey Turnpike Interchange 18, then over New Jersey Turnpike to junction New Jersey Turnpike Interchange 14, serving all intermediate points.

AUG 8 1983

INTERSTATE COMMERCE COMMISSION

DECISION

No. MC-138146 (Sub-No. 4)

OLYMPIA TRAILS BUS COMPANY, INC.,
EXTENSION - ATLANTIC CITY, NJ
(Newark, NJ)

Decided: August 1, 1983

We have considered the record in this proceeding and the appeals of protestants Hudson Transit Lines, Inc., NJ Transit Bus Operations, Inc., and the State of New Jersey, Department of Transportation (NJDOT).

It is ordered:

The appeals are denied because the findings of Review Board Number 2 are in accordance with the evidence and the applicable law. Applicant has correctly stated that the regular route authority requested does not permit the special-operations transportation opposed by protestants. Conduct of special-operations over the route would be illegal and enforcement remedies exist.

Operations may begin only following the service of a certificate and upon compliance with the following requirements set forth in the Code of Federal Regulations: insurance (49 CFR 1043), designated of process agent (49 CFR 1044) and tariffs (49 CFR 1306).

Inasmuch as authority is granted to provide regular-route passenger transportation in intrastate commerce, applicant must also comply with 49 U.S.C. 10922(c)(2)(E).

This decision will be effective 25 days from its date of service.

By the Commission, Division 2, Acting as an Appellate Division, Commissioners Gradison, Taylor, and Sterrett. Commissioner Taylor is assigned to this Division for the purpose of resolving tie votes. Since there was no tie in this matter, Commissioner Taylor did not participate.

(SEAL)

Agatha L. Mergenovich
Secretary

NOTICE: This proceeding is now administratively final within the meaning of 49 CFR 1101.2(f) of the Commission's regulations; and, in accordance with the provisions of Section 558(c) of the Administrative Procedure Act, any corresponding temporary authority expires and operations thereunder must cease upon the effective date of this decision, except that to the extent permanent authority is granted in this proceeding (and if partial, only to that extent) the corresponding temporary authority or portion thereof will continue in effect until a certificate or permit is issued and becomes effective. The filing of any further pleadings in this matter will not stay the expiration of the temporary authority related to the denied portion of the sought permanent authority.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, and in intrastate commerce, over regular routes, transporting passengers, between New York, NY, and Atlantic City, NJ, (1) from New York over city streets to junction Holland Tunnel; then through Holland Tunnel to junction access roads; then over access roads to junction New Jersey Turnpike Interchange 14C; then over New Jersey Turnpike to junction New Jersey Turnpike Interchange 14; then over New Jersey Turnpike to junction New Jersey Turnpike Interchange 11; then over New Jersey Turnpike access roads to junction Garden State Parkway access roads in Woodbridge, NJ; then over Garden State Parkway to junction Atlantic City Expressway in Pleasantville, NJ; then over Atlantic City Expressway to Atlantic City, NJ; serving all intermediate points; (2) from New York over city streets to junction Lincoln Tunnel; then through Lincoln Tunnel to junction Interstate Hwy 495; then over Interstate Hwy 495 to junction New Jersey Hwy 3; then over New Jersey Hwy 3 to junction New Jersey Turnpike access roads; then over New Jersey Turnpike access roads to junction New Jersey Turnpike Interchange 15, in Secaucus, NJ; then over New Jersey Turnpike to junction New Jersey Turnpike Interchange 14; serving all intermediate points; and (3) from New York over city streets to junction the George Washington Bridge; then over the George Washington Bridge to junction access roads; then over access roads to junction Interstate Hwy Hwy 95; then over Interstate Hwy 95 to junction New Jersey Turnpike access roads; then over New Jersey Turnpike access roads to junction New Jersey Turnpike Interchange 18; then over New Jersey Turnpike to junction New Jersey Turnpike Interchange 14, serving all intermediate points.

INTERSTATE COMMERCE COM. SSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC 138146 SUB 4

OLYMPIA TRAILS BUS COMPANY, INC.
NEWARK, NEW JERSEY

SERVICE DATE

SEP 14 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

NOTE: Applicant is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c) (2) (E).

MC 138146 SUB 5

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers, in charter and special operations, between points in the United States.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC 138146 SUB 5

OLYMPIA TRAILS BUS COMPANY, INC.
NEWARK, NEW JERSEY

SERVICE DATE

FEB 24 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

APPENDIX

Authority to conduct the following operations will be issued in an appropriate document. This decision does not constitute authority to operate.

To operate as a common carrier, by motor vehicle, in interstate, intrastate, or foreign commerce, over regular routes, transporting passengers, between Newark International Airport, Newark, NJ, and New York, NY: (1) from Newark International Airport to junction U.S. Highway 1/9, then over U.S. Hwy 1/9 to junction NJ Hwy 439, then over NJ Hwy 439 to junction Interstate Hwy 278, then over Interstate Hwy 278 to junction Goethals Bridge, then over Goethals Bridge to New York, and return over the same route, serving all intermediate points, (2) from Newark International Airport to junction U.S. Hwy 1/9, then over U.S. Hwy 1/9 to junction Holland Tunnel, then through the Holland Tunnel to New York, and return over the same route, serving all intermediate points, (3) from Newark International Airport to junction U.S. Hwy 1/9, then over U.S. Hwy 1/9 to junction New Jersey Turnpike Interchange #14, then over New Jersey Turnpike to Interchange #16(E), then over turnpike access roads to junction NJ Hwy 3, then over NJ Hwy 3 to junction Lincoln Tunnel, then through the Lincoln Tunnel to New York, and return over the same route, serving all intermediate points, and (4) from Newark International Airport to junction U.S. Hwy 1/9, then over U.S. Hwy 1/9 to junction New Jersey Turnpike Interchange #14, then over New Jersey Turnpike to Interchange #18(W), then over turnpike access roads to junction Interstate Hwy 95, then over Interstate Hwy 95 to junction George Washington Bridge, then over the George Washington Bridge to New York, and return over the same route, serving all intermediate points.

RB
VS

SERVICE DATE

OCT 21 1983

INTERSTATE COMMERCE COMMISSION

DECISION

No. MC-138146 (Sub-No. 6)

OLYMPIA TRAILS BUS COMPANY, INC., EXTENSION -
NEWARK/NEW YORK
(Newark, NJ)

Decided: October 4, 1983

Applicant seeks a certificate authorizing the operations described in the appendix. The evidence has been considered under the modified procedure. NJ Transit Bus Operations, Inc., a motor common carrier, opposes the application.

Applicant now holds authority and is engaged in the transportation of passengers in charter and special operations nationwide. It also performs a regular-route passenger service between New York, NY, and Atlantic City, NJ. By this application, applicant proposes to offer hourly service between (a) the three major airports in the New York, NY, metropolitan area, the World Trade Center, and the East Side Airlines Terminal and (b) Newark International Airport in New Jersey. Applicant operates sufficient equipment to conduct the service it proposes, maintains an active safety program, and is familiar with the pertinent safety regulations.

Although not required to do so, applicant has submitted supporting statements from six individuals and two businesses. These witnesses generally express their support for the service requested.

Protestant is authorized to provide regular-route interstate bus service between Newark International Airport and New York. It opposes part (3) of the service described in the appendix, insofar as it relates to interstate transportation. Protestant points out that numerous new carriers have been granted authority recently to operate between New Jersey points and New York. Additional competition in the New Jersey-New York commuter area, it argues, will so dilute existing traffic that there will be, inevitably, a deterioration of commuter service to the detriment of the riding public. It also states that its route at issue here is profitable and helps subsidize its other non-profitable regular routes.

This application is filed under the provisions of the Bus Regulatory Reform Act of 1982, Pub. L. 97-261 (September 20, 1982), and is governed by Commission rules at 49 CFR Part 1160, Subparts D and E, which are implemented in Ex Parte No. 55 (Sub-No. 56), Applications for Operating Authority-Motor Passenger Carriers, November 19, 1982. Applicant seeks authority over regular routes in interstate or foreign commerce which is governed by the provisions of the Bus Act at 49 U.S.C. 10922(c)(1)(A). It also seeks authority in intrastate commerce over the same routes under the new preemption provisions at 49 U.S.C. 10922(c)(2)(B). Because the statutory burdens of proof are the same, such requests may be filed and considered concurrently.

We are directed by the law to grant this regular-route application if applicant establishes its fitness, willingness, and ability to provide the proposed transportation, unless opposing parties demonstrate that such transportation is not consistent with the public interest. Fitness for passenger carriers is defined as safety fitness and proof of insurance. Protestant does not challenge applicant's safety fitness, and the evidence of record reflects that applicant will comply with pertinent safety regulations and otherwise establishes its safety fitness to conduct the proposed operations.

Because applicant is fit to perform the proposed service, the sole remaining issue for our determination is whether the application should be denied on "public interest" grounds. In order to establish that a grant of the application is not warranted, protestants are required to present sufficient evidence to demonstrate that the application is not consistent with the public interest. The application is presumed to be consistent with the public interest, and once an applicant establishes its fitness, the statutory burden of proof falls entirely on those opposing the proposal to show good reasons to deny it. The Bus Act directs that in making any findings relating to the public interest, we consider, to the extent applicable, (1) the national transportation policy, which consists of nine goals designed to promote competitive and efficient transportation services through our regulation, (2) the value of competition, (3) the effect of issuance of a certificate on passenger service to small communities, and (4) whether issuance would impair the ability of any other motor common

carrier of passengers to provide a substantial portion of the regular-route passenger service which it provides over its entire regular-route system.

We cannot conclude, based upon our review of the evidence, that a grant of the application would not be consistent with the public interest. Protestant fails to demonstrate, first, that a grant would significantly impair its own ability or the ability of other motor common carriers of passengers to provide a substantial portion of their entire regular-route operations. Furthermore, protestant fails to establish persuasively that a grant of the application would be a detriment to any of the elements of the national transportation policy in such a way as to be of no real public benefit or to be otherwise not consistent with the public interest, that the competition from applicant's service in the involved marketplace would not be of value, or that applicant's competitive service would adversely affect service to small communities. The benefits to be derived by the public upon a grant of applicant's proposal outweigh any harm or other adverse affects reflected in this record. In these circumstances, a grant of the application is warranted.

We find:

Applicant is fit, willing, and able properly to provide the transportation services, in interstate, intrastate, or foreign commerce, described in the appendix, and to comply with the pertinent statutory and administrative requirements. It has not been shown, by any person objecting to the issuance of a certificate, that this transportation is not consistent with the public interest. This decision will not significantly affect either the quality of the human environment or conservation of energy resources. An appropriate certificate should be granted.

It is ordered:

The application is granted to the extent set forth in the appendix. Operations may begin only following the service of a certificate and upon compliance with the following requirements set forth in the Code of Federal Regulations: insurance (49 CFR 1043), designation of process agent (49 CFR 1044), and tariffs (49 CFR 1306).

Inasmuch as authority is granted to provide regular-route passenger transportation in intrastate commerce, applicant must also comply with 49 U.S.C. 10922(c)(2)(E) which requires applicant within 30 days to take all necessary action to establish, under State laws, rates, rules, and practices applicable to such transportation.

By the Commission, the Review Board, Members Carleton, Fortier, and Krock.

(SEAL)

Agatha L. Mergenovich
Secretary

SERVICE DATE

FEB 27 1991

PM-26

(Rev. 10/84)

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

No. MC-138146 Sub 7

OLYMPIA TRAILS BUS COMPANY, INC.
Elizabeth, NJ

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

SIDNEY L. STRICKLAND, JR.
Secretary

(SEAL)

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

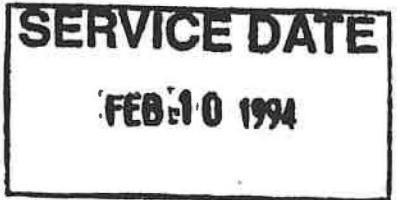
To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, and in intrastate commerce, over regular routes, transporting passengers, (1) between the Borough of Staten Island (Richmond), New York, NY, and the Borough of Manhattan, New York, NY: from the Borough of Staten Island over Interstate Hwy 278 across the Goethals Bridge to Interchange No. 13 of the New Jersey Turnpike, then over the New Jersey Turnpike to Interchange No. 16-E, then over NJ Hwy 495 to Weehawken, NJ, then through the Lincoln Tunnel to the Borough of Manhattan, and return over the same route; and (2) between Interchange No. 13-A of the New Jersey Turnpike and Newark, NJ: from Interchange No. 13-A over NJ Hwy 81 to junction U.S. Hwys 1/9, then over U.S. Hwys 1/9 and access roads to Newark International Airport, then over access roads and U.S. Hwys 1/9 to junction NJ Hwy 21, then over NJ Hwy 21 to Newark, and return over the same route; serving all intermediate points in (1) and (2) above.

INTERSTATE COMMERCE COMMISSION

PERMIT

No. MC 138146 (Sub-No. 9)

OLYMPIA TRAILS BUS COMPANY, INC.
ELIZABETH, NJ



This Permit is evidence of the carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and for passenger carriers, tariffs or schedules (49 CFR 1312).

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

The transportation service to be performed is described on the reverse side of this document. Service must be performed under a continuing agreement with one or more persons.

By the Commission.

(SEAL)

SIDNEY L. STRICKLAND, JR.
Secretary

NOTE: If there are any discrepancies regarding this Permit, please notify the Commission within 30 days.

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

No. MC-138146 (Sub-10)**
OLYMPIA TRAILS BUS COMPANY, INC
ELIZABETH, NJ

SERVICE DATE SEP 19 1994
--

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

Vernon A. Williams
Acting Secretary

(SEAL)

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

NOTE: The carrier is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

CONDITION: The carrier is authorized to provide intrastate transportation service on a route under this certificate only if the carrier provides regularly scheduled interstate transportation service on the route.



State of New Jersey

DEPARTMENT OF PUBLIC UTILITIES
BOARD OF PUBLIC UTILITY COMMISSIONERS
101 COMMERCE STREET
NEWARK, NEW JERSEY 07102 ..

R.&M.C.

DOCKET NO. 7311-851

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NJPUC NO. 320 C

COMPANY OLYMPIC TRAILS BUS CO. INC.

ADDRESS 50 So. 20th Street, Irvington, NJ

At a Session of the BOARD OF PUBLIC UTILITY COMMISSIONERS, held at its offices in Newark, New Jersey, on the eleventh day of June, 1974.

AFTER DUE INVESTIGATION, it appearing that the above named carrier has complied with all the applicable provisions of the Laws of 1973, Chapter 158 and of the rules and regulations of the Board of Public Utility Commissioners, therefore, is entitled to receive authority from the Board to engage in transportation in intrastate commerce as a charter and special bus operator; and the Board so finding,

IT IS ORDERED, That the said carrier be, and is hereby granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in intrastate commerce in charter and special bus operations, subject, however, to such terms, conditions, and limitations as now, or hereafter may be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder hereof shall render safe, adequate and proper service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in intrastate commerce pursuant to this certificate shall be as specified below:

Charter and special bus operations over irregular routes within New Jersey.

This certificate shall remain in full force and effect unless revoked for good cause by the Board.

DATED: June 11, 1974
(SEAL)

BOARD OF PUBLIC UTILITY COMMISSIONERS
BY: (SIGNED)

ATTEST:
(SIGNED)

STEWART G. POLLOCK
COMMISSIONER

I HEREBY CERTIFY that the within document is a true copy of the original in the files of the Board of Public Utility Commissioners.

RALPH C. CAPRIO
SECRETARY

Ralph C. Caprio

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
Gateway I - Suite 505
Market Street
Newark, New Jersey 07102

NOTICE BY OLYMPIC TRAILS
COMPANY, INC. FOR CHANGE OF
CORPORATE NAME TO OLYMPIA TRAILS
BUS COMPANY, INC. }

ORDER OF APPROVAL

DOT DOCKET NO. 81-144

BY THE DEPARTMENT:

Olympic Trails Bus Company, Inc., (Olympic) a public utility of the State of New Jersey with principal place of business at 50 South 20th Street, Irvington, New Jersey, 07111 informed the Department on May 29, 1981, that Olympic filed with the Secretary of State on April 13, 1981 an amended Article 1 of its Certificate of Incorporation which read as follows:

The name of the Corporation shall be:

Olympia Trails Bus Company, Inc.

The amendment was filed and recorded by the Secretary of State. The amendment to the Certificate of Incorporation was approved by the directors and thereafter adopted by the shareholders of the Corporation on the 20th day of January 1, 1981. The number of shares outstanding at the time of the adoption of the amendment was 100. The stockholders and management of Olympia Trails Bus Company, Inc. remain the same as Olympic.

Olympic states that the Corporate name change was requested by the Olympic Committee for the 1984 Olympics, and that Olympic voluntarily agreed to modify its name to void confusion with that of the Olympic Committee.

Olympic has requested the Department to refer to the new Corporate name in all correspondence, and has advised that both names can be used until June, 1983.

The Department, HEREBY ACCEPTS the new Corporate name, Olympia Trails Bus Company, Inc.

DATED: *August 18, 1981*

DEPARTMENT OF TRANSPORTATION
BY:



Melvin R. Lehr
Assistant Commissioner
Transportation Services

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
744 Broad Street
Suite 1502
Newark, NJ 07102

NJDOT DOCKET NO. 89-83

IN THE MATTER OF THE PETITION OF)
OLYMPIA TRAILS BUS COMPANY, INC. FOR)
ISSUANCE BY THE NEW JERSEY DEPART-)
MENT OF TRANSPORTATION OF A)
CERTIFICATE OF PUBLIC CONVENIENCE AND)
NECESSITY AUTHORIZING RECLASSIFICATION)
OF EXISTING REGULAR ROUTE AUTOBUS)
OPERATIONS BETWEEN BELLEVILLE, NJ,)
POINTS AND PLACES IN NEW JERSEY AND)
ATLANTIC CITY, NJ TO REGULAR ROUTE)
IN THE NATURE OF SPECIAL (CASINO)
ROUTE) BUS OPERATIONS)
(NJDOT ROUTE FILE NO. 572-476X))

FINAL
DECISION AND ORDER

William T. Agathis, Esq.
on behalf of Petitioner,
Olympia Trails Bus Company, Inc.

BY THE DEPARTMENT:

Olympia Trails Bus Company, Inc. ("Petitioner" or "Olympia"), a corporation and public utility of the State of New Jersey, having its principal place of business at P. O. Box 9261, 200 Relocated Bayway Avenue, Elizabeth, NJ 07202, by petition filed on July 14, 1989, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 16:51-3.1, requested that the New Jersey Department of Transportation ("Department") issue the Petitioner a Certificate of Public Convenience and Necessity authorizing reclassification of existing regular route autobus operations between Belleville, NJ, points and places in New Jersey and Atlantic City, NJ to regular route in the nature of special (casino route) bus operations. NJDOT Docket No. 89-83.

Copies of the petition were served upon the clerk of each municipality in which the Petitioner proposes to provide pick-up and drop-off service. Copies of the petition were also served upon each regular route limousine, van, small bus and autobus carrier operating or proposing to operate in the Petitioner's proposed service area. Public notice of the Petitioner's proposed service appeared on September 11 and September 18, 1989 in The Star-Ledger (Newark). This newspaper is generally and regularly circulated in the Petitioner's proposed service area. No objections to the Petitioner's proposed service were filed with the Department. N.J.A.C. 16:51-3.1.

The Petitioner was incorporated in the State of New Jersey on February 25, 1971 and is authorized to issue 1,000 shares of common stock without par value. The Petitioner's officers and stockholders and the percentage of outstanding capital stock issued to each are as follows:

<u>NAME</u>	<u>TITLE</u>	<u>PERCENTAGE OF SHARES</u>
Nikolas Agathis	President, Secretary and Treasurer	43
Sophia Agathis	Stockholder	42
William T. Agathis	Executive Vice President	5
Michael Agathis	Vice President	5
Nicholas Agathis	Stockholder	5

-continued-

The Department has reviewed the petition and related filings which collectively indicate that the Petitioner may have the knowledge, experience and financial capability to conduct and maintain the proposed regular route in the nature of special (casino route) bus operations.

After review and consideration of the petition and related filings, the Department FINDS and DETERMINES that:

1. Olympia Trails Bus Company, Inc. has satisfied all of the procedural requirements of the Department;
2. Olympia Trails Bus Company, Inc. appears reasonably able to provide safe, adequate and proper service to the public; and
3. The issuance to Olympia Trails Bus Company, Inc. of a Certificate of Public Convenience and Necessity authorizing reclassification of existing regular route autobus operations to regular route in the nature of special (casino route) bus operations is in the public interest.

The Department, therefore, HEREBY ISSUES to Olympia Trails Bus Company, Inc. a Certificate of Public Convenience and Necessity authorizing reclassification of existing regular route autobus operations to regular route in the nature of special (casino route) autobus operations between Belleville, NJ, points and places in New Jersey and Atlantic City, NJ to be operated in accordance with the Schedules "A" and "B" attached hereto and incorporated herein by reference. The assigned NJDOT Route File Number shall be 572-476X.

The Department further HEREBY ACCEPTS the Petitioner's initial tariff as filed, to be effective the date of this DECISION and ORDER.

This DECISION and ORDER is issued subject to the specific terms and conditions in the attached Schedules "A" and "B", all applicable New Jersey Statutes, the New Jersey Administrative Code and the rules and regulations promulgated by the New Jersey Department of Transportation.

Upon satisfaction of the conditions set forth in the attached Schedules "A" and "B", this Certificate of Public Convenience and Necessity shall remain in full force and effect unless suspended, modified or revoked by the Department.

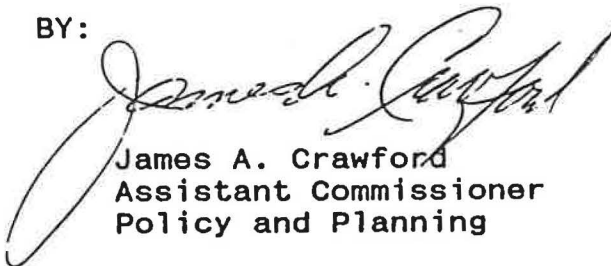
NOTE: If there are any discrepancies in this document, please notify the Department within 30 calendar days of issuance hereof.

DATED:

3/21/90

DEPARTMENT OF TRANSPORTATION
ROBERT A. INNOCENZI
ACTING COMMISSIONER

BY:


James A. Crawford
Assistant Commissioner
Policy and Planning

SCHEDULE "A"
NJDOT DOCKET NO. 89-83
NJDOT ROUTE FILE NO. 572-476X

OLYMPIA TRAILS BUS CO., INC.

Has a reclassified Certificate of Public Convenience and Necessity for regular route in the nature of special (casino route) autobus operations over the following route:

BELLEVILLE - ATLANTIC CITY ROUTE
NJDOT ROUTE FILE NO. 572-476X

Starting at Main and Joralemon Streets, BELLEVILLE, thence via Joralemon Street, Washington Avenue, Belleville Avenue, Union Street, BELLEVILLE; Mt. Prospect Avenue, Heller Parkway, NEWARK; Franklin Street, Heckel Street, Bloomfield Avenue, BELLEVILLE; Garden State Parkway (south) from Interchange #148, BLOOMFIELD; Exist #143, Western Parkway, Washington Street, Clinton Avenue, IRVINGTON; Lincoln Park, Broad Street, Camp Street, Mulberry Street, Route 21 (south) (McCarter Highway), Route 1 and 9 (north), Route 1 and 9 (south), NEWARK; Elizabeth Avenue, Broad Street, East Grand Street, Route 1 and 9 (north), ELIZABETH; Newark Airport access roads Route 1 and 9 (north), New Jersey Turnpike Interchange #14 (south), NEWARK; to Garden State Parkway to Atlantic City Expressway to ATLANTIC CITY and the ACTA bus intercept area in compliance with N.J.S.A. 40:35B-15(h) and (x), with autobus service authorized to Bally's Grand Hotel Casino in ATLANTIC CITY. Return via the same route or the nearest authorized route.

DESIGNATED PICK-UP AND DISCHARGE POINTS

Belleville	Main and Joralemon Streets Washington and Belleville Avenues Belleville and Union Avenues Franklin Street and Eugene Place
Irvington	Grove Street and Clinton Avenue
Newark	Broad and Camp Streets Airport Holiday Inn - Route 1 and 9 (south) Howard Johnson Inn - Route 1 and 9 (south)
Newark Airport	Airport Terminals A, B and C
Elizabeth	Holiday Inn - Jetport Route 1 and 9 (south) Broad Street and Elizabeth Avenue Broad Street and East Grand Street Sheraton Hotel - Route 1 and 9 (north)

TARIFF

Belleville	\$16.85 - round trip \$10.00 - one way
Irvington	\$16.85 - round trip \$10.00 - one way
Newark	\$16.85 - round trip \$10.00 - one way
Newark Airport	\$16.85 - round trip \$10.00 - one way
Elizabeth	\$16.85 - round trip \$10.00 - one way

-continued-

PAGE 2
SCHEDULE "A"
NJDOT DOCKET NO. 89-83
NJDOT ROUTE FILE NO. 572-476X

RESTRICTIONS

1. Service shall be limited to the transportation of passengers originating or destined to Atlantic City.
2. On each trip each bus shall discharge and pick-up passengers at Bally's Grand Hotel Casino.
3. No local passengers shall be transported whose trip begins and ends within Atlantic City.
4. All stops on public highways are to be in conformity with N.J.S.A. 27:1A-44, N.J.S.A. 39:4-139, and N.J.S.A. 39:4-197.

AUTOBUS - 26 PASSENGERS OR MORE
NJDOT DOCKET NO. 89-83
NJDOT ROUTE FILE NO. 572-476X

OLYMPIA TRAILS BUS COMPANY, INC.
P. O. BOX 9261
200 RELOCATED BAYWAY AVENUE
ELIZABETH, NJ 07202
PHONE (201) 354-3330

SCHEDULE "B"

REGULAR ROUTE OPERATIONS

The attached DECISION and ORDER is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following specific conditions:

1. The autobus equipment used shall meet the specifications of N.J.A.C. 16:53-3.1 et seq. Further, said equipment used shall be insured in accordance with the requirements of N.J.S.A. 48:4-36 and N.J.A.C. 16:53-9.1.
2. All stops on public highways are to be in conformity with N.J.S.A. 27:1A-44, N.J.S.A. 39:4-139 and N.J.S.A. 39:4-197.
3. All Department authorized vehicles shall be inspected by the Motor Carrier Inspection Unit of the Department and shall pass said inspection prior to institution of service.
4. Autobus carriers certified by the Department shall either own and hold title to the equipment used or have on file with the Department's Office of Regulatory Affairs an approved current lease agreement for the exclusive use of the equipment for its regular route operations, prior to the institution of service. Any such lease agreement shall provide for a minimum of 30 calendar days notice of cancellation; the Department's Office of Regulatory Affairs shall be notified in writing by the autobus carrier/lessee of such cancellation notice no later than 10 calendar days after the said notice is given.
5. Autobus carriers certified by the Department shall furnish the Department's Office of Regulatory Affairs with copies of its schedules, listing operating restrictions, fares, and the date service will be commenced prior to institution of service.
6. This DECISION and ORDER shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the certified autobus carrier.
7. Autobus carriers certified by the Department shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs. Further, such autobus carriers shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted. Failure to adhere to applicable rules and regulations shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
8. Autobus carriers certified by the Department shall not conduct any operations as authorized herein unless and until there is full compliance with the above conditions. This DECISION and ORDER shall become null and void and of no effect unless fully executed within 60 calendar days from the date hereof.

PAGE TWO
SCHEDULE "B"
NJDOT DOCKET NO. 89-83
NJDOT ROUTE FILE NO. 572-476X

9. Autobus carriers certified by the Department as a public utility of this State, shall: (1) keep its books and records in conformity with the Uniform System of Accounts as prescribed by the Department; (2) file its annual report of financial operations for each calendar year on or before March 31 of the following year or submit to the Department's Office of Regulatory Affairs a written request for a filing date extension prior to the March 31 deadline, if a filing extension is required; (3) petition for authority to issue any additional securities; (4) petition for authority for the sale of properties; and (5) receive approval or authority for any other matters as required under the New Jersey Statutes and the New Jersey Administrative Code.
10. Autobus carriers certified by the Department shall provide written notice to the Department's Office of Regulatory Affairs of changes in the carrier's name, address, telephone number or ownership within 10 calendar days from the date of said change.

COPY

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
744 Broad Street
Suite 1502
Newark, NJ 07102

NJDOT DOCKET NO. 89-64

IN THE MATTER OF THE PETITION OF)
OLYMPIA TRAILS BUS COMPANY, INC. FOR)
ISSUANCE BY THE NEW JERSEY DEPARTMENT)
OF TRANSPORTATION OF A CERTIFICATE OF)
PUBLIC CONVENIENCE AND NECESSITY)
AUTHORIZING THE TRANSFER OF REGULAR)
ROUTE AUTOBUS OPERATING AUTHORITY BETWEEN)
BELLEVILLE, NJ, POINTS AND PLACES IN)
NEW JERSEY AND ATLANTIC CITY, NJ FROM)
ANTIKOT, INC.)
(NJDOT ROUTE FILE NO. 572-476))

FINAL
DECISION AND ORDER

William T. Agathis, Esq.
on behalf of Petitioner,
Olympia Trails Bus Company, Inc.

BY THE DEPARTMENT:

Olympia Trails Bus Company, Inc. ("Petitioner" or "Transferee"), a corporation and public utility of the State of New Jersey having its principal place of business at P.O. Box 9261, 200 Relocated Bayway Avenue, Elizabeth, NJ 07202, by petition filed May 26, 1989 requested that the New Jersey Department of Transportation ("Department" or "NJDOT") issue a Certificate of Public Convenience and Necessity authorizing the transfer of existing regular route autobus operating authority between Belleville, NJ, points and places in New Jersey and Atlantic City, NJ (NJDOT Route File No. 572-460, NJDOT Docket No. 87-72) from Antikot, Inc. ("Transferor" or "Antikot") to Olympia Trails Bus Company, Inc. NJDOT Docket No. 89-64.

Copies of the petition were served upon the clerk of each municipality in which the Petitioner proposes to provide pick-up and drop-off service. Copies of the petition were also served upon regular route limousine, van, small bus and autobus carriers operating or proposing to operate in the Petitioner's proposed service area. Public notice of the Petitioner's proposed service appeared on June 2 and June 9, 1989 in the Star-Ledger. This newspaper is generally and regularly circulated in the Petitioner's proposed service area. No objections to the proposed transfer have been filed with the Department. N.J.A.C. 16:51-3.3.

The financial data submitted by the Transferee Olympia Trails Bus Co., Inc. reflects sufficient financial responsibility on the part of the Transferee to enable it to operate the charter and special operations to be transferred. Transferor Antikot, Inc. has executed an affidavit representing that there are no judgements, tax claims, federal, state or municipal liens against said corporation. The Transferee will continue the tariff of Antikot and there will be no changes in fares, charges or tariffs as a result of this transfer.

The Petitioner was incorporated in the State of New Jersey on February 25, 1971 and is authorized to issue 1,000 shares of common stock without par value. The Petitioner's officers and stockholders and the percentage of outstanding capital stock issued to each are as follows:

<u>NAME</u>	<u>TITLE</u>	<u>PERCENTAGE OF SHARES</u>
Nikolas Agathis	President, Secretary and Treasurer	43
Sophia Agathis	Stockholder	42
William T. Agathis	Executive Vice President	5
Michael Agathis	Vice President	5
Nicholas Agathis	Stockholder	5

The Department has reviewed the petition and related filings which collectively indicate that the Transferee may have the knowledge, experience and financial capability to conduct and maintain the regular route autobus service to be transferred.

After review and consideration of the petition and related filings, the Department FINDS and DETERMINES that:

1. Olympia Trails Bus Company, Inc. has satisfied all of the procedural requirements of the Department.
2. Olympia Trails Bus Company, Inc. appears reasonably able to provide safe, adequate and proper service to the public; and
3. The transfer of a Certificate of Public Convenience and Necessity authorizing regular route autobus operations from Antikot, Inc. to Olympia Trails Bus Company, Inc. is in the public interest.

The Department, therefore, HEREBY APPROVES the transfer from Antikot, Inc. to Olympia Trails Bus Company, Inc. of a Certificate of Public Convenience and Necessity authorizing regular route autobus operations between Belleville, NJ, points and places in New Jersey and Atlantic City, NJ to be operated in accordance with the Schedules "A" and "B" attached hereto and incorporated herein by reference. The assigned NJDOT Route File Number is 572-476.

Pursuant to the transfer authorized herein, Petitioner Olympia Trails Bus Co., Inc. will adopt Antikot's currently existing autobus tariff. There will no change in currently existing fares or charges as a result of the transfer of regular route operating authority to Olympia Trails Bus Co., Inc. from Antikot, Inc.

-continued-

This DECISION and ORDER is issued subject to the specific terms and conditions in the attached Schedules "A" and "B", all applicable New Jersey Statutes, the New Jersey Administrative Code and the rules and regulations promulgated by the New Jersey Department of Transportation.

Upon satisfaction of the specific conditions set forth in the attached Schedules "A" and "B" this Certificate of Public Convenience and Necessity shall remain in full force and effect unless suspended, modified or revoked by the Department.

IN ACCORDANCE WITH N.J.S.A. 48:4-1 et seq. as amended (P.L. 1987, c.445, effective January 19, 1988) the above approved authority may be subject to reclassification by the Department.

DATED:

9/20/89

DEPARTMENT OF TRANSPORTATION
ROBERT A. INNOCENZI
ACTING COMMISSIONER

BY:


James A. Crawford
Assistant Commissioner
Policy and Planning

NOTE: If there are any discrepancies in this document, please notify the Department within thirty (30) calendar days of issuance hereof.

OLYMPIA TRAILS BUS CO., INC.

Has a transferred Certificate of Public Convenience and Necessity for regular route autobus operations over the following route:

BELLEVILLE - ATLANTIC CITY ROUTE
NJDOT ROUTE FILE NO. 572-476

Starting at Main and Joralemon Streets, Belleville, thence via Joralemon Street, Washington Avenue, Belleville Avenue, Union Street, BELLEVILLE; Mt. Prospect Avenue, Heller Parkway, NEWARK; Franklin St., Heckel Street, Bloomfield Avenue, BELLEVILLE; Garden State Parkway-South from Interchange #148, BLOOMFIELD; Exit #143, Western Parkway, Washington Street, Clinton Avenue, IRVINGTON; Lincoln Park, Broad St., Camp Street, Mulberry Street, Route 21-South (McCarter Highway), Route 1 & 9 North, Route 1 & 9 South, NEWARK; Elizabeth Avenue, Broad Street, East Grand Street, Route 1 & 9 North, ELIZABETH; Airport access roads Route 1 & 9 North, New Jersey Turnpike Interchange #14-South, NEWARK; to Garden State Parkway to Atlantic City Expressway to ATLANTIC CITY and the ACTA bus intercept area in compliance with N.J.S.A. 40:35B-15(h) and (x), with autobus service authorized to any and all hotel/casinos in ATLANTIC CITY. Return via the same route or the nearest authorized route.

PICK-UP & DISCHARGE POINTS

Belleville	Main & Joralemon Sts. Washington & Belleville Aves. Belleville & Union Aves. Franklin St. & Eugene Pl.
Irvington	Grove Street & Clinton Avenue
Newark	Broad & Camp Streets Airport Holiday Inn-Route 1 & 9-South Howard Johnson Inn-Route 1 & 9-South
Newark Airport	Airport Terminals, A, B & C
Elizabeth	Holiday Inn-Jetport-Route 1 & 9-South Broad Street & Elizabeth Avenue Broad Street & East Grand Street Sheraton Hotel-Route 1 & 9-North

TARIFF

Belleville	\$16.85 - round trip \$10.00 - one way
Irvington	\$16.85 - round trip \$10.00 - one way
Newark	\$16.85 - round trip \$10.00 - one way
Newark Airport	\$16.85 - round trip \$10.00 - one way
Elizabeth	\$16.85 - round trip \$10.00 - one way

SCHEDULE "A"
NJDOT DOCKET NO. 89-64
NJDOT ROUTE FILE NO. 572-476

RESTRICTIONS

1. Service shall be limited to the transportation of passengers originating or destined to Atlantic City.
2. Each bus shall discharge and pick-up passengers at one casino per trip.
3. No local passengers shall be transported whose trip begins and ends within Atlantic City.
4. All stops on public highways are to be in conformity with N.J.S.A. 27:1A-44, N.J.S.A. 39:4-139, and N.J.S.A. 39:4-197.

AUTOBUS - 26 PASSENGERS OR MORE

NJDOT DOCKET NO. 89-64

NJDOT ROUTE FILE NO. 572-476

OLYMPIA TRAILS BUS
COMPANY, INC.

P.O. BOX 9261

200 RELOCATED BAYWAY AVE.

ELIZABETH, NJ 07202

(201) 354-3330

SCHEDULE "B"

REGULAR ROUTE OPERATIONS

The attached DECISION and ORDER is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code Sections and to the following specific conditions:

1. The autobus equipment used shall meet the specifications of N.J.A.C. 16:53-3.1 et seq. Further, said equipment used shall be insured in accordance with the requirements of N.J.S.A. 48:4-36 and N.J.A.C. 16:53-9.1.
2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197 and N.J.S.A. 27:1A-44.
3. All Department authorized vehicles shall be inspected by the Motor Carrier Inspection Unit of the Department and shall pass said inspection prior to institution of service.
4. Autobus carriers certified by the Department shall either own and hold title to the equipment used or have on file with the Department's Office of Regulatory Affairs an approved current lease agreement for the exclusive use of the equipment for its regular route operations, prior to the institution of service. Any such lease agreement shall provide for a minimum of 30 calendar days notice of cancellation; the Department's Office of Regulatory Affairs shall be notified in writing by the autobus carrier/lessee of such cancellation notice no later than 10 calendar days after the said notice is given.
5. Autobus carriers shall furnish the Department's Office of Regulatory Affairs with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to institution of service.
6. This DECISION and ORDER shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the certified autobus carrier.
7. Autobus carriers certified by the Department shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs. Further, such autobus carriers shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted. Failure to adhere to applicable rules and regulations shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
8. Autobus carriers certified by the Department shall not conduct any operations as authorized herein unless and until there is full compliance with the above conditions. This DECISION and ORDER shall become null and void and of no effect unless fully executed within 60 calendar days from the date hereof.

-continued-

PAGE TWO
SCHEDULE "B"
NJDOT DOCKET NO. 89-64
NJDOT ROUTE FILE NO. 572-476

9. All autobus carriers certified by the Department as a public utility of this State, shall: (1) keep its books and records in conformity with the Uniform System of Accounts as prescribed by the Department; (2) file its annual report of financial operations for each calendar year on or before March 31 of the following year or submit to the Department's Office of Regulatory Affairs a written request for a filing date extension prior to the March 31 deadline, if a filing extension is required; (3) petition for authority to issue any additional securities; (4) petition for authority for the sale of properties; and (5) receive approval or authority for any other matters as required under the New Jersey Statutes and the New Jersey Administrative Code.
10. All autobus carriers certified by the Department shall provide written notice to the Department's Office of Regulatory Affairs of changes in the carrier's name, address, telephone number or ownership within 10 calendar days from the date of said change.

COPY

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
McCarter Highway and Market Street
P. O. Box 10009
Newark, New Jersey 07101

IN THE MATTER OF THE PETITION OF CAMPTOWN, INC.)
FOR APPROVAL OF THE TRANSFER OF A CERTIFICATE OF)
PUBLIC CONVENIENCE AND NECESSITY FOR REGULAR ROUTE) DOT DOCKET NO. 84-163
OPERATIONS FROM ANTIKOT, INC.)
(NJDOT ROUTE FILE NO. 683-460))

Bendit, Weinstock & Sharbaugh, Esqs., by
Jerry A. Casser, Esq., West Orange, New
Jersey for Petitioner, Camptown, Inc.

BY THE DEPARTMENT:

Camptown, Inc. ("Petitioner" or "Transferee"), a public utility and corporation of the State of New Jersey, having its principal place of business at 126 Frelinghuysen Avenue, Newark, New Jersey, by Petition filed on November 14, 1984, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 14:1-6.9, requested a transfer of an existing Certificate of Public Convenience and Necessity to conduct regular route autobus operations between Maplewood Township, points and places in New Jersey, and any and all hotel/casinos in Atlantic City, New Jersey (NJDOT Route File No. 683-460) from Antikot, Inc. ("Antikot" or Transferor").

Copies of the Petition were served upon the municipalities in which the Petitioner will furnish service and on autobus carriers and petitioners with current or proposed operating authority in the Transferee's prospective service area. Notice of the proposed transfer of regular route autobus service appeared twice, one week apart, in The Star-Ledger, a newspaper published in Newark, New Jersey, on December 7 and 14, 1984. No objections were filed with the Department.

The financial data submitted by the transferee reflects sufficient financial responsibility on the part of the transferee to enable it to operate the route to be transferred. Transferor and transferee have signed affidavits representing that there are no judgments, tax claims, federal, state or municipal liens against them. Transferee will continue the tariff of transferor and there will be no changes in fares, charges or terms.

After review and consideration of the entire filing, the Department FINDS and DETERMINES that:

1. Petitioner appears to be able to provide safe, adequate, and proper service to the public.
2. The transfer of a Certificate of Public Convenience and Necessity for regular route operations from Antikot, Inc. to Camptown, Inc. is in the public interest.

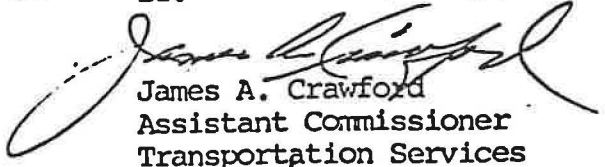
The Department, therefore, HEREBY APPROVES the transfer from Antikot, Inc. to Camptown, Inc. of a Certificate of Public Convenience and Necessity authorizing regular route autobus operations between Maplewood Township, points and places in New Jersey, and Atlantic City. The NJDOT Route file number will remain 683-460.

This service is to be operated in accordance with the Schedule "A" attached hereto and made a part hereof. The Department further ACCEPTS the tariff now in effect for Antikot, Inc. This tariff will be adopted by Camptown, Inc. effective the date of this Order. Upon meeting the conditions set forth in Schedule "B", this Certificate shall remain in full force and effect unless suspended, changed, or revoked by the Department.

DATED:

1/29/85

DEPARTMENT OF TRANSPORTATION
BY:


James A. Crawford
Assistant Commissioner
Transportation Services

SPRINGFIELD-MOUNTAINSIDE-ATLANTIC CITY BUS ROUTE
NJDOT ROUTE FILE NO. 683-460

Has a Certificate of Public Convenience and Necessity
for the operation of autobuses over the following route:

Starting at Franklin Street and Vaux Hall Road, Union Township, thence via Valley Street to Springfield Avenue, UNION TOWNSHIP; thence via Springfield Avenue to Morris Avenue, thence via Mountain Avenue to Henshaw Avenue to Mountain Avenue, SPRINGFIELD; thence via Mountain Avenue (Springfield Road) to Route 22, thence via Route 22 (Springfield Road), MOUNTAINSIDE; to So. Springfield Avenue, thence via Route 22 to Fadem Road, SPRINGFIELD; thence via Route 22 UNION TOWNSHIP; to Morris Avenue, Parker Road, Newark Avenue, North Avenue, ELIZABETH; thence via Route 1 and 9 to New Jersey Turnpike, Interchange #14 South, NEWARK; Garden State Parkway South to Atlantic City Expressway to any and all hotel/casinos, ATLANTIC CITY.

Return via same route in opposite direction or nearest possible alternate streets.

SERVICE POINTS

1. Franklin Street and Vaux Hall - Union Township.
2. Valley St. and Springfield Ave. - Union Township.
3. Mountair Ave. and Morris Ave. - Springfield.
4. Henshaw Ave. and Mountain Ave. - Springfield.
5. Mountain Ave. and Route 22 - Mountainside.
6. Route 22 and So. Springfield Ave. - Springfield.
7. Route 22 and Fadem Road - Springfield.
8. Morris Ave. and Parker Road - Elizabeth.

RESTRICTIONS

1. No local passengers shall be transported whose trips begin and end within Atlantic City.
2. Service shall be limited to the transportation of passengers originating at or destined to Atlantic City.
3. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197 3(a) and 27:1A-44.
4. Each bus shall discharge and pick-up passengers at one casino.

FARES

\$8.95 - One Way

\$15.00 - Round Trip

NOTE: If there are any discrepancies regarding this document, please notify the Department within thirty (30) days.

SCHEDULE "B"
Regular Route Operations - Transfer

The attached aforesaid Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the following conditions:

1. The autobus equipment used must meet the specifications of N.J.A.C. 16:53-3.1 et. seq. and be insured in accordance with the requirements of N.J.S.A. 48:4-36.
2. The regular routes authorized to be transferred herein are to originate in the municipalities of Maplewood Township, points and places in New Jersey and any and all hotel/casinos in Atlantic City, New Jersey.
3. Petitioner, upon completion of the transfer, shall within ten days thereof, give notice to the Department of the date the transaction is consummated.
4. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares, and the date service will be instituted prior to the institution of service.
5. The authority granted shall not be construed as approval by this Department of the consideration for the transfer of the Certificate of Public Convenience and Necessity.
6. That Petitioner shall record the cost of obtaining the Certificate of Public Convenience and Necessity in Account 1550, Other Intangible property and amortize the amount in the account over a period of five years or write it off to surplus immediately.
7. Petitioner shall keep its books and records in conformity with the Uniform System of Accounts prescribed by the Department and file each year its annual report of operations on a calendar year basis on or before March 31 of the following year. It shall petition for approval of any additional issuance of securities, for approval of sale of property and any other matters as required under New Jersey Statutes and the New Jersey Administrative Code. Copies of the Uniform System of Accounts may be obtained from the Interstate Commerce Commission, Washington, DC 20423.
8. Petitioner shall file, within 30 days, the journal entry reflecting the transaction on its books and records in accordance with the Uniform System of Accounts prescribed for autobuses.
9. Transferor, within 60 days of the consummation of the transfer, shall file with the Department its final annual report covering the period of operations from January 1 of the current year to the date of consummation of the transfer.
10. This Order shall not affect, or in any way limit, the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, accounting, capitalization, depreciation, or any other matters affecting the Petitioner.
11. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate.
12. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the equipment on its route operations, to enable it to furnish proper service.
13. Petitioner shall not conduct operation as approved and authorized herein unless and until there is full compliance with the above conditions and this Order of Approval shall become null and void and of no effect unless fully exercised within 60 days from the date hereof.
14. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44.



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
ALBANY, N.Y. 12232

SERVED

MAY 29 1991

PERMIT

CASE: 31312

DATED: May 24, 1991

OLYMPIA TRAILS BUS COMPANY, INC.
P.O. Box 9261
200 Relocated Bayway Avenue
Elizabeth, N.J. 07202

This Permit is evidence of the above named carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This Permit will be effective as long as the carrier maintains compliance with the Department's requirements pertaining to insurance coverage for the protection of the public; filing of contracts; vehicle identification; and for passenger carriers, inspection of vehicles. The carrier has an obligation to render continuous and adequate service to the public in accordance with the transportation authorized by this permit. Failure to meet these conditions will constitute grounds for the suspension, change, or revocation of this Permit.

This Permit is subject to any terms, conditions, limitations as are now, or may later be attached to this privilege.

The transportation service authorized herein is described on the reverse side of this document.

By the Carrier Certification
and Compliance Bureau

REFERENCE: New Service Application filed December 17, 1990.

NOTE: If there are any discrepancies regarding this document, please notify the Department within 30 days.

PSL
PSL:md

MC 152 (10/90)

- A. Passengers, pursuant to contract with the New York State Office of Parks, Recreation & Historic Preservation, only:

Between the City of New York, on the one hand, and, on the other, all points in the State.

- B. Chartered and special parties, as defined in Section 700.1(i) and (j) of Title 17 of the Official Compilation of Codes, Rules and Regulations of the State of New York:

From the City of New York to all points in the State, and return.



U.S. Department of Transportation
Federal Motor Carrier Safety Administration
Licensing and Insurance Public

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Authority History

US DOT:	156149	Docket Number:	MC029890		
Legal Name:	ROCKLAND COACHES, INC.				
Sub	Auth Type	Original Action		Disposition	
45	MOTOR PASSENGER CONTRACT CARRIER	GRANTED	09/09/1994		
44	MOTOR PASSENGER COMMON CARRIER	GRANTED	11/13/1992		
43	MOTOR PASSENGER COMMON CARRIER	GRANTED	07/20/1989		
42	MOTOR PASSENGER COMMON CARRIER	GRANTED	05/12/1983		
41	MOTOR PASSENGER COMMON CARRIER	GRANTED	04/20/1982		
	PASSENGER REG ROUTE - COMMON	GRANTED	02/12/1998		
	PASSENGER REG ROUTE - COMMON	GRANTED	10/30/1997		
	PASSENGER REG ROUTE - COMMON	GRANTED	03/28/1997		
	PASSENGER REG ROUTE - COMMON	GRANTED	03/24/1997		

[Carrier Details](#) | [Active/Pending Insurance](#) | [Rejected Insurance](#) | [Insurance History](#) | [Pending Application](#) | [Revocation](#) |

September 18, 2018



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Federal Motor Carrier Safety Administration

1200 New Jersey Avenue SE, Washington, DC 20590 - 1-800-832-5660 - TTY: 1-800-877-8339 - Field Office Contacts

MC-27970 (Sub-No. 18), CHICAGO EXPRESS, INC., EXTENSION—ALTERNATE ROUTES, PENNSYLVANIA. Decided May 3, 1954.

MC-27970 (Sub-No. 19), CHICAGO EXPRESS, INC., EXTENSION—ALTERNATE ROUTE, NEW YORK. Decided May 3, 1954.

MC-27970 (Sub-No. 20), CHICAGO EXPRESS, INC., EXTENSION—ALTERNATE ROUTE, ALBANY-BUFFALO. Decided May 3, 1954.

MC-28132 (Sub-No. 18), CARL M. HYGSTEN EXTENSION—MINNESOTA AND NORTH DAKOTA. Decided June 25, 1953.

MC-28439 (Sub-No. 53), DAILY MOTOR EXPRESS, INC., EXTENSION—PITHO-PHILADELPHIA. Decided July 16, 1953.

MC-28439 (Sub-No. 54), DAILY MOTOR EXPRESS, INC., EXTENSION—IRVONA, PA. Decided June 8, 1954.

MC-28439 (Sub-No. 55), DAILY MOTOR EXPRESS, INC., EXTENSION—MICHIGAN. Decided May 20, 1954.

MC-28813 (Sub-No. 14), MOTOR EXPRESS, INC., OF INDIANA, EXTENSION—CALUMET EXPRESSWAY. Decided September 8, 1954.

MC-28961 (Sub-No. 11), ROBERT Y. ROSS EXTENSION—SOUTH DAKOTA AND WYOMING. Decided July 6, 1954.

MC-28961 (Sub-No. 14), McDUFFEE MOTOR FREIGHT, INC., EXTENSION—EMPTY VEHICLES. Decided July 9, 1953.

MC-29130 (Sub-No. 76), THE ROCK ISLAND MOTOR TRANSIT COMPANY EXTENSION—WINFIELD, LA. Decided September 23, 1953.

MC-29130 (Sub-No. 79), THE ROCK ISLAND MOTOR TRANSIT COMPANY EXTENSION—LYMON, COLO. Decided June 17, 1954.

MC-29462 (Sub-No. 1), CLAUDE LUFKEY EXTENSION—PACKING HOUSE PRODUCTS. Decided December 8, 1953.

MC-29654 (Sub-No. 27), FURNITURE EXPRESS, INC., EXTENSION—NEW YORK, N. Y., TO POINTS IN WESTERN NEW YORK COUNTIES. Decided June 22, 1954.

MC-29734 (Sub-No. 6), JOSEPH H. SMITH & COMPANY EXTENSION—VIRGINIA. Decided August 30, 1954.

MC-29839 (Sub-No. 2), LEONARD MCKEE EXTENSION—WASHOUGAL, WASH. Decided August 6, 1954.

MC-29886 (Sub-No. 70), DALLAS & MAVIS FORWARDING CO., INC., EXTENSION—GRAND RAPIDS, MICH. Decided October 6, 1954.

MC-29890 (Sub-No. 12), ROCKLAND COACHES, INC., EXTENSION—TAFFAN, N. Y. Decided April 12, 1954.

MC-29890 (Sub-No. 13), ROCKLAND COACHES, INC., EXTENSION—PALISADES PARK, N. J. Decided May 25, 1954.

MC-29910 (Sub-No. 80), THE ARKANSAS MOTOR FREIGHT LINES, INC., EXTENSION—LITTLE ROCK ALTERNATE ROUTE. Decided March 1, 1954.

MC-29910 (Sub-No. 33), THE ARKANSAS MOTOR FREIGHT LINES, INC., EXTENSION—MISSOURI. Decided April 15, 1954.

MC-29910 (Sub-No. 38), THE ARKANSAS MOTOR FREIGHT LINES, INC., EXTENSION—FORDYCE, ARKANSAS, ALTERNATE ROUTE. Decided June 28, 1954.

MC-29957 (Sub-No. 61) CONTINENTAL SOUTHERN LINES, INC., EXTENSION—SEELY, LA. Decided April 19, 1954.

MC-29964 (Sub-No. 7), COCHRANE TRANSPORTATION COMPANY EXTENSION—BAY BRIDGE. Decided March 15, 1954.

MC-29988 (Sub-No. 48), DENVER-CHICAGO TRUCKING COMPANY, INC., EXTENSION—ALTERNATE ROUTES. Decided March 15, 1954.

MC-29988 (Sub-No. 49), DENVER-CHICAGO TRUCKING COMPANY, INC., EXTENSION—OHIO HIGHWAY 10. Decided April 5, 1954.

MC-20824 (Sub-No. 12), COMMERCIAL MOTOR FREIGHT, INC., OF INDIANA EXTENSION—ALTERNATE ROUTE. Decided February 14, 1957.

MC-23942 (Sub-No. 7), ATLANTIC COAST LINE RAILROAD COMPANY EXTENSION—GEORGIA POINTS AND KEY POINT MODIFICATIONS. Decided December 26, 1956.

MC-23976 (Sub-No. 7), BEND-PORTLAND TRUCK SERVICE, INC., EXTENSION—FELTON DAM SITE. Decided February 25, 1957.

MC-26621 (Sub. No. 9), NORTHERN TRANSPORTATION COMPANY EXTENSION—GREEN BAY, WIS., FILTERING PLANT. Decided February 4, 1957.

MC-27144 (Sub-No. 2), GEORGE MARSHLINE AND FRANK MARSHLINE EXTENSION—GRAND RAPIDS AREA. Decided February 25, 1957.

MC-28008 (Sub-No. 2), MIDWEST FREIGHT FORWARDING COMPANY, INC., CONVERSION TO REGULAR ROUTES. Decided January 14, 1957.

MC-28439 (Sub-No. 66), DAILY MOTOR EXPRESS, INC., EXTENSION—TRUCK BODIES AND TRAILERS. Decided February 5, 1957.

MC-29623 (Sub-No. 21), SOUTHEASTERN STAGES, INC., EXTENSION—MILLEN, GA. Decided December 31, 1956.

MC-29830 (Sub-No. 18), ROCKLAND COACHES, INC., EXTENSION—LAFAYETTE AVE., WESTWOOD, N. J. Decided February 12, 1957.

MC-30046 (Sub-No. 6), H. A. SCHLANTZ EXTENSION—SAWDUST. Decided December 26, 1956.

MC-30319 (Sub-No. 75), SOUTHERN PACIFIC TRANSPORT COMPANY EXTENSION—POINTS IN TEXAS. Decided February 20, 1957.

MC-30383 (Sub-No. 4), JOSEPH F. WHELAN CO., INC., EXTENSION—GROCERIES. Decided January 17, 1957.

MC-30605 (Sub-No. 86), THE SANTA FE TRAIL TRANSPORTATION COMPANY EXTENSION—DENTON, TEX. Decided December 3, 1956.

MC-30867 (Sub-No. 64), CENTRAL FREIGHT LINES, INC., EXTENSION—FANNETT, TEX. Decided February 5, 1957.

MC-30867 (Sub-No. 65), CENTRAL FREIGHT LINES, INC., EXTENSION—KELLER, TEX. Decided February 6, 1957.

MC-30867 (Sub-No. 67), CENTRAL FREIGHT LINES, INC., EXTENSION—ALTERNATE ROUTE. Decided February 11, 1957.

MC-30887 (Sub-No. 68), SHIPLEY TRANSFER, INC., EXTENSION—RAYBORO, N. C. Decided February 21, 1957.

MC-31600 (Sub-No. 411), P. B. MUTHIE MOTOR TRANSPORTATION, INC., EXTENSION—LIQUID CHOCOLATE. Decided February 15, 1957.

MC-33970 (Sub-No. 5), GEORGE HILDEBRANDT, INC., EXTENSION—LINE TO NEW JERSEY AND PENNSYLVANIA. Decided January 28, 1957.

MC-35155 (Sub-No. 2), A. MINGER AND LAWRENCE J. WEAVER EXTENSION—PORTLAND-OREGON CITY. Decided December 26, 1956.

MC-35396 (Sub-No. 18), ARNOLD LIGON EXTENSION—GREENVILLE, KY. Decided December 26, 1956.

MC-35484 (Sub-No. 30), VIKING FREIGHT COMPANY EXTENSION—ALTERNATE ROUTE. Decided February 12, 1957.

MC-35628 (Sub-No. 199), INTERSTATE MOTOR FREIGHT SYSTEM EXTENSION—ALUMINUM COMPANY—WARRICK COUNTY, IND. Decided January 7, 1957.

MC-36509 (Sub-No. 7), LOOMIS ARMORED CAR SERVICE, INC., EXTENSION—RENO, NEV. Decided December 5, 1956.

MC-37599 (Sub-No. 17), P. VAN HAAREN & SONS STORAGE COMPANY, INC., EXTENSION—ADDITIONAL COMMODITIES. Decided January 28, 1957.

MC-37716 (Sub-No. 15), THE C & D MOTOR DELIVERY COMPANY EXTENSION—MORTON, ILL. Decided February 25, 1957.

SURFACE TRANSPORTATION BOARD DECISION DOCUMENT**Decision Information**

Docket Number: **FD_33343_0**

Case Title: **COACH USA, INC.--CONTROL EXEMPTION--PROGRESSIVE TRANSPORTATION SERVICES, INC.; POWDER RIVER TRANSPORTATION SERVICES, INC.; WORTHEN VAN SERVICE, INC.; AND PCSTC, INC.**

Decision Type: **Decision**

Deciding Body: **Entire Board**

Decision Summary

Decision Notes: **GRANTED PETITIONS BY COACH TO BE EXEMPTED, UNDER 49 U.S.C. 13541, FROM THE PRIOR APPROVAL REQUIR. OF 49 U.S.C. 14303 TO ACQUIRE CONTROL OF 12 MOTOR PASSEGER CARRIERS.**

Embraced Cases**Docket Number**

FD_33377_0 - Coach Usa, Inc.--Control Exemption--Airport Bus Of Bakersfield; Antelope Valley Bus, Inc. Desert Stage Lines, Inc.; Bayou City Coaches, Inc.; Kerrville Bus Company, Inc.; Red & Tan Charter, Inc.; Red & Tan Tours, Inc.; And Rockland Coaches, Inc.

Decision Attachments

[21574.pdf](#)

23 KB

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**Full Text of
Decision**

21574

SERVICE DATE - MAY 15, 1997

EB

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 33343⁽¹⁾

COACH USA, INC.--CONTROL EXEMPTION--PROGRESSIVE TRANSPORTATION SERVICES, INC.; POWDER RIVER TRANSPORTATION SERVICES, INC.;

WORTHEN VAN SERVICE, INC.; AND PCSTC, INC.

STB Finance Docket No. 33377

COACH USA, INC.--CONTROL--AIRPORT BUS OF BAKERSFIELD; ANTELOPE VALLEY BUS, INC.; DESERT STAGE LINES, INC.; BAYOU CITY COACHES, INC.; KERRVILLE BUS COMPANY, INC.; RED & TAN CHARTER, INC.;

RED & TAN TOURS, INC.; AND ROCKLAND COACHES, INC.

Decided: May 9, 1997

Coach USA, Inc. (Coach), a noncarrier, filed petitions in STB Finance Docket No. 33343 and STB Finance Docket No. 33373, under 49 U.S.C. 13541, seeking exemption from the prior approval requirements of 49 U.S.C. 14303(a)(5) to acquire stock control of a total of 12 additional motor passenger carriers.⁽²⁾ Coach indicates that it currently controls the nation's second largest group of motor passenger carriers, having acquired 10 carriers in May 1996⁽³⁾, and five more in November 1996.⁽⁴⁾

Notice of the exemption petition in STB Finance Docket No. 33343 was served and published in the *Federal Register* on March 19, 1997 (62 FR 11518). Notice of the exemption petition in STB Finance Docket No. 33377 was served and published in the *Federal Register* on April 11, 1997 (62 FR 17904). Copies of the notices were served on the Antitrust Division of the Department of Justice. No comments opposing the exemptions have

been filed. Based on our review of the records, we are exempting the proposed transactions from regulation, and, as requested, we will make the exemptions effective on the service date of this decision.

BACKGROUND

In STB Finance Docket No. 33343, Coach is seeking to acquire control of the following motor passenger carriers: Progressive Transportation Services, Inc.(PTS); Powder River Transportation Services, Inc. (PRTS); Worthen Van Service, Inc. (WVS); and PCSTC, Inc., d/b/a Pacific Coast Sightseeing/Gray Line of Anaheim-Los Angeles (PCSTC).

PTS is a New York corporation that had been owned by Thomas J. Freeman (50 per cent) and Carl D. Berman (50 per cent). It holds federally-issued operating authority in MC-247074 and intrastate operating authority issued by the New York Department of Transportation. PTS provides scheduled, fixed route, mass transportation, charter bus, and transit authority management services, including shared ride and travel coordination services for Medicaid patients. The carrier has 300 employees; it owns seven motorcoaches, 54 mini-buses and school buses, and 47 vans; and it earned revenues of \$8,950,000 in 1995.

PRTS is a Wyoming corporation that had been controlled by H. Wayne Worthen (38 per cent), Sandra E. Worthen (38 per cent), Brian R. Worthen (12 per cent), and Gregory M. Worthen (12 per cent). It holds federally-issued operating authority in MC-161531 and intrastate authority issued by the Wyoming Department of Transportation and the Colorado Public Utilities Commission. It operates contract transportation and line schedule, charter, and tour services in Colorado, Montana, South Dakota, and Wyoming. The carrier has 75 full-time and 81 part-time employees; it operates 21 vans and 44 buses; and it earned revenues of \$7,975,000 for the fiscal year ending in October 1996.

WVS is a Wyoming Corporation that had been owned by H. Wayne Worthen (65 per cent) and Sandra E. Worthen (35 per cent). It holds federally-issued operating authority in MC-142573, and intrastate operating authority issued by the Wyoming Public Service Commission, operating primarily in eastern Wyoming. The carrier has 25 employees and earned annual revenues of \$633,000 for the fiscal year November 1995-October 1996.⁽⁵⁾

PCSTC is a California corporation that operates as Pacific Coast Sightseeing Tours Charters, Gray Line of Los Angeles, and Gray Line of Anaheim. Its stock had been owned as follows:

William R. and Jean M. O'Connell, Trustees 33 1/3%
of the William R. O'Connell Family Trust

Paul V. and Patricia K. O'Connell, Trustee 33 1/3%

of the Paul and Patricia O'Connell Family Trust

Gerard B. and Karen A. O'Connell, Trustee 33 1/3%

of the Gerard and Karen O'Connell Family Trust

PCSTC holds federally-issued operating authority in MC-184852 and intrastate authority issued by the California Public Utilities Commission. PCSTC operates daily sightseeing tours, group charters, and shuttle service in Orange, Los Angeles, and San Diego Counties, CA, and in Nevada, Arizona, and Utah. The carrier has 123 full time and 33 part-time employees; it owns 51 full-size coaches, five minibuses, and nine vans; and it earned annual revenues of \$14.208 million in 1995.

In STB Finance Docket No. 33377, Coach seeks to acquire control of the following motor passenger carriers: Airport Bus of Bakersfield (Airport); Antelope Valley Bus, Inc. (Antelope); Desert Stage Lines, Inc. (Desert); Bayou City Coaches, Inc. (Bayou); Kerrville Bus Company, Inc. (Kerrville); Red & Tan Charter, Inc. (Charter); Red & Tan Tours, Inc. (Tours); and Rockland Coaches, Inc. (Rockland).

Airport, a division of Antelope, holds federal authority in MC-163191 to operate in interstate commerce in Arizona, Colorado, Idaho, Utah, Montana, Nevada, New Mexico, Oregon, Washington, Wyoming and California and intrastate authority issued by the California Public Utilities Commission. The carrier operates primarily in California, transporting passengers between Bakersfield, CA, and the Los Angeles International Airport, and from points in Southern California and Nevada to connect with Amtrak. It also operates charter service in the southern San Joaquin Valley of California. The carriers has 66 employees; it operates 12 buses; and it earned revenues of approximately \$3.8 million in 1996.

Antelope is a California corporation that had been owned by James A. Carter, Annette Carter, Ronald H. Carter and Audrey M. Carter, as trustees of various Carter family trusts. It holds federal authority in MC-125057 to operate in interstate commerce in the 48 contiguous states and intrastate authority issued by the California Public Utilities Commission. Antelope operates commercial and military charters conducted primarily in southern California and Nevada. It also provides service for Amtrak in southern California and Nevada and commuter service in Ventura County, CA. The carrier has 291 drivers; it operates 134 buses; and it earned revenues of \$15.7 million in 1996.

Desert is a California corporation that is wholly owned by Antelope.⁽⁶⁾ It holds federal authority in MC-140919 to operate in interstate commerce in California, Nevada, Arizona, Utah and New Mexico. The carrier operates commercial and military charters primarily in the Palm Springs and Coachella Valley areas of California. Desert also provides tours and services affiliated companies. The carrier has 33 employees; it operates 7 buses; and it earns annual revenues of approximately \$1 million.

Bayou is a Texas corporation that had been wholly owned by Suzan G. Kaiser. It holds federal authority in MC-245246 and intrastate authorities issued by Texas and New Mexico. The carrier operates charter and contract bus services, primarily in Texas and New Mexico under the trade names, Gray Line of San Antonio and Gray Line of Albuquerque. The carrier has 148 employees, it operates 53 vehicles; and it earned annual revenues of approximately \$8.3 million in 1996.

Kerrville is a Texas corporation that had been wholly owned by Fred Kaiser, the husband of Suzan Kaiser, the owner of Bayou. It holds federal authority in MC-27530 to operate over regular routes in interstate commerce between points in Texas, Louisiana and Arkansas. The carrier operates regular route service and provides charter and tour services, primarily in Texas and other points in the Southeast U.S. The carrier has 282 employees; it operates 214 buses; and it earned annual revenues over \$21.5 million in 1996.

Charter is a New Jersey corporation that had been owned by Red & Tan Transportation Systems, Inc. (Systems), a noncarrier that also owns Tours. Tours, in turn, is owned by Red & Tan Enterprises, Inc., which owns Rockland.⁽⁷⁾ It holds federal authority in MC-204842 to operate charter and special services throughout the 48 contiguous states, but does not presently conduct any bus operations. Charter does not hold any intrastate authority. Its revenues are derived from providing employees to its affiliate, Tours. The carrier has 215 employees; it earned annual revenues of approximately \$6 million in 1996.

Tours is a New Jersey corporation. It holds federal authority in MC-162174 and intrastate authorities issued by the states of New Jersey and New York. Among other operations, Tours operates transit and other special services under contract with a variety of public entities, including New Jersey Transit and the Port Authority of New York and New Jersey. It has 15 employees and uses approximately 200 additional employees supplied by Charter; it operates 300 buses; and it earned annual revenues of \$12.8 million in 1996.

Rockland is a New Jersey corporation. It holds federal operating authority in MC-29890, and conducts fixed route operations in Rockland County, NY, Bergen County, NJ, and New York City and holds intrastate operating authority issued by the state of New Jersey. Rockland operates regular route services, and provides charter and special services primarily in the Northeast. The carrier operates 175 buses; it employs 288 persons; and it earned annual revenues of approximately \$19.5 million in 1996.

COACH'S ARGUMENT

Coach states that granting the petitions will not significantly reduce competitive options available to the traveling public. It contends that, following consummation, each carrier it currently controls and each carrier it intends to acquire will continue to compete in their respective markets with numerous other bus companies unaffiliated with Coach and with other modes. Coach maintains that no fundamental changes are planned to the operations or management of each carrier; that no certificates or other operating permits will be transferred; and that each carrier involved in these transactions will continue to provide bus

services in its own name under the federal and state-issued operating authorizations and other licenses.

Coach acknowledges that there is some competitive overlap in service areas, but states that the proposed acquisitions will have no meaningful effect on the continued availability of competitive service. The applicant notes that Antelope and California Charters apparently compete for charter service in Southern California. Kerrville, Bayou, Texas Bus Lines and Gray Line of Houston compete in Texas within their service areas. Tours competes with Suburban and Community. PCSTC competes with other Coach carriers. Coach maintains that as a whole, the carriers Coach already controls and those it intends to acquire handle only a small percentage of passenger traffic within each respective geographic area in which each of these carriers operates, and each operates in a market with multiple competitors for charter services and low barriers to entry. Coach indicates that PRTS, WVS, and PTS do not compete with any Coach-owned bus company.

Coach estimates that these transactions would generate over \$3 million in cost savings, which would substantially benefit all carriers within its corporate family. Among the benefits it foresees are savings in interest costs stemming from restructuring debt and reduced operating costs resulting from Coach's enhanced volume purchasing power. According to Coach, the carriers to be acquired would also benefit from the lower insurance premiums that it has negotiated and from volume discounts for equipment and fuel. Coach states that it will provide its carriers with legal and accounting services and coordinated purchasing services. In addition, Coach states that it will arrange sharing of vehicles to ensure maximum use and efficient operation of equipment. Coach indicates that it intends to provide coordinated driver training services to enable its carriers to allocate driver resources in the most efficient manner possible. Coach says that it also plans to centralize marketing and reservation services for the bus firms it controls. Finally, Coach states that collective bargaining agreements with carrier employees will be respected and that employee benefits will improve.

DISCUSSION AND CONCLUSIONS

Under 49 U.S.C. 14303(a)(5), a noncarrier that controls any number of carriers may not acquire control over another carrier without our approval. However, under 49 U.S.C. 13541 (a), we must exempt a transaction or service from regulation when we find that: (1) regulation is not necessary to carry out the transportation policy of 49 U.S.C. 13101; (2) either (a) regulation is not needed to protect shippers from the abuse of market power, or (b) the transaction or service is of limited scope; and (3) exemption is in the public interest.

Transportation Policy. Detailed scrutiny of these transactions under 49 U.S.C. 14303 is not necessary to ensure the development, coordination, and preservation of a sound transportation system consistent with the policy contained in 49 U.S.C. 13101(a)(1). Exempting these transactions would permit Coach to coordinate and centralize planning, safety, and management for carriers within its corporate family, allowing them to rationalize and use resources productively, promoting safe, adequate, economical and efficient

transportation [49 U.S.C. 13101(a)(1)(B) and (C)].

Similarly, detailed scrutiny under 49 U.S.C. 14303 is not necessary to promote competitive and efficient services consistent with the policy in 49 U.S.C. 13101(a)(2). By facilitating the development of a bus system with coordinated marketing and reservation service, the exemption will enable each carrier to promote efficiency in the motor passenger carrier industry, which will help meet the needs of passengers and consumers [49 U.S.C. 13101(a)(2)(B) and (C)]. The exemption will also strengthen the financial status of each carrier, which will permit continued service to small communities and enhanced commuter bus operations [49 U.S.C. 13101(a)(2)(G.) and (H)]. In addition, the exemption will improve each carrier's financial and managerial ability to compete in its respective market, thus improving and maintaining a sound, safe, and competitive privately owned motor carrier system [49 U.S.C. 13101(a)(2)(I)]. By facilitating vehicle sharing arrangements and other efficiencies, the exemption will allow the most productive use of equipment, enhancing intermodal competition with rail passenger carriers and private automobiles [49 U.S.C. 13101(a)(2)(E) and (K)].

Finally, the transportation policy in 49 U.S.C. 13101(a)(3) for motor passenger carriers requires federal/state cooperation to ensure that state regulation does not undermine federal policy objectives. Because this proceeding does not implicate state regulatory initiatives, detailed scrutiny under 49 U.S.C. 14303 is not necessary for consistency with the intrastate aspects of the policy in 49 U.S.C. 13101(a)(3).

Based on the above considerations and the absence of any opposition, we find that regulation of the proposed transactions is not necessary to carry out the goals of the transportation policy of 49 U.S.C. 13101.

Abuse of Market Power. Nor is regulation necessary to protect shippers from the abuse of market power. The petitions for exemption are unopposed. The proposed transactions will have no significant impact on competition. As noted above, Coach indicates that some of the carriers to be acquired compete to a limited extent with carriers Coach currently controls or with carriers to be acquired in this transaction. However, each of these carriers faces significant competition from numerous other bus firms not controlled by Coach, as well as from private automobiles and other transportation modes. Thus, the proposed acquisition should not result in a meaningful reduction on the competitiveness of passenger transportation in any of the markets served by each of the carriers involved here.

Further, none of the carriers to be acquired holds more than a very small market share of the transportation services available to its potential passengers. None had recent annual revenues in excess of \$21.5 million. Moreover, with the low entry barriers and the pervasive intramodal and intermodal competition that impacts the bus industry, opportunities for abuse of market power are effectively foreclosed.

Given our finding regarding the probable effect of the transaction on market power, we need not determine whether the transaction is limited in scope. The market shares of each of the carriers involved in these transactions is relatively small. Following the acquisition of common control, each carrier will continue to operate in its respective market in the same manner as prior to the transaction, but with changed ownership.

Public Interest. Exempting these transactions from regulation is consistent with the public interest. Subjecting the proposed transaction to detailed scrutiny, instead of serving a meaningful public policy or regulatory purpose, would be wasteful of both our resources and those of Coach, the carriers it proposes to acquire, and the public. On the other hand, an exemption will have multiple benefits, relating to adequate transportation services, efficient and economic operations, and employees, and will not give rise to market abuse or problems that might warrant regulatory scrutiny. Accordingly, we will grant the requested exemptions.

Coach has requested expedited action on its exemption. It explains that it intends a public stock offering, and possibly a debt offering, in May 1997 to raise capital. To facilitate these plans, Coach requests that the exemptions be made effective May 15, 1997. Because these exemptions were not opposed, we have expedited our consideration and will make the exemption effective on the service date of this decision.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. In STB Finance Docket No. 33343, under 49 U.S.C. 13541, the acquisition by Coach USA Inc., of control of Progressive Transportation Services, Inc., Powder River Transportation Services, Inc., Worthen Van Service, Inc., and PCSTC, Inc. is exempted from the prior approval requirements of 49 U.S.C. 14303(a)(5).

2. In STB Finance Docket No. 33373, under 49 U.S.C. 13541, the acquisition by Coach USA, Inc., of control of Airport Bus of Bakersfield, Antelope Valley Bus, Inc., Desert Stage Lines, Inc., Bayou City Coaches, Inc., Kerrville Bus Company, Inc., Red & Tan Charter, Inc., Red & Tan Tours, Inc., and Rockland Coaches, Inc. is exempted from the prior approval requirements of 49 U.S.C. 14303(a)(5).

3. This exemption is effective on May 15, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams

Secretary

1. These proceedings are not consolidated. A single decision is being issued for administrative convenience.
2. Coach indicates that the stock of each of the 12 carriers involved here has been placed into separate, independent voting trusts with different trustees with the intent of avoiding any unlawful control. Coach also states that each of the 12 carriers holds a satisfactory safety rating from the U.S. Department of Transportation, and none is domiciled in Mexico or owned by citizens of that country.
3. *See Notre Capital Ventures II, LLC and Coach USA, Inc.--Control Exemption--Arrow Stage Lines, Inc.; Cape Transit Corp.; Community Coach, Inc.; Community Transit Lines, Inc.; Grosvenor Bus Lines, Inc.; H.A.M.L. Corp.; Leisure Time Tours; Suburban Management Corp.; Suburban Trails, Inc.; and Suburban Transit Corp.,* STB Finance Docket No. 32876 (Sub-No. 1) (STB served May 3, 1996).
4. *See Coach USA, Inc.--Control Exemption--American Sightseeing Tours, Inc.; California Charters, Inc.; Texas Bus Lines, Inc.; Gulf Coast Transportation, Inc.; and K-T Contract Services, Inc.,* STB Finance Docket No. 33073 (STB served Nov. 8, 1996).
5. As Coach notes, the approval requirements of section 14303 do "not apply to transactions involving carriers whose aggregate gross operating revenues were not more than \$2,000,000 during a period of 12 consecutive months ending not more than 6 months before the date of the agreement of the parties." 49 U.S.C. § 14303(g). We agree with Coach that, under the circumstances here, the small carrier exemption does not apply, because we interpret the "aggregate gross operating revenues" to consist of the combined revenues of the acquirer and the carrier to be acquired, which here clearly exceeds the \$2 million jurisdictional threshold. *See Fleet Delivery Service Northwest--Purchase (Portion) Exemption--Excel Transport, Inc.* No. MC-F-20274 (ICC served Feb. 14, 1994).
6. Antelope's control of Desert was authorized in *Antelope Valley Bus, Inc.--Control -- Desert Stage Lines, Inc.,* No. MC-F-20900 (STB served Oct. 2, 1996), published at 61 FR 15489.
7. -- -- --

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-112422 Sub 13

SAM VAN GALDER, INC.
Janesville, WI

SERVICE DATE

APR 12 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

Agatha L. Mergenovich
Secretary

(SEAL)

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

Entity Profile

SAM VAN GALDER, INC.
ILCC: 101110

Authorities

Bus

Active June 1, 2005

Insurance Requirements ▾

Insurance Group	Insurance Required	Insurance on File Not Cancelled
Cargo Insurance	X	N
Liability Insurance	X	Y



Division of Motor Vehicles
Motor Carrier Registration Unit
P.O. Box 7955
Madison, WI 53707-7955

Internet: www.wisconsindot.gov
Email: irp-ifta@dot.wi.gov
Phone: (608) 266-9900

SAM VAN GALDER INC
715 S PEARL ST
JANESVILLE, WI 53545

Enclosed is your Wisconsin Motor Carrier Authority Number

In accordance with Wisconsin Transportation Administrative Code Chapter 177, acceptable proof of insurance coverage must be maintained on file in the exact name as the Authority Number.

If your Authority Number requires a name change or a change in ownership (individual or partnership to a corporation), please contact the Motor Carrier Services Section at (608) 266-9900 to obtain additional information and proper documentation.

For additional information visit our website at:

<https://wisconsindot.gov/Pages/dmv/com-drv-vehs/mtr-car-trkr/default.aspx>

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
COMMON CARRIER OF PASSENGERS AUTHORITY
PC1142**

SAM VAN GALDER INC
715 S PEARL ST
JANESVILLE, WI 53545

US DOT 74456
WI-006093

The above named carrier has met all the requirements to engage in intrastate transportation of passengers and or property for hire by motor vehicle on the highways of this state.

ISSUED: February 3, 1983





U.S. Department of Transportation
Federal Motor Carrier Safety Administration
Licensing and Insurance Public

Menu

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Authority History

US DOT:	314581	Docket Number:	MC149081		
Legal Name:	SUBURBAN TRAILS, INC.				
Sub	Auth Type	Original Action		Disposition	
13	MOTOR PASSENGER COMMON CARRIER	GRANTED	02/27/1995		
12	MOTOR PASSENGER CONTRACT CARRIER	GRANTED	08/24/1989		
11	MOTOR PASSENGER COMMON CARRIER	GRANTED	08/04/1989		
10	MOTOR PASSENGER COMMON CARRIER	GRANTED	10/31/1986		
9	MOTOR PASSENGER COMMON CARRIER	GRANTED	04/22/1985		
8	MOTOR PASSENGER COMMON CARRIER	GRANTED	04/25/1984		
7	MOTOR PASSENGER COMMON CARRIER	GRANTED	04/09/1984		
6	MOTOR PASSENGER COMMON CARRIER	GRANTED	12/05/1983		
4	MOTOR PASSENGER COMMON CARRIER	GRANTED	09/16/1983		
5	MOTOR PASSENGER COMMON CARRIER	GRANTED	06/15/1983		
3	MOTOR PASSENGER COMMON CARRIER	GRANTED	05/12/1983		
1	MOTOR PASSENGER COMMON CARRIER	GRANTED	09/23/1982		
2	MOTOR PASSENGER COMMON CARRIER	GRANTED	09/23/1982		
0	MOTOR PASSENGER COMMON CARRIER	GRANTED	04/28/1981		
	PASSENGER REG ROUTE - COMMON	GRANTED	08/27/2008		

[| Carrier Details](#) | [Active/Pending Insurance](#) | [Rejected Insurance](#) | [Insurance History](#) | [Pending Application](#) | [Revocation](#) |

September 18, 2018



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Federal Motor Carrier Safety Administration
1200 New Jersey Avenue SE, Washington, DC 20590 - 1-800-832-5660 - TTY: 1-800-877-8339 - [Field Office Contacts](#)



State of New Jersey

DEPARTMENT OF PUBLIC UTILITIES
BOARD OF PUBLIC UTILITY COMMISSIONERS
101 COMMERCE STREET
NEWARK, NEW JERSEY 07102

3/14/74
R&MC

DOCKET NO. 7311-943

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NJPUC NO. 149C

COMPANY H.A.M.L. CORPORATION

ADDRESS 333 Handy Street, New Brunswick, New Jersey 08901

At a Session of the BOARD OF PUBLIC UTILITY COMMISSIONERS, held at its offices in Newark, New Jersey, on the seventh day of March, 1974.

AFTER DUE INVESTIGATION, it appearing that the above named carrier has complied with all the applicable provisions of the Laws of 1973, Chapter 158 and of the rules and regulations of the Board of Public Utility Commissioners, therefore, is entitled to receive authority from the Board to engage in transportation in intrastate commerce as a charter and special bus operator; and the Board so finding,

IT IS ORDERED, That the said carrier be, and is hereby granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in intrastate commerce in charter and special bus operations, subject, however, to such terms, conditions, and limitations as now, or hereafter may be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder hereof shall render safe, adequate and proper service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in intrastate commerce pursuant to this certificate shall be as specified below:

Charter and special bus operations over irregular routes within New Jersey.

This certificate shall remain in full force and effect unless revoked for good cause by the Board.

DATED: March 14, 1974
(SEAL)

BOARD OF PUBLIC UTILITY COMMISSIONERS
BY: (SIGNED)

I HEREBY CERTIFY that the within document is a true copy of the original in the files of the Board of Public Utility Commissioners.

ATTEST:
(SIGNED)

Ralph C. Caprio

Ralph C. Caprio
Secretary

RALPH C. CAPRIO
SECRETARY

ANTHONY J. GROSSI
PRESIDENT

OP-AEA-26
(Rev. 10/80)

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC-149081

SUBURBAN TRAILS, INC.
NEW BRUNSWICK, NJ

SERVICE DATE
APR 28 1981

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting (1) Passengers and their baggage, and express and newspapers in the same vehicle with passengers, between New York, N.Y., and Philadelphia, PA., serving all intermediate points over a route extending from New York over U.S. Highway 1 to Philadelphia, and return over the same route; (2) passengers and their baggage, between junction unnumber highway and U.S. Highway 1 near Rahway, N.J., and Carteret, N.J., serving no intermediate points, over a route from junction unnumbered highway and U.S. Highway 1 near Rahway over unnumbered highway to Carteret, and return over the same route. RESTRICTION: The service authorized over the route described immediately above is restricted to the transportation of passengers moving in said carrier's vehicles to or from New York, N.Y.; (3) passengers and their baggage, and express, mail and newspapers in the same vehicle with passengers, between points in New Jersey as follows: From Carteret over Roosevelt Avenue and access roads to New Jersey Turnpike at Carteret Interchange, and return over the same route. RESTRICTION: Service over the above route is subject to the condition that no traffic will be transported which originates at Newark, N.J., and is destined to New York, N.Y. or which originates at New York and is destined to Newark in connection with the above-specified route except on carriers' intercity schedules which neither originate nor terminate at a point in New Jersey, and (4) passengers and their baggage, and newspapers, express, and mail in the same vehicle with passengers, between junction U.S. Hwy 1 and unnumbered hwy (Woodbridge Avenue) and junction New Jersey Hwy 26 and U.S. Hwy 1: from junction U.S. Highway 1 and unnumbered highway (Woodbridge Avenue) over unnumbered highway (Woodbridge Avenue) to junction New Jersey Highway 27, thence over New Jersey Highway 27 to junction New Jersey Highway 26, and thence over New Jersey Highway 26 to junction U.S. Highway 1 and return over the same route. Service is authorized to and from all intermediate points.

*This certificate cancel certificate Nos. MC-84728 issued November 16, 1956 (portion), MC-84728 Sub.17 issued September 11, 1947 (entire), and MC-84728 Sub.20 issued February 26, 1964 (portion), acquired by the above named carrier in MC-F-14251F.

OP-AEA-26
(Rev. 10/80)

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

SERVICE DATE

SEP 23 1982

No. MC-149081 Sub 1

SUBURBAN TRAILS, INC.
New Brunswick, NJ

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting passengers and their baggage, and express and newspapers, in the same vehicle with passengers, (1) between Plainsboro, NJ and New York, NY, from junction U.S. Hwy 1 and Princeton-Plainsboro Road in the Township of Plainsboro, NJ, over Princeton-Plainsboro Road to junction Plainsboro-Cranbury Road, then over Plainsboro-Cranbury Road to junction Maplewood Avenue in the Township of Cranbury, NJ, then over Maplewood Avenue to junction Half Acre Road, then over Half Acre Road to junction Forsgate Drive (New Jersey Hwy 32) in the Township of South Brunswick, NJ, then over Forsgate Drive to New Jersey Turnpike, then over the New Jersey Turnpike to junction Interstate Hwy 495 in Secaucus, NJ, then over Interstate Hwy 495, via the Lincoln Tunnel, to New York, NY, and return over the same route, (2) between South Brunswick and Plainsboro, NJ, from junction U.S. Hwy 1 and Ridge Road (Middlesex County Hwy 522) in the Township of South Brunswick, NJ, over Ridge Road to junction Shalks Crossings Road, then over Shalks Crossing Road to junction Plainsboro-Cranbury Road in the Township of Plainsboro, NJ, and return over the same routes, (3) between Cranbury and South Brunswick, NJ, from junction of U.S. Hwy 130 and Cranbury-South River Road (Middlesex County Hwy 535) in the Township of Cranbury, NJ, over Cranbury-South River Road to junction Forsgate Drive in the Township of South Brunswick, NJ, and return over the same routes, and (4) between New Brunswick and East Brunswick, NJ, over New Jersey, over New Jersey Hwy 18, serving all intermediate points in (1) through (4) above.

Applicant is authorized to tack this authority with its existing regular-route authority.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC 149081 Sub 2

SUBURBAN TRAILS, INC.
NEW BRUNSWICK, NJ

SERVICE DATE

SEP 23 1982

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting passengers and their baggage and express and newspapers, in the same vehicle with passengers, (1) between South Brunswick and West Windsor, NJ, from junction Forsgate Drive and access roads to NJ Turnpike at Interchange 8A near the South Brunswick-Monroe Township boundary line, over Forsgate Drive (NJ Hwy 32) to junction Applegarth Rd. in Monroe Township, NJ, then over Applegarth Rd. to junction NJ Hwy 33, then over NJ Hwy 33 to junction Rogers Avenue, in Hightstown, NJ, then over Rogers Avenue to junction County Hwy 571, then over County Hwy 571 to junction US Hwy 1 in West Windsor, NJ, and return over the same route, (2) between points in Monroe Township, from junction Prospect Plains Applegarth Rd. and Cranbury Half Acre Rd., over Cranbury Half Acre Rd. to junction Union Valley Half Acre Rd, then over Union Valley Half Acre Rd. to junction Cranbury Station Union Valley Rd., then over Cranbury Station Union Valley Rd. to junction Prospect Plains Applegarth Rd., and return over the same route, (3) between points in East Windsor, NJ, (a) from junction NJ Hwy 33 and Twin Rivers Drive North in East Windsor, NJ, over Twin Rivers Drive North to junction Probasco Rd., then over Probasco Rd. to junction NJ Hwy 33 in East Windsor, NJ, and return over the same route, (b) from junction NJ Hwy 33 and Lake Drive in East Windsor, NJ over Lake Drive to junction Twin Rivers Drive, then over Twin Rivers Drive to junction NJ Hwy 33 in East Windsor, NJ, and return over the same route, and (c) from junction Lake Drive and Abbington Drive in East Windsor, NJ, over Abbington Drive to junction Twin Rivers Drive in East Windsor, NJ, and return over the same route, (4) between Cranbury and East Windsor, NJ, from junction US Hwy 130 and Plainsboro Cranbury Rd. in Cranbury, NJ, over US Hwy 130 to junction County Hwy 571 in East Windsor, NJ, and return over the same route, and (5) between Monroe Township and East Windsor, NJ, from junction NJ Turnpike and Turnpike access roads at Interchange 8A in Monroe Township, NJ, over NJ Turnpike to Interchange 8 in East Windsor, NJ, then over NJ Turnpike access roads to junction NJ Hwy 33 in East Windsor, NJ, and return over the same route, serving all intermediate points in (1) through (5) above.

NOTE: Applicant is authorized to tack the above authority with its existing regular-route operations.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 149081 SUB 3

SUBURBAN TRAILS, INC.
NEW BRUNSWICK, NJ

SERVICE DATE

MAY 12 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers, in charter and special operations, between points in the United States (except Hawaii).

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 149081 SUB 4*

SUBURBAN TRAILS, INC.
NEW BRUNSWICK, NEW JERSEY

SERVICE DATE
SEP 16 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, and in intrastate commerce, over regular routes, transporting passengers (1) between Trenton, NJ and New Brunswick, NJ; from Trenton, NJ over U.S. Hwy 206 to junction New Jersey Hwy 27 in the Borough of Princeton, NJ, then over New Jersey Hwy 27 to New Brunswick, NJ, and return over the same route, serving all intermediate points, (2) between junction U.S. Hwy 1 and Mercer County Hwy 571 in West Windsor Township, NJ and junction Mercer County Hwy 571 and New Jersey Hwy 27 in the Borough of Princeton, NJ; from junction U.S. Hwy 1 and Mercer County Hwy 571 in West Windsor Township, NJ over Mercer County Hwy 571 (Washington Road) to junction New Jersey Hwy 27 in the Borough of Princeton, NJ and return over the same route, serving all intermediate points, (3) between junction New Jersey Hwy 27 and Finnegan Lane at or near the South Brunswick Township, NJ-Franklin Township, NJ boundary line and junction Finnegan Lane and U.S. Hwy 1 at or near the South Brunswick Township, NJ-North Brunswick Township, NJ boundary line; from junction New Jersey Hwy 27 and Finnegan Lane at or near the South Brunswick Township, NJ-Franklin Township, NJ boundary line over Finnegan Lane to junction U.S. Hwy 1 at or near the South Brunswick Township, NJ-North Brunswick Township, NJ boundary line, and return over the same route, serving all intermediate points, (4) between junction New Jersey Hwy 33 and access roads to the New Jersey Turnpike at Interchange No. 8 in East Windsor Township, NJ and Trenton, NJ; from junction New Jersey Hwy 33 and access roads to the New Jersey Turnpike at Interchange No. 8 in East Windsor Township, NJ over such access roads to the New Jersey Turnpike, then over the New Jersey Turnpike to access roads at the New Jersey Turnpike Interchange NO. 7A in Washington Township, NJ, then over such access roads to junction Interstate Hwy 195, then over Interstate Hwy 195 to Trenton, NJ, and return over the same route, serving all intermediate points, (5) between junction Interstate Hwy 195 and South Broad Street in Hamilton Township, NJ and Trenton, NJ; from junction Interstate Hwy 195 and South Broad Street in Hamilton Township, NJ over South Broad Street to Trenton, NJ, and return over the same route, serving all intermediate points, (6) between South Brunswick Township, NJ and East Brunswick, NJ; from junction Middlesex County Hwy 535 and Forsgate Drive (New Jersey Hwy 32) in South Brunswick Township, NJ over Middlesex County Hwy 535 to access roads to New Jersey Hwy 18 in East Brunswick, NJ then over such access roads to New Jersey Hwy 18 in East Brunswick, NJ, and return over the same route, serving all intermediate points, (7) between Monroe Township (Middlesex County), NJ, and East Brunswick, NJ; from junction Forsgate Drive and Applegarth Road in Monroe Township (Middlesex County), NJ, over Forsgate Drive to junction East Railroad Avenue in Jamesburg, NJ, then over East Railroad Avenue to junction Stockton Avenue, then over Stockton Avenue to junction Lincoln Avenue, then over Lincoln Avenue to junction Helmetta Road, then over Helmetta Road to junction Maine Street at or near the Monroe Township, NJ-Helmetta,

NJ boundary line, then over Main Street to junction Old Bridge-New Brunswick Turnpike in East Brunswick, NJ, then over Old Bridge-New Brunswick Turnpike to junction access roads to New Jersey Hwy 18 near the junction of Main Street and Old Bridge-New Brunswick Turnpike, then over New Jersey Hwy 18 access roads to New Jersey Hwy 18, then over New Jersey Hwy 18 to junction access roads to the New Jersey Turnpike at Interchange NO. 9 in East Brunswick, NJ, then over such access roads to the New Jersey Turnpike, and return over the same route except operating directly from New Jersey Hwy 18 to Main Street via connecting access road in East Brunswick, NJ, serving all intermediate points, (8) between points in East Brunswick, NJ; from the East Brunswick Transportation and Commerce Center in East Brunswick, NJ over Tices Lane to junction New Jersey Hwy 18 in East Brunswick, NJ, serving all intermediate points, (9) between points in East Brunswick, NJ; from junction New Jersey Hwy 18 and access roads to the New Jersey Turnpike in East Brunswick, NJ over New Jersey Hwy 18 to junction Old Bridge Turnpike, then over Old Bridge Turnpike to the East Brunswick Transportation and Commerce Center (located at the junction of New Jersey Hwy 18 and Tices Lane), and continuing over Old Bridge Turnpike to junction Tices Lane, then over Tices Lane to East Brunswick Transportation and Commerce Center in East Brunswick, NJ and return over the same route, serving all intermediate points.

NOTE: Applicant proposes to join the proposed routes with its existing authorized routes.

*This certificate cancels certificate No. MC-149081 Sub 4, issued August 5, 1983. The purpose of this correction is to reflect intrastate authority over the described routes in addition to interstate authority.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC-149081 SUB 5

SUBURBAN TRAILS, INC.
(New Brunswick, NJ)

SERVICE DATE

JUN 15 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). * The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

*Applicant is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 U.S.C. 10922(c)(2)(E).

This Certificate supersedes No. MC-149081 and MC-149081 (Sub-Nos. 1 and 2), issued April 28, 1981 and September 23, 1982, respectively.

To operate as a common carrier, by motor vehicle over regular routes, transporting:

Passengers,

IN INTRASTATE, INTERSTATE OR FOREIGN COMMERCE, as follows:

- (A) (1) Between New York, NY, and Philadelphia, PA, in interstate or foreign commerce, and between the New York-New Jersey state line and the New Jersey-Pennsylvania state line, in intrastate commerce, serving all intermediate points over a route extending from New York over U.S. Hwy 1 to Philadelphia, and return over the same route; (2) between junction unnumbered hwy and U.S. Hwy 1 near Rahway, NJ, and Carteret, NJ, serving no intermediate points, in interstate or foreign commerce and all intermediate points in intrastate commerce, over a route from junction unnumbered hwy and U.S. Hwy 1 near Rahway over unnumbered hwy to Carteret, and return over the same route. RESTRICTION: The service in interstate or foreign commerce authorized over the route described immediately above is restricted to the transportation of passengers moving in said carrier's vehicles to or from New York, NY; (3) between points in New Jersey as follows: From Carteret over Roosevelt Avenue and access roads to New Jersey Turnpike at Carteret Interchange, and return over the same route, serving all intermediate points in intrastate commerce. RESTRICTION: Service in interstate or foreign commerce over the above route is subject to the condition that no traffic will be transported which originates at Newark, NJ, and is destined to New York, NY or which originates at New York and is destined to Newark in connection with the above-specified route except on carrier's intercity schedules which neither originate nor terminate at a point in New Jersey, and (4) between junction U.S. Hwy 1 and unnumbered hwy (Woodbridge Avenue) and junction New Jersey Hwy 26 and U.S. Hwy 1: from junction U.S. Hwy 1 and unnumbered hwy (Woodbridge Avenue) over unnumbered hwy (Woodbridge Avenue) to junction NJ Hwy 27, then over NJ Hwy 27 to junction NJ Hwy 26, and then over NJ Hwy 26 to junction U.S. Hwy 1, and return over the same route. Service is authorized to and from all intermediate points.

- (B) (1) Between Plainsboro, NJ and New York, NY, in interstate or foreign commerce and between Plainsboro, NJ and the New Jersey-New York state line in intrastate commerce, from junction U.S. Hwy 1 and Princeton-Plainsboro Road in the Township of Plainsboro, NJ, over Princeton-Plainsboro Road to junction Plainsboro-Cranbury Road, then over Plainsboro-Cranbury Road to junction Maplewood Avenue in the Township of Cranbury, NJ, then over Maplewood Avenue to junction Half Acre Road, then over Half Acre Road to junction Forsgate Drive (NJ Hwy 32) in the Township of South Brunswick, NJ, then over Forsgate Drive to New Jersey Turnpike, then over the New Jersey Turnpike to junction Interstate Hwy 495 in Secaucus, NJ, then over Interstate Hwy 495 via the Lincoln Tunnel, to New York, NY, and return over the same route, (2) between South Brunswick and Plainsboro, NJ, from junction U.S. Hwy 1 and Ridge Road (Middlesex County Hwy 522) in the Township of South Brunswick, NJ, over Ridge Road to junction Shalks Crossings Road, then over Shalks Crossing Road to junction Plainsboro-Cranbury Road in the Township of Plainsboro, NJ, and return over the same routes, (3) between Cranbury and South Brunswick, NJ, from junction of U.S. Hwy 130 and Cranbury-South River Road (Middlesex County Hwy 535) in the Township of Cranbury, NJ, over Cranbury-South River Road to junction Forsgate Drive in the Township of South Brunswick, NJ, and return over the same route, and (4) between New Brunswick and East Brunswick, NJ, over NJ Hwy 18, serving all intermediate points in (1) through (4) above.

Applicant is authorized to tack this authority with its existing regular-route authority.

- (C) (1) Between South Brunswick and West Windsor, NJ, from junction Forsgate Drive and access roads to NJ Turnpike at Interchange 8A near the South Brunswick-Monroe Township boundary line, over Forsgate Drive (NJ Hwy 32) to junction Applegarth Rd. in Monroe Township, NJ, then over Applegarth Rd. to junction NJ Hwy 33, then over NJ Hwy 33 to junction Rogers Avenue, in Hightstown, NJ, then over Rogers Avenue to junction County Hwy 571, then over ~~County Hwy~~ 571 to junction U.S. Hwy 1 in West Windsor, NJ, and return over the same route, (2) between points in Monroe Township, from junction Prospect Plains Applegarth Rd. and Cranbury Half Acre Rd. over Cranbury Half Acre Rd. to junction Union Valley Half Acre Rd. then over Union Valley Half Acre Rd. to junction Cranbury Station Union Valley Rd.,

then over Cranbury Station Union Valley Rd. to junction Prospect Plains Applegarth Rd., and return over the same route, (3) between points in East Windsor, NJ, (a) from junction NJ Hwy 33 and Twin Rivers Drive North in East Windsor, NJ, over Twin Rivers Drive North to junction Probasco Rd., then over Probasco Rd. to junction NJ Hwy 33 in East Windsor, NJ, and return over the same route, (b) from junction NJ Hwy 33 and Lake Drive in East Windsor, NJ over Lake Drive to junction Twin Rivers Drive, then over Twin Rivers Drive to junction NJ Hwy 33 in East Windsor, NJ, and return over the same route, and (c) from junction Lake Drive and Abbington Drive in East Windsor, NJ, over Abbington Drive to junction Twin Rivers Drive in East Windsor, NJ, and return over the same route, (4) between Cranbury and East Windsor, NJ, from junction U.S. Hwy 130 and Plainsboro Cranbury RD. in Cranbury, NJ, over U.S. Hwy 130 to junction County Hwy 571 in East Windsor, NJ, and return over the same route, and (5) between Monroe Township and East Windsor, NJ, from junction NJ Turnpike and Turnpike access roads at Interchange 8A in Monroe Township, NJ, over NJ Turnpike to Interchange 8 in East Windsor, NJ, then over NJ Turnpike access roads to junction NJ Hwy 33 in East Windsor, NJ, and return over the same route, serving all intermediate points in (1) through (5) above.

NOTE: Applicant is authorized to tack the authority immediately above to its existing regular-route operations.

OP-AEA-26
(Rev. 5/83)

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

No. MC-149081 Sub 6*

SUBURBAN TRAILS, INC.
NEW BRUNSWICK, NJ

SERVICE DATE
DEC 5 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

James H. Bayne
Acting Secretary.

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

No. MC-149081 Sub 6*
Sheet 2

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, transporting:

(A) REGULAR ROUTES:

- (1) Passengers and their baggage, and express, newspapers, and mail in the same vehicle with passengers,

Between New York, NY and Atlantic City, NJ:

From New York across the Hudson River to Jersey City, then over US Hwy 1 via Newark, Elizabeth, Linden, and Rahway to New Brunswick, then over New Jersey Hwy. S-28 via South River and Old Bridge to junction unnumbered highway near Old Bridge, then over unnumbered highway via Englishtown, to Freehold (also from New York as specified above to Elizabeth, then over New Jersey Highway 4 to junction unnumbered highway near South Amboy, then over unnumbered highway to South River, then to Freehold as specified above), then over US Hwy 9 to Absecon, and then over US Hwy 30 (Absecon Boulevard) to Atlantic City, and return over the same routes.

Between Freehold, NJ, and Fort Dix, NJ:

From Freehold over unnumbered highways via West Freehold, Elton, Smithburg, Prospertown, Sykesville, and Wrightstown, NJ, to Fort Dix, and return over the same route.

Between Absecon, NJ, and Atlantic City, NJ:

From Absecon over Shore Road to Pleasantville, NJ, then over Pleasantville Boulevard to Atlantic City, and return over the same route.

Service is authorized to and from all intermediate points on the above-specified routes and the off-route points of Harrison, Highland Park, and Pinewald, NJ.

Between the junction of New Jersey Hwy 25 and Amboy Avenue, Raritan Township, Middlesex County, NJ, and the junction of New Jersey Hwy 25 and Plainfield Avenue, Raritan Township, Middlesex County, NJ:

From junction of New Jersey Hwy 25 and Amboy Avenue, via Metuchen, NJ, to junction New Jersey Hwy 27, then over New Jersey Hwy 27, to junction Plainfield Avenue, and then over Plainfield Avenue to junction New Jersey Hwy 25, and return over the same route.

Service is authorized to and from the intermediate point of Camp Kilmer, NJ.

Between junction US Hwy 1 and New Jersey Hwy 35, near Woodbridge, NJ, and junction US Hwy 9 and the new alignment of New Jersey Hwy 4, near Freehold, NJ:

From junction US Hwy 1 and New Jersey Highway 35 near Woodbridge, NJ, over New Jersey Hwy 35 to junction US Hwy 9, then over US Hwy 9 to junction the new alignment of New Jersey Hwy 4, near Cheesequake, NJ, then over the new alignment of New Jersey Hwy 4 to junction US Hwy 9 near Freehold, NJ, and return over the same route.

Service is authorized to and from all intermediate points subject to the restriction that no passengers shall be transported between and including the junction of US Hwy 9 and the new alignment of New Jersey Hwy 4 near Cheesequake, NJ, and junction US Hwy 1 and New Jersey Highway 35, near Woodbridge, on the one hand, and, on the other, New York, NY.

Between junction US Hwy 9 and New Jersey Hwy 1 in Jersey City, NJ, and New York, NY:

From junction US Hwy 9 and New Jersey Highway 1 over New Jersey Highway 1 to junction New Jersey Hwy 3, then over New Jersey Highway 3 (also known as Depressed Highway, Marginal Highway, and Marginal Street) to the Lincoln Tunnel, and then through the Lincoln Tunnel to New York, and return over the same route.

Service authorized is an extension of said carrier's long distance operations.

RESTRICTION: No local traffic shall be transported over the above-specified route between, and including, Newark, NJ, and New York, NY, except between New York, NY, on the one hand, and, on the other, points in Newark on said carrier's now authorized route south and west of, but not including Port Street.

- (2) Passengers and their baggage, and newspapers and express, in the same vehicle with passengers,

Between junction New Jersey Highway 25 and Main Street in Raritan Township, and junction Woodbridge Avenue and New Jersey Hwy 25 in Raritan Township:

From junction New Jersey Hwy 25 and Main Street in Raritan Township, over Main Street to junction Woodbridge Avenue, then over Woodbridge Avenue to junction New Jersey Highway 25 in Raritan Township, and return over the same route, serving all intermediate points.

- (3) Passengers and their baggage, and express, mail and newspapers in the same vehicle with passengers,

Between Lakewood, NJ, and Toms River, NJ;

From Lakewood over Ocean County Roads 5 and 3 to Lakehurst Naval Air Station, then over Ocean Road 3 to Lakehurst, NJ, then over New Jersey Hwy 37 and Ocean County Road 2 to Toms River, and return over the same route, serving all intermediate points.

Between junction New Jersey Hwy 4 and Monmouth County Road 2 in Freehold Township, NJ, and Lakewood, NJ:

From junction New Jersey Hwy 4 and Monmouth County Road 2, in the Township of Freehold, near Adelphia, over Monmouth County Road 2 to Farmingdale, NJ, then over Main Street, Bond Avenue, and Central Street, in Farmingdale, to junction Monmouth County Road 2, then over Monmouth County Road 2, to junction Monmouth County Road 21-A, then over Monmouth County Road 21-A to junction Ocean County Road 2, in Lakewood, then over Ocean County Road 2 to junction Monmouth Avenue, then over Monmouth Avenue to junction First Street, in Lakewood, then over First Street, to junction New Jersey Hwy 4 and First Street, in Lakewood, and return over the same route, serving all intermediate points.

- (4) Passengers and their baggage,

Between Wrightstown, NJ, and Browns Mills, NJ:

From Wrightstown over an unnumbered highway known as the Wrightstown-Browns Mills Road to Browns Mills, and return over the same route, serving no intermediate points.

(4) Passengers and their baggage,

Between Pleasantville, NJ, and the site of the Pomona Naval Air Station, near Pomona, NJ:

From Pleasantville over Delilah Road to junction of Tilton Road, and then over Tilton Road to the site of the Pomona Naval Air Station, and return over the same route.

Service is not authorized to or from intermediate points.

(5) Passengers and their baggage, and express, newspapers and mail in the same vehicle with passengers,

Between points in New Jersey as follows:

From junction Lincoln Tunnel access roads and Lincoln Tunnel interchange, Secaucus, NJ, over the New Jersey Turnpike to junction New Jersey Turnpike access roads for Bordentown, NJ, interchange, and return over the same route, serving to and from all intermediate points between the New Brunswick interchange in East Brunswick Township, NJ, and the Lincoln Tunnel interchange at Secaucus inclusive

From junction New Jersey Hwy 3 and New Jersey Turnpike access roads, North Bergen, NJ, over access roads to junction New Jersey Turnpike, and return over the same route, serving no intermediate points.

From junction New Jersey Hwy 25 and Raymond Boulevard, Newark, NJ, over Raymond Boulevard and Raymond Boulevard Ramp to junction New Jersey Turnpike access roads, then over access roads to junction New Jersey Turnpike, and return over the same route, serving no intermediate points.

From junction of New Jersey Hwy 25 and Port Street, Newark, NJ, over Port Street to junction New Jersey Turnpike access roads, then over access roads to New Jersey Turnpike, and return over the same route, serving all intermediate points.

From junction New Jersey Hwy 25 and New Jersey Turnpike access roads, Newark, NJ, over access roads to junction New Jersey Turnpike, and return over the same route, serving all intermediate points.

From junction New Jersey Hwy 25 and South Board Street, Elizabeth, NJ, over South Board Street to Bayway, then over Bayway to junction Trenton Avenue, then over Trenton Avenue to junction New Jersey Turnpike access

roads, and then over access roads to junction New Jersey Turnpike, and return over the same route, serving all intermediate points.

From junction New Jersey Hwy 35 and New Jersey Turnpike access roads near Woodbridge, NJ, over access roads to junction New Jersey Turnpike, and return over the same route, serving all intermediate points.

From junction New Jersey Hwy S-28 and New Jersey Turnpike access road, East Brunswick Township, NJ, over access roads to junction New Jersey Turnpike, and return over the same route, serving all intermediate points.

From junction New Jersey Turnpike and New Jersey Turnpike access road for Bordentown, NJ, over access road to junction US Hwy 206, then over US Hwy 206 to junction US Hwy 30, and then over US Hwy 30 to Absecon, NJ, and return over the same route, serving no intermediate points

From junction New Jersey Turnpike access road and US Hwy 206 near Bordentown, NJ, over US Hwy 206 to junction New Jersey Hwy S-39, and then over New Jersey Hwy S-39 to Fort Dix, NJ, and return over the same route, serving no intermediate points.

- (6) Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between Woodbridge, NJ, and Pleasantville, NJ, serving all intermediate points except those on the Garden State Parkway in Monmouth County, NJ:

From junction US Hwy 9 and Garden State Parkway Interchange Road 127 in or near Woodbridge over Garden State Parkway Interchange Road 127 to junction Garden State Parkway, then over Garden State Parkway to junction Garden State Parkway Interchange Road 36 in Egg Harbor Township, NJ, then over Garden State Parkway Interchange Road 36 to junction Atlantic County Hwy 50 (Tilton Road), then over Atlantic County Hwy 50 to junction US Hwy 40, then over US Hwy 40 to junction Shore Road in Pleasantville, and return over the same route.

In Sayreville, NJ, serving all intermediate points:

From junction US Hwy 9 and Garden State Parkway Interchange Road 125 in Sayreville over Garden State Parkway Interchange Road 125 to junction Garden State Parkway, and return over the same route.

Between Wall Township, NJ, and Howell Township, NJ, serving all intermediate points except those on the Garden State Parkway in Monmouth County, NJ:

From junction Garden State Parkway and Garden State Parkway Interchange Road 96 in Wall Township over Garden State Parkway Interchange Road 96 to junction New Jersey Highway 34, then over New Jersey Highway 34 to junction Monmouth County Road 524, then over Monmouth County Road 524 to junction Monmouth County Road 547 (formerly Monmouth County Road 2) in Howell Township, and return over the same route.

Between Brick Township, NJ, and Lakewood, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 91 in Brick Township over Garden State Parkway Interchange Road 91 to junction Ocean County Road 549, then over Ocean County Road 549 to junction New Jersey Highway 88, then over New Jersey Highway 88 to Lakewood, and return over the same route.

Between Lakewood, NJ, and Brick Township, NJ, serving all intermediate points:

From Lakewood over New Jersey Highway 88 to junction Ocean County Road 549, then over Ocean County Road 549 to junction Garden State Parkway Interchange Road 90, then over Garden State Parkway Interchange Road 90 to junction Garden State Parkway in Brick Township, and return over the same route.

In Dover Township, NJ, serving all intermediate points:

From junction US Hwy 9 and Garden State Parkway Interchange Road 83 in Dover Township over Garden State Parkway Interchange Road 83 to junction Garden State Parkway, and return over the same route.

In Dover Township, NJ, serving all intermediate points:

No. MC-149081 Sub 6*
Sheet 8

From junction Garden State Parkway and Garden State Parkway Interchange Road 82 in Dover Township over Garden State Parkway Interchange Road 82 to junction New Jersey Highway 37, then over New Jersey Hwy 37 to junction US Hwy 9, and return over the same route.

In Dover Township, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 81 in Dover Township over Garden State Parkway Interchange Road 81 to junction unnumbered road, then over unnumbered road to junction US Hwy 9 in Toms River, Dover Township, NJ, and return over the same route.

Between South Toms River, NJ, and Beachwood, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 80 in South Toms River over Garden State Parkway Interchange Road 80 to junction Alternate US Hwy 9, then over Alternate US Hwy 9 to junction US Hwy 9 in Beachwood, NJ, and return over the same route.

Between Lacey Township, NJ, and Forked River, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 74 in Lacey Township over Garden State Parkway Interchange Road 74 to junction Lacey Road, then over Lacey Road to junction US Hwy 9 in Forked River, and return over the same route.

Between Waretown, NJ, and Ocean Township, NJ, serving all intermediate points:

From junction US Hwy 9 and Ocean County Spur Road 539 in Waretown over Ocean County Spur Road 539 to junction Garden State Parkway Interchange Road 69, then over Garden State Parkway Interchange Road 69 to junction Garden State Parkway, and return over the same route.

Between Union Township, NJ, and Barnegat, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State

No. MC-149081 Sub 6*
Sheet 9

Parkway Interchange Road 67 in Union Township over Garden State Parkway Interchange Road 67 to junction Ocean County Road 532, then over Ocean County Road 532 to junction US Hwy 9 in Barnegat, and return over the same route.

Between Stafford Township, NJ, and Manahawkin, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 63 in Stafford Township over Garden State Parkway Interchange Road 63 to junction New Jersey Hwy 72, then over New Jersey Hwy 72 to junction US Hwy 9 in Manahawkin, and return over the same route.

Between Little Egg Harbor Township, NJ, and Tuckerton, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 58 in Little Egg Harbor Township over Garden State Parkway Interchange Road 58 to junction Ocean County Road 539, then over Ocean County Road 539 to junction US Hwy 9 in Tuckerton, and return over the same route.

In Bass River Township, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 52 in Bass River Township over Garden State Parkway Interchange Road 52 to junction East Greenbush Road, then over East Greenbush Road to junction US Hwy 9, and return over the same route.

Between New Gretna, NJ and Bass River Township, NJ, serving all intermediate points:

From junction US Hwy 9 and Garden State Parkway Interchange Road 50 in New Gretna over Garden State Parkway Interchange Road 50 to junction Garden State Parkway in Bass River Township, and return over the same route.

In the City of Port Republic, NJ, serving all intermediate points:

No. MC-149081 Sub 6*
Sheet 10

From junction Garden State Parkway and Garden State Parkway Interchange Road 48 in Port Republic over Garden State Parkway Interchange Road 48 to junction US Hwy 9, and return over the same route.

Between Galloway Township, NJ, and Absecon, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 40 in Galloway Township over Garden State Parkway Interchange Road 40 to junction US Hwy 30, then over US Hwy 30 to junction US Hwy 9 in Absecon, and return over the same route.

Between Egg Harbor Township, NJ and Pleasantville, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Interchange Road 37 in Egg Harbor Township over Garden State Parkway Interchange Road 37 to junction Atlantic County Hwy 8 (Washington Avenue), then over Atlantic County Hwy 8 to junction Shore Road in Pleasantville, and return over the same route.

- (7) Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between Egg Harbor Township, Atlantic County, NJ, and Cape May, NJ, serving Interchange No. 36 on the Garden State Parkway, and the junction of US Hwy 9 and Ocean Drive, in Lower Township, NJ, for purpose of joinder only:

From junction Garden State Parkway Interchange Road 36 and Garden State Parkway in Egg Harbor Township over the Garden State Parkway to junction US Hwy 9 in Lower Township, Cape May County, NJ, then over US Hwy 9 to junction unnumbered highway (known as Ocean Drive), and then over Ocean Drive to Cape May, and return over the same route.

Between Middle Township (Burleigh), Cape May County, NJ, and Lower Township, Cape May County, NJ, serving the intermediate points of North Wildwood, Wildwood, Wildwood Crest, and City of Cape May, NJ, and serving Interchange No. 6 on the Garden State Parkway and the junction of US Hwy 9 and Ocean Drive, in Lower Township, NJ, for purpose of joinder only:

No. MC-149081 Sub 6*
Sheet 11

From junction Garden State Parkway and Garden State Parkway Interchange No. 6 in Middle Township, NJ, over the Garden State Interchange No. 6 to junction Cape May County Road 18 (North Wildwood Boulevard), then over Cape May County Road 18 (North Wildwood Boulevard) to North Wildwood, NJ, and then over unnumbered highway (Ocean Drive) via North Wildwood, Wildwood, and Wildwood Crest, NJ, to junction US Hwy 9 in Lower Township, and return over the same route.

Between Atlantic City, NJ, and North Wildwood, NJ, serving all intermediate points:

From Atlantic City over unnumbered highway (Ocean Drive) via Ventnor, Margate City, Ocean City, Sea Isle City, Avalon, and Stone Harbor, NJ, to North Wildwood, and return over the same route.

Between junction Garden State Parkway and Garden State Parkway Interchange No. 30, and Ocean City, NJ, serving no intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange No. 30 over New Jersey Hwy 52 to Ocean City, and return over the same route.

Between Ocean City, NJ, and Garden State Parkway Interchange No. 25, serving no intermediate points:

From Ocean City over Cape May County Hwy 585 to junction Garden State Parkway Interchange No. 25, and return over the same route.

Between junction Garden State Parkway and Garden State Parkway Interchange No. 4, and Wildwood, NJ, serving no intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange No. 4 over New Jersey Hwy 47 to Wildwood, and return over the same route.

- (8) Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between Wrightstown, NJ, and Vincentown, NJ, serving no intermediate points other than those within the Fort Dix Military Reservation, and serving Vincentown for the purpose of joinder only:

From Wrightstown over an unnumbered highway (Wrightstown-Pemberton Road) to junction unnumbered highway (Pemberton-Vincentown Road), then over said unnumbered highway to Vincentown, and return over the same route.

- (9) Passengers and their baggage, express, and newspapers, in the same vehicle with passengers,

Between Wrightstown, NJ, and New Hanover Township, Burlington County, NJ, serving all intermediate points:

From Wrightstown over Burlington County Spur Road 528 to the entrance of McGuire Air Force Base, New Hanover Township, and return over the same route.

- (10) Passengers and their baggage, and express and newspapers in the vehicle with passengers,

Between Englishtown, NJ, and Old Bridge, NJ, serving all intermediate points:

From Englishtown over Monmouth County Highway 522 to junction Middlesex County Hwy 522, then over Middlesex County Hwy 522 to Jamesburg, NJ, and then over Middlesex County Highway 5-R-1 to Old Bridge, and return over the same route.

- (11) Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between a point in Brick Township, NJ, and a point in Dover Township, NJ, serving all intermediate points:

From junction Ocean County Road 549 and the Garden State Parkway Interchange Road 90, in Brick Township, NJ, over Ocean County Road 549 to junction Washington Street in the Toms River section of Dover Township, NJ, and then over Washington Street to junction US Hwy 9 in Dover Township, and return over the same route.

- (12) Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between points in Madison Township, Middlesex County, NJ, serving all intermediate points:

From junction New Jersey Hwy 18 and Middlesex County Road 527, at the Old Bridge Traffic Circle, over New Jersey Hwy 18 to junction US Hwy 9, and return over the same route.

From junction New Jersey Hwy 18 and Middlesex County Roads 527 and 516, at the Old Bridge Traffic Circle, over Middlesex County Road 516 to junction U. S. Hwy 9, and return over the same route.

From junction US Hwy 9 and Throckmorton Lane over Throckmorton Lane to junction Gaub Road, and then over Gaub Road to junction Middlesex County Road 516, and return over the same route.

- (13) Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

In East Brunswick Township, NJ, serving no intermediate points:

From junction Old Bridge Turnpike and New Jersey Hwy 18 over New Jersey Hwy 18 to junction Cranbury Road, and return over the same route.

Between East Brunswick Township, NJ, and Spotswood, NJ, serving all intermediate points:

From junction New Jersey Hwy 18 and Cranbury Road in East Brunswick Township, over Cranbury Road to junction Summerhill Road, then over Summerhill Road to junction Middlesex County Road 5-R-1 (Main Street) in Spotswood, and return over the same route.

Between Spotswood, NJ, and Monroe Township, NJ, serving all intermediate points:

From junction Devoe Avenue and Middlesex County Road 5-R-1 (Main Street) in Spotswood, over Devoe Avenue to junction Englishtown Road in Monroe Township, NJ, then over Englishtown Road to junction Middlesex County Road 522, and return over the same route.

- (14) Passengers and their baggage, and express and newspapers,
in the same vehicle with passengers,

Between Howell Township, NJ, and Lakewood Township, NJ,
serving all intermediate points:

From junction US Hwy 9 and Aldrich Road,
Howell Township, over Aldrich Road to junction
New Prospect Road, Jackson Township, NJ, then
over New Prospect Road to junction County Line
Road, Lakewood, NJ, then over County Line Road
to junction US Hwy 9 (Madison Avenue), Lakewood
Township, and return over the same route.

In Jackson Township, NJ, serving all intermediate points:

From junction Aldrich Road and New Prospect Road,
Jackson Township, over Bennetts Mills-Hyson Road
and Bennetts Mills-Vanhiseville Road to junction
Cooks Bridge Road, then over Cooks Bridge Road to
junction Hope Chapel Road, then over Hope Chapel
Road to junction Lakewood-New Egypt Road (County
Road 528), Jackson Township, and return over the same
route.

- (15) Passengers and their baggage, and express and newspapers
in the same vehicle with passengers,

Between junction US Hwy 9 and the New Jersey Turnpike
(Interchange No. 11), in Woodbridge, NJ, and junction
US Hwy 9 and New Jersey Hwy 34, near Cheesequake, NJ,
serving all intermediate points:

From junction US Hwy 9 and the New Jersey Turnpike
(Interchange No. 11), in Woodbridge, NJ, over
US Hwy 9 to junction New Jersey Hwy 34, near
Cheesequake, NJ, and return over the same route.

- (16) Passengers and their baggage, express, and newspapers,
in the same vehicle with passengers,

Between junction New Jersey Hwy 70 and Ocean County
Road 549 located in Brick Township, NJ, and junction
New Jersey Hwys 37 and 70 in Lakehurst, NJ, serving
all intermediate points and access road to and from
the New Jersey Garden State Parkway at Interchange 88:

From junction New Jersey Hwy 70 and Ocean County Road
549 located in Brick Township, NJ, over New Jersey
Hwy 70 to junction New Jersey Hwy 37 in Lakehurst, NJ,
and return over the same route.

- (17) Passengers and their baggage, and express and newspapers, in the same vehicle with passengers,

Between junction US Hwy 9 and New Jersey Hwy 440, located in Woodbridge Township, NJ, and New York, NY; serving no intermediate points, and serving junction US Hwy 9 and New Jersey Hwy 440 for the purpose of joinder only:

From junction US Hwy 9 and New Jersey Hwy 440 over New Jersey Hwy 440 to junction access roads to the Outerbridge Crossing, and then over such access roads and the Outerbridge Crossing, to New York, NY, and return over the same route.

RESTRICTION: The authority granted above is restricted against the transportation of passengers (1) between South Amboy, NJ, on the one hand, and, on the other Staten Island, NY, and intermediate points thereto, and (2) between Staten Island, NY, on the one hand, and, on the other, Jersey City, NJ, and the Borough of Manhattan, New York, NY, and points on carrier's presently authorized routes between Staten Island, NY, on the one hand, and, on the other, Jersey City, NJ, and the Borough of Manhattan, New York, NY.

Between Elizabeth, NJ, and New York, NY, serving all intermediate points:

From Elizabeth over New Jersey Highway 439 and Goethals Bridge to New York, NY, and return over the same route.

RESTRICTION: The authority granted immediately above is restricted against the transportation of passengers (1) between Elizabeth, NJ, on the one hand, and, on the other, Staten Island, NY, and (2) between Staten Island, NY, on the one hand, and, on the other, Jersey City, NJ, and the Borough of Manhattan, New York, NY, and points on carrier's presently authorized routes between Staten Island, NY, on the one hand, and, on the other Jersey City, NJ, and the Borough of Manhattan, New York, NY.

- (18) Passengers and their baggage, express and newspapers in the same vehicle with passengers,

Between junction Monmouth County Hwy 524 and US Hwy 9 in Freehold Township (Monmouth County), NJ, and junction Stillwells Corner Road and Monmouth County Hwy 537 in Freehold Township (Monmouth County), NJ, serving all intermediate points:

From junction Monmouth County Hwy 524 and US Hwy 9 over Monmouth County Hwy 524 to junction Stillwells Corner Road, then over Stillwells Corner Road to junction Monmouth County Hwy 537, and return over the same route.

Between junction Stonehurst Boulevard and Stillwells Corner Road in Freehold Township (Monmouth County), NJ, and junction Schanck Road and US Hwy 9 in Freehold Township (Monmouth County), NJ, serving all intermediate points:

From junction Stonehurst Boulevard and Stillwells Corner Road over Stonehurst Boulevard to junction Schanck Road, then over Schanck Road to junction US Hwy 9, and return over the same route

The authority set forth in the last four paragraphs described immediately above were issued pursuant to an application filed after January 1, 1967, and therefore, no incidental charter operations in interstate or foreign commerce are authorized by 49 U.S.C. § 10932(c), (formerly Section 208(c) of the Interstate Commerce Act, as amended November 10, 1960).

- (19) Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between junction Monmouth County Hwy 524 and Stillwells Corner Road, and junction Iron Bridge Road and Monmouth County Hwy 537, (in Monmouth County, NJ), serving all intermediate points:

From junction Monmouth County Hwy 524 and Stillwells Corner Road over Monmouth County Hwy 524 to junction Iron Bridge Road, then over Iron Bridge Road to junction Monmouth County Hwy 537, and return over the same route.

Between junction Ocean County Road 549 and Garden State Parkway Interchange Road 91, and junction Burnt Tavern Road and Ocean County Road 549, (in Ocean County, NJ), serving all intermediate points:

From junction Ocean County Road 549 and Garden State Parkway Interchange Road 91 over Ocean County Road 549 to junction Herbertsville Road, then over Herbertsville Road to junction Maple Avenue, then over Maple Avenue to junction Burnt Tavern Road, then over Burnt Tavern Road to junction Ocean County Road 549 and return over the same route.

Between junction Ocean County Road 526 and US Hwy 9, and junction Ocean County Roads 526 and 549, (in Ocean County, NJ), serving all intermediate points:

From junction Ocean County Road 526 and US Hwy 9, over Ocean County Road 526 to junction Ocean County Road 549, and return over the same route.

- (20) Passengers and their baggage, and express and newspapers, in the same vehicle with passengers,

Between Marlboro, NJ, and Madison, NJ, serving all intermediate points:

From junction Union Hill Road and US Hwy 9 in Marlboro over Union Hill Road to junction Pension Road in Manalapan, NJ, and then over Pension Road to junction Middlesex County Road 527 in Madison, and return over the same route.

Between Manalapan, NJ, and Englishtown, NJ, serving all intermediate points:

From junction Gordons Corner Road and US Hwy 9 in Manalapan over Gordons Corner Road to junction Monmouth County Hwy 527 in Englishtown, and return over the same route.

Between points within Manalapan, NJ, as follows:

From junction Taylors Mill Road and US Hwy 9 over Taylors Mill Road to junction Pease Road, and then over Pease Road to junction Union Hill Road, and return over the same route.

The authority set forth in (19) and (20) described immediately above were issued pursuant to applications filed after January 1, 1967, and therefore, no incidental charter operations in interstate or foreign commerce are authorized by 49 U.S.C. § 10932(c), (formerly Section 208(c) of the Interstate Commerce Act, as amended November 10, 1966).

(B) ALTERNATE ROUTE FOR OPERATING CONVENIENCE ONLY:

- (21) Passengers and their baggage, and express and newspapers in the vehicle with passengers, over an alternate route for operating convenience only in connection with carrier's authorized regular-route operations between New York, NY and Atlantic City, NJ:

Between Newark, NJ, and Jersey City, NJ, serving no intermediate points:

From junction New Jersey Turnpike and Newark Bay-Hudson County Extension of the New Jersey Turnpike in Newark, over the Newark Bay-Hudson County Extension of the New Jersey Turnpike to junction US Hwy 1 in Jersey City, NJ, and return over the same route.

- (22) Passengers and their baggage,

Between junction New Jersey Turnpike and Interstate Highway 195, and Jackson Township, Ocean County, NJ, as an alternate route for operating convenience only in connection with carrier's otherwise authorized regular-route operations, serving no intermediate points, but serving the junction of New Jersey Turnpike and Interstate Highway 195 for purposes of joinder only:

From junction New Jersey Turnpike and Interstate Highway 195 over Interstate Highway 195 to Jackson Township, Ocean County, NJ, and return over the same route.

(C) IRREGULAR ROUTES:

- (23) Passengers and their baggage, restricted to traffic originating at the point and in the territory indicated, in charter operations,

From Atlantic City, NJ, and points within ten miles of Atlantic City, NJ; to Wilmington and Newark, DE, Baltimore and Maryland, MD, Washington, DC, New York, NY, and points in Pennsylvania within 150 miles of Atlantic City, NJ, and return.

- (24) Passengers and their baggage, in special operations, in round trip sightseeing or pleasure tours,

Beginning and ending at Atlantic City, Lakewood, Freehold and Toms River, NJ, and extending to points in the United States (including Alaska, but excluding New York, NY, Philadelphia, PA, and Hawaii).

- (25) Passengers and their baggage, in special round-trip operations with no pickup or discharge of passengers on route and restricted to the authorized racing season each year at the named track,

Beginning and ending at New York, NY, and extending to the Atlantic City Race Track, McKee City, NJ.

(D) REGULAR ROUTES:

- (26) Passengers and their baggage, and express and newspapers, in the same vehicle with passengers,

Between New York, NY, and Secaucus, NJ, serving no intermediate points:

From New York over the George Washington Bridge to junction US Hwy 46, then over US Hwy 46 to junction New Jersey Turnpike, then over the New Jersey Turnpike to junction Lincoln Tunnel Interchange, Secaucus, and return over the same route.

*This certificate cancels certificate No. MC-58915, issued August 28, 1946, Sub 13, issued August 23, 1946, Sub 16, issued April 16, 1948, Sub 17, issued January 19, 1949, Sub 18, issued May 11, 1951, Sub 19, issued June 6, 1951, Sub 20, issued September 18, 1951, Sub 24, issued April 13, 1956, Sub 25, issued June 13, 1958, Sub 27, issued January 6, 1956, Sub 28, issued June 22, 1956, Sub 29, issued July 8, 1957, Sub 30, issued July 9, 1956, Sub 32, issued February 10, 1958, Sub 37, issued November 20, 1959, Sub 38, issued February 27, 1961, Sub 39, issued April 19, 1961

No. MC-149081 Sub 6*
Sheet 20

Sub 40, issued October 26, 1961, Sub 45, issued July 6, 1962,
Sub 47, issued January 18, 1965, Sub 48, issued October 16, 1964,
Sub 49, issued March 29, 1965, Sub 52, issued July 29, 1965,
Sub 54, issued April 28, 1975, Sub 55, issued November 9, 1971,
Sub 56, issued October 8, 1974, Sub 57, issued June 26, 1974, and
Sub 58, issued June 23, 1975, and acquired by applicant pursuant
to MCF-15298.

Interstate Commerce Commission
Office of the Secretary - Service Section
Washington, D.C. 20423

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750 SOMERSET ST.
NEW BRUNSWICK

SCSS

NJ 08901

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

No. MC 149081 Sub No. 7*

SUBURBAN TRAILS, INC.
NEW BRUNSWICK, NEW JERSEY

SERVICE DATE

'APR 9 1984'

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

JAMES H. BAYNE
Acting Secretary.

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

NOTE: Applicant is authorized to provide regular route transportation in intrastate Commerce and also must comply with requirements at 49 U.S.C. §10922(c) (2) (E).

* SUPERSEDES: MC-149081 (Sub-No. 6).

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, and in intrastate commerce, over regular routes, as follows, transporting passengers,

- (A) (1) Between New York, NY, and Atlantic City, NJ, in interstate and foreign commerce, and between the New York-New Jersey State line and Atlantic City, in intrastate commerce:

From New York across the Hudson River to Jersey City, then over U.S. Highway 1 via Newark, Elizabeth, Linden, and Rahway to New Brunswick, then over New Jersey Highway S-28 via South River and Old Bridge to junction unnumbered highway near Old Bridge, then over unnumbered highway via Englishtown to Freehold (also from New York as specified above to Elizabeth, then over New Jersey Highway 4 to junction unnumbered highway near South Amboy, then over unnumbered highway to South River, then to Freehold as specified above), then over U.S. Highway 9 to Absecon, and then over U.S. Highway 30 (Absecon Boulevard) to Atlantic City, and return over the same routes.

- (2) Between Freehold, NJ, and Fort Dix, NJ:

From Freehold over unnumbered highways via West Freehold, Elton, Smithburg, Prospertown, Sykesville, and Wrightstown, NJ, to Fort Dix, and return over the same route.

- (3) Between Absecon, NJ, and Atlantic City, NJ:

From Absecon over Shore Road to Pleasantville, NJ, then over Pleasantville Boulevard to Atlantic City, and return over the same route.

Service is authorized to and from all intermediate points on the above-specified routes and the off-route points of Harrison, Highland Park, and Pinewald, NJ, in interstate commerce and serving all intermediate points in New Jersey, and said off-route points in intrastate commerce.

- (4) Between junction New Jersey Highway 25 and Amboy Avenue, Raritan Township, Middlesex County, and junction New Jersey Highway 25 and Plainfield Avenue, Raritan Township, Middlesex County, NJ,

From junction New Jersey Highway 25 and Amboy Avenue, via Metuchen, NJ, to junction New Jersey Highway 27, then over New Jersey Highway 27, to junction Plainfield Avenue, then over Plainfield Avenue to junction New Jersey Highway 25, and return over the same route, serving the intermediate point of Camp Kilmer, NJ, in interstate commerce, and all intermediate points in intrastate commerce.

- (5) Between junction U.S. Highway 1 and New Jersey Highway 35, near Woodbridge, NJ, and junction U.S. Highway 9 and the new alignment of New Jersey Highway 4, near Freehold, NJ:

From junction U.S. Highway 1 and New Jersey Highway 35 near Woodbridge, NJ, over New Jersey Highway 35 to junction U.S. Highway 9, then over U.S. Highway 9 to junction the new alignment of New Jersey Highway 4, near Cheesequake, NJ, then over the new alignment of New Jersey Highway 4 to junction U.S. Highway 9, near Freehold, NJ, and return over the same route.

Service is authorized to and from all intermediate points subject to the restriction that no passengers shall be transported between and including the junction of U.S. Highway 9 and the new alignment of New Jersey Highway 4 near Cheesequake, NJ, and junction U.S. Highway 1 and New Jersey Highway 35, near Woodbridge, on the one hand, and, on the other, New York, NY.

- (6) Between junction U.S. Highway 9 and New Jersey Highway 1 in Jersey City, NJ, and New York, NY, serving all intermediate points in New Jersey in intrastate commerce:

From junction U.S. Highway 9 and New Jersey Highway 1 over New Jersey Highway 1 to junction New Jersey Highway 3, then over New Jersey Highway 3 (also known as Depressed Highway, Marginal Highway, and Marginal Street), to the Lincoln Tunnel, then through the Lincoln Tunnel to New York, and return over the same route; service authorized is an extension of said carrier's long-distance operations.

RESTRICTION: No interstate, local traffic shall be

transported over the above-specified route between, and including, Newark, NJ, and New York, NY, except between New York, NY, on the one hand, and, on the other, points in Newark on said carrier's now-authorized route south and west of, but not including Port Street.

- (7) Between junction New Jersey Highway 25 and Main Street in Raritan Township, and junction Woodbridge Avenue and New Jersey Highway 25 in Raritan Township:

From junction New Jersey Highway 25 and Main Street in Raritan Township, over Main Street to junction Woodbridge Avenue, then over Woodbridge Avenue to junction New Jersey Highway 25 in Raritan Township, and return over the same route.

Service is authorized to and from all intermediate points in interstate, intrastate and foreign commerce.

- (8) Between Lakewood, NJ, and Toms River, NJ:

From Lakewood over Ocean County Roads 5 and 3 to Lakehurst Naval Air Station, then over Ocean Road 3 to Lakehurst, NJ, then over New Jersey Highway 37 and Ocean County Road 2 to Toms River, and return over the same route.

Service is authorized to and from all intermediate points.

- (9) Between junction New Jersey Highway 4 and Monmouth County Road 2 in Freehold Township, NJ, and Lakewood, NJ:

From junction New Jersey Highway 4 and Monmouth County Road 2, in the Township of Freehold, near Adelphia, over Monmouth County Road 2 to Farmingdale, NJ, then over Main Street Bond Avenue, and Central Street, in Farmingdale, to junction Monmouth County Road 2, then over Monmouth County Road 2 to junction Monmouth County Road 21-A, then over Monmouth County Road 21-A to junction Ocean County Road 2, in Lakewood, then over Ocean County Road 2 to junction Monmouth Avenue, then over Monmouth Avenue to junction First Street, in Lakewood, then over First Street to junction New Jersey Highway 4 and First Street, in Lakewood, and return over the same route.

Service is authorized to and from all intermediate points.

(10) Between Wrightstown, NJ, and Browns Mills, NJ:

From Wrightstown over an unnumbered highway known as the Wrightstown-Browns Mills Road to Browns Mills, and return over the same route.

Service is not authorized to or from intermediate points in interstate commerce, and service is authorized at all intermediate points in intrastate commerce.

(11) Between Pleasantville, NJ, and the site of the Pomona Naval Air Station, near Pomona, NJ:

From Pleasantville over Delilah Road to junction of Tilton Road, and then over Tilton Road to the site of the Pomona Naval Air Station, and return over the same route.

Service is not authorized to or from intermediate points in interstate commerce, and service is authorized at all intermediate points in intrastate commerce.

(12) Between points in New Jersey as follows:

- (a) From junction Lincoln Tunnel access roads and Lincoln Tunnel interchange, Secaucus, NJ, over the New Jersey Turnpike to junction New Jersey Turnpike access roads to Bordentown, NJ, interchange, and return over the same route.

Service is authorized to and from all intermediate points between the New Brunswick interchange in East Brunswick Township, NJ, and the Lincoln Tunnel interchange at Secaucus inclusive in interstate commerce, serving all intermediate points in intrastate commerce.

- (b) From junction New Jersey Highway 3 and New Jersey Turnpike access roads, North Bergen, NJ, over access roads to junction New Jersey Turnpike, and return over the same route.

Service is not authorized to or from intermediate points in interstate commerce, serving all intermediate points in intrastate commerce.

- (c) From junction New Jersey Highway 25 and Raymond Boule-

vard, Newark, NJ, over Raymond Boulevard and Raymond Boulevard Ramp to junction New Jersey Turnpike access roads, then over access roads to junction New Jersey Turnpike, and return over the same route.

Service is not authorized to or from intermediate points in interstate commerce, serving all intermediate points in intrastate commerce.

- (d) From junction of New Jersey Highway 25 and Port Street, Newark, NJ, over Port Street to junction New Jersey Turnpike access roads, then over access roads to New Jersey Turnpike, and return over the same route.

Service is authorized to and from all intermediate points.

- (e) From junction New Jersey Highway 25 and New Jersey Turnpike access roads, Newark, NJ, over access roads to junction New Jersey Turnpike, and return over the same route.

Service is authorized to and from all intermediate points.

- (f) From junction New Jersey Highway 25 and South Broad Street, Elizabeth, NJ, over South Broad Street to Bayway, then over Bayway to junction Trenton Avenue, then over Trenton Avenue to junction New Jersey Turnpike access roads, and then over access roads to junction New Jersey Turnpike, and return over the same route.

Service is authorized to and from all intermediate points.

- (g) From junction New Jersey Highway 35 and New Jersey Turnpike access roads near Woodbridge, NJ, over access roads to junction New Jersey Turnpike, and return over the same route.

Service is authorized to and from all intermediate points.

- (h) From junction New Jersey Highway S-28 and New Jersey Turnpike access road, East Brunswick Township, NJ, over access roads to junction New Jersey Turnpike, and return over the same route.

Service is authorized to and from all intermediate points.

- (i) From junction New Jersey Turnpike and New Jersey Turnpike

access road for Bordentown, NJ, over access road to junction U.S. Highway 206, then over U.S. Highway 206 to junction U.S. Highway 30, then over U.S. Highway 30 to Absecon, NJ, and return over the same route

Service is not authorized to or from intermediate points in interstate commerce, serving all intermediate points in intrastate commerce.

- (j) From junction New Jersey Turnpike access road and U.S. Highway 206 near Bordentown, NJ, over U.S. Highway 206 to junction New Jersey Highway S-39, and then over New Jersey Highway S-39 to Fort Dix, NJ, and return over the same route.

Service is not authorized to or from intermediate points in interstate commerce, serving all intermediate points in intrastate commerce.

- (13) Between Woodbridge, NJ, and Pleasantville, NJ, serving all intermediate points except those on the Garden State Parkway in Monmouth County, NJ, in interstate commerce, and serving all intermediate points in intrastate commerce.

From junction U.S. Highway 9 and Garden State Parkway Interchange Road 127 in or near Woodbridge over Garden State Parkway Interchange Road 127 to junction Garden State Parkway, then over Garden State Parkway to junction Garden State Parkway Interchange Road 36 in Egg Harbor Township, NJ, then over Garden State Parkway Interchange Road 36 to junction Atlantic County Highway 50 (Tilton Road), then over Atlantic County Highway 50 to junction U.S. Highway 40, then over U.S. Highway 40 to junction Shore Road in Pleasantville, and return over the same route.

In Sayreville, NJ, serving all intermediate points.

From junction U.S. Highway 9 and Garden State Parkway Interchange Road 125 in Sayreville over Garden State Parkway Interchange Road 125 to junction Garden State Parkway, and return over the same route.

- (14) Between Wall Township, NJ, and Howell Township, NJ, serving all intermediate points except those on the Garden State Parkway in Monmouth County, NJ, in interstate commerce, and serving all intermediate points in intrastate commerce.

From junction Garden State Parkway and Garden State Parkway Interchange Road 96 in Wall Township over Garden State Parkway Interchange Road 96 to junction New Jersey Highway 34, then over New Jersey Highway 34 to junction Monmouth County Road 524, then over Monmouth County Road 524 to junction Monmouth County Road 547 (formerly Monmouth County Road 2) in Howell Township, and return over the same route.

- (15) Between Brick Township, NJ, and Lakewood, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 91 in Brick Township over Garden State Parkway Interchange Road 91 to junction Ocean County Road 549, then over Ocean County Road 549 to junction New Jersey Highway 88, then over New Jersey Highway 88 to Lakewood, and return over the same route.

- (16) Between Lakewood, NJ, and Brick Township, NJ, serving all intermediate points:

From Lakewood over New Jersey Highway 88 to junction Ocean County Road 549, then over Ocean County Road 549 to junction Garden State Parkway Interchange Road 90, then over Garden State Parkway Interchange Road 90 to junction Garden State Parkway in Brick Township, and return over the same route.

- (17) In Dover Township, NJ, serving all intermediate points:

- (a) From junction U.S. Highway 9 and Garden State Parkway Interchange Road 83 in Dover Township over Garden State Parkway Interchange Road 83 to junction Garden State Parkway, and return over the same route.
- (b) From junction Garden State Parkway and Garden State Parkway Interchange Road 82 in Dover Township over Garden State Parkway Interchange Road 82 to junction New Jersey Highway 37, then over New Jersey Highway 37 to junction U.S. Highway 9, and return over the same route.
- (c) From junction Garden State Parkway and Garden State Parkway Interchange Road 81 in Dover Township over Garden State Parkway Interchange Road 81 to junction unnumbered road, then over unnumbered road to junction U.S. Highway 9 in Toms River, Dover Township, NJ, and return over the same route.

- (18) Between South Toms River, NJ, and Beachwood, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 80 in South Toms River over Garden State Parkway Interchange Road 80 to junction Alternate U.S. Highway 9, then over Alternate U.S. Highway 9 to junction U.S. Highway 9 in Beachwood, NJ, and return over the same route.

- (19) Between Lacey Township, NJ, and Forked River, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 74 in Lacey Township over Garden State Parkway Interchange Road 74 to junction Lacey Road, then over Lacey Road to junction U.S. Highway 9 in Forked River, and return over the same route.

- (20) Between Waretown, NJ, and Ocean Township, NJ, serving all intermediate points:

From junction U.S. Highway 9 and Ocean County Spur Road 539 in Waretown over Ocean County Spur Road 539 to junction Garden State Parkway Interchange Road 69, then over Garden State Parkway Interchange 69 to junction Garden State Parkway, and return over the same route.

- (21) Between Union Township, NJ, and Barnegat, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 67 in Union Township over Garden State Parkway Interchange Road 67 to junction Ocean County Road 532, then over Ocean County Road 532 to junction U.S. Highway 9 in Barnegat, and return over the same route.

- (22) Between Stafford Township, NJ, and Manahawkin, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 63 in Stafford Township over Garden State Parkway Interchange Road 63 to junction New Jersey Highway 72, then over New Jersey Highway 72 to junction U.S. Highway 9 in Manahawkin, and return over the same route.

- (23) Between Little Egg Harbor Township, NJ, and Tuckerton, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 58 in Little Egg Harbor Township over Garden State Parkway Interchange Road 58 to junction Ocean County Road 539, then over Ocean County Road 539 to junction U.S. Highway 9 in Tuckerton, and return over the same route.

- (24) In Bass River Township, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 52 in Bass River Township over Garden State Parkway Interchange Road 52 to junction East Greenbush Road, then over East Greenbush Road to junction U.S. Highway 9, and return over the same route.

- (25) Between New Gretna, NJ, and Bass River Township, NJ, serving all intermediate points:

From junction U.S. Highway 9 and Garden State Parkway Interchange Road 50 in New Gretna over Garden State Parkway Interchange Road 50 to junction Garden State Parkway in Bass River Township, and return over the same route.

- (26) In the City of Port Republic, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 48 in Port Republic over Garden State Parkway Interchange Road 48 to junction U.S. Highway 9, and return over the same route.

- (27) Between Galloway Township, NJ, and Absecon, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Parkway Interchange Road 40 in Galloway Township over Garden State Parkway Interchange Road 40 to junction U.S. Highway 30, then over U.S. Highway 30 to junction U.S. Highway 9 in Absecon, and return over the same route.

- (28) Between Egg Harbor Township, NJ and Pleasantville, NJ, serving all intermediate points:

From junction Garden State Parkway and Garden State Interchange Road 37 in Egg Harbor Township over Garden State Parkway Interchange Road 37 to junction Atlantic County Highway 8 (Washington Avenue), thence over Atlantic County Highway 8 to junction Shore Road in Pleasantville, and return over the same route.

- (29) Between Egg Harbor Township, Atlantic County, NJ, and Cape May, NJ, serving Interchange No. 36 on the Garden State Parkway, and the junction of U.S. Highway 9 and Ocean Drive, in Lower Township, NJ, for purpose of joinder only in interstate commerce, and serving all intermediate points in intrastate commerce.

From junction Garden State Parkway Interchange Road 36 and Garden State Parkway in Egg Harbor Township over the Garden State Parkway to junction U.S. Highway 9 in Lower Township, Cape May County, NJ, then over U.S. Highway 9 to junction unnumbered highway (known as Ocean Drive), and then over Ocean Drive to Cape May, and return over the same route.

- (30) Between Middle Township (Burleigh), Cape May County, NJ, and Lower Township, Cape May County, NJ, serving the intermediate points of North Wildwood, Wildwood, Wildwood Crest, and City of Cape May, NJ, and serving Interchange No. 6 on the Garden State Parkway and the junction of U.S. Highway 9 and Ocean Drive, in Lower Township, NJ, for purpose of joinder only, in interstate commerce, and serving all intermediate points in intrastate commerce:

From junction Garden State Parkway and Garden State Parkway Interchange No. 6 in Middle Township, NJ, over the Garden State Parkway Interchange No. 6 to junction Cape May County Road 18 (North Wildwood Boulevard), then over Cape May County Road 18 (North Wildwood Boulevard), to North Wildwood, NJ, and then over unnumbered highway (Ocean Drive) via North Wildwood, Wildwood, and Wildwood Crest, NJ, to junction U.S. Highway 9 in Lower Township, and return over the same route.

- (31) Between Atlantic City, NJ, and North Wildwood, NJ, serving all intermediate points:

From Atlantic City over unnumbered highway (Ocean Drive) via Ventnor, Margate City, Ocean City, Sea Isle City, Avalon, and Stone Harbor, NJ, to North Wildwood, and return over the same route.

- (32) Between junction Garden State Parkway and Garden State Parkway Interchange No. 30, and Ocean City, NJ, serving no intermediate points in interstate commerce and serving all intermediate points in intrastate commerce.

From junction Garden State Parkway and Garden State Parkway Interchange No. 30 over New Jersey Highway 52 to Ocean City, and return over the same route.

- (33) Between Ocean City, NJ, and Garden State Parkway Interchange No. 25, serving no intermediate points in interstate commerce and serving all intermediate points in intrastate commerce.

From Ocean City over Cape May County Highway 585 to junction Garden State Parkway Interchange No. 25, and return over the same route.

- (34) Between junction Garden State Parkway and Garden State Parkway Interchange No. 4, and Wildwood, NJ, serving no intermediate points in interstate commerce and serving all intermediate points in intrastate commerce.

From junction Garden State Parkway and Garden State Parkway Interchange No. 4 over New Jersey Highway 47 to Wildwood, and return over the same route.

- (35) Between Wrightstown, NJ, and Vincentown, NJ, serving no intermediate points other than those within the Fort Dix Military Reservation, and serving Vincentown for purpose of joinder only in interstate commerce, and serving all intermediate points in intrastate commerce.

From Wrightstown over unnumbered highway (Wrightstown-Pemberton Road) to junction unnumbered highway (Pemberton-Vincentown Road), then over said unnumbered highway to Vincentown, and return over the same route.

- (36) Between Wrightstown, NJ, and New Hanover Township, Burlington County, NJ, serving all intermediate points:

From Wrightstown over Burlington County Spur Road 528 to the entrance of McGuire Air Force Base, New Hanover Township, and return over the same route.

- (37) Between Newark, NJ, and Jersey City, NJ, serving no intermediate points in interstate commerce, and serving all intermediate points in intrastate commerce:

From junction New Jersey Turnpike and Newark Bay-Hudson County Extension of the New Jersey Turnpike in Newark, over the Newark Bay-Hudson County Extension of the New Jersey Turnpike to junction U.S. Highway 1 in Jersey City, NJ, and return over the same route.

- (38) Between Englishtown, NJ, and Old Bridge, NJ, serving all intermediate points:

From Englishtown over Monmouth County Highway 522 to junction Middlesex County Highway 522, then over Middlesex County Highway 522 to Jamesburg, NJ, and then over Middlesex County Highway 5-R-1 to Old Bridge, and return over the same route.

- (39) Between a point in Brick Township, NJ, and a point in Dover Township, NJ, serving all intermediate points:

From junction Ocean County Road 549 and the Garden State Parkway Interchange Road 90, in Brick Township, NJ, over Ocean County Road 549 to junction Washington Street in the Toms River section of Dover Township, NJ, and then over Washington Street to junction U.S. Highway 9 in Dover Township, and return over the same route.

- (40) Between points in Madison Township, Middlesex County, NJ, serving all intermediate points:

From junction New Jersey Highway 18 and Middlesex County Road 527, at the Old Bridge Traffic Circle, over New Jersey Highway 18 to junction U.S. Highway 9, and return over the same route.

From junction New Jersey Highway 18 and Middlesex County Roads 527 and 516, at the Old Bridge Traffic Circle, over Middlesex County Road 516 to junction U.S. Highway 9, and return over the same route.

From junction U.S. Highway 9 and Throckmorton Lane, over Throckmorton Lane to junction Gaub Road, and then over Gaub Road to junction Middlesex County Road 516, and return over the same route.

- (41) In East Brunswick Township, NJ, serving no intermediate points in interstate commerce, and serving all intermediate points in intrastate commerce.

From junction Old Bridge Turnpike and New Jersey Highway 18 over New Jersey Highway 18 to junction Cranbury Road, and return over the same route.

- (42) Between East Brunswick Township, NJ, and Spotswood, NJ, serving all intermediate points:

From junction New Jersey Highway 18 and Cranbury Road in East Brunswick Township, over Cranbury Road to junction Summerhill Road, then over Summerhill Road to junction Middlesex County Road 5-R-1 (Main Street) in Spotswood, and return over the same route.

- (43) Between Spotswood, NJ, and Monroe Township, NJ, serving all intermediate points:

From junction Devoe Avenue and Middlesex County Road 5-R-1 (Main Street) in Spotswood, over Devoe Avenue to junction Englishtown Road in Monroe Township, NJ, then over Englishtown Road to junction Middlesex County Road 522, and return over the same route.

- (44) Between Howell Township, NJ and Lakewood Township, NJ, serving all intermediate points:

From junction U.S. Highway 9 and Aldrich Road, Howell Township, over Aldrich Road to junction New Prospect Road, Jackson Township, NJ, then over New Prospect Road to junction County Line Road, Lakewood, NJ, then over County Line Road to junction U.S. Highway 9 (Madison Avenue), Lakewood Township, and return over the same route.

- (45) In Jackson Township, NJ, serving all intermediate points:

From junction Aldrich Road and New Prospect Road, Jackson Township, over Bennetts Mills-Hyson Road and Bennetts Mills-Vanhiseville Road to junction Cooks Bridge Road, then over Cooks Bridge Road to junction Hope Chapel Road, then over Hope Chapel Road to junction Lakewood-New Egypt Road (County Road 528), Jackson Township, and return over the same route.

- (46) Between junction U.S. Highway 9 and the New Jersey Turnpike (Interchange No. 11), in Woodbridge, NJ, and junction U.S. Highway 9 and New Jersey Highway 34, near Cheese-

quake, NJ, serving all intermediate points:

From junction U.S. Highway 9 and the New Jersey Turnpike (Interchange No. 11), in Woodbridge, NJ, over U.S. Highway 9 to junction New Jersey Highway 34, near Cheesequake, NJ, and return over the same route.

- (47) Between junction New Jersey Highway 70 and Ocean County Road 549 located in Brick Township, NJ, and junction New Jersey Highways 37 and 70 in Lakehurst, NJ, serving all intermediate points and access roads to and from the New Jersey Garden State Parkway at Interchange 88:

From junction New Jersey Highway 70 and Ocean County Road 549 located in Brick Township, NJ, over New Jersey Highway 70 to junction New Jersey Highway 37 in Lakehurst, NJ, and return over the same route.

- (48) Between junction U.S. Highway 9 and New Jersey Highway 440, located in Woodbridge Township, NJ, and New York, NY, serving no intermediate points, and serving junction U.S. Highway 9 and New Jersey Highway 440 for the purpose of joinder only in interstate and foreign commerce, and between junction U.S. Highway 9 and New Jersey Highway 440 and the New Jersey-New York State line in intrastate commerce, serving all intermediate points in intrastate commerce.

From junction U.S. Highway 9 and New Jersey Highway 440 over New Jersey Highway 440 to junction access roads to the Outerbridge Crossing, and then over such access roads and the Outerbridge Crossing, to New York, NY, and return over the same route.

RESTRICTION: The interstate authority granted above is restricted against the transportation of passengers (1) between South Amboy, NJ, on the one hand, and, on the other, Staten Island, NY, and intermediate points thereto, and (2) between Staten Island, NY, on the one hand, and, on the other, Jersey City, NJ, and the Borough of Manhattan, New York, NY, and points on carrier's presently authorized routes between Staten Island, NY, on the one hand, and, on the other, Jersey City, NJ, and the Borough of Manhattan, New York, NY.

- (49) Between Elizabeth, NJ, and New York, NY, in interstate and foreign commerce, and between Elizabeth, NJ, and

the New Jersey-New York State line in intrastate commerce, serving all intermediate points:

From Elizabeth over New Jersey Highway 439 and Goethals Bridge to New York, NY, and return over the same route.

RESTRICTION: The interstate authority granted immediately above is restricted against the transportation of passengers, (1) between Elizabeth, NJ, on the one hand, and, on the other, Staten Island, NY, and (2) between Staten Island, NY, on the one hand, and, on the other, Jersey City, NJ, and the Borough of Manhattan, New York, NY, and points on carrier's presently authorized routes, between Staten Island, NY, on the one hand, and, on the other, Jersey City, NJ, and the Borough of Manhattan, New York, NY.

- (50) Between junction Monmouth County Highway 524 and U.S. Highway 9 in Freehold Township (Monmouth County), NJ, and junction Stillwells Corner Road and Monmouth County Highway 537 in Freehold Township (Monmouth County), serving all intermediate points:

From junction Monmouth County Highway 524 and U.S. Highway 9 over Monmouth County Highway 524 to junction Stillwells Corner Road, then over Stillwells Corner Road to junction Monmouth County Highway 537, and return over the same route.

- (51) Between junction Stonehurst Boulevard and Stillwells Corner Road in Freehold Township (Monmouth County), NJ, and junction Schanck Road and U.S. Highway 9 in Freehold Township (Monmouth County), NJ, serving all intermediate points:

From junction Stonehurst Boulevard and Stillwells Corner Road over Stonehurst Boulevard to junction Schanck Road, then over Schanck Road to junction U.S. Highway 9, and return over the same route.

- (52) Between junction Monmouth County Highway 524 and Stillwells Corner Road, and junction Iron Bridge Road and Monmouth County Highway 537, (in Monmouth County, NJ), serving all intermediate points:

From junction Monmouth County Highway 524 and Stillwells Corner Road over Monmouth County Highway 524 to junction Iron Bridge Road, then over Iron Bridge Road to junction Monmouth County Highway 537, and return over the same route.

- (53) Between junction Ocean County Road 549 and Garden State Parkway Interchange Road 91, and junction Burnt Tavern Road and Ocean County Road 549, (in Ocean County, NJ), serving all intermediate points:

From junction Ocean County Road 549 and Garden State Parkway Interchange Road 91 over Ocean County Road 549 to junction Herbertsville Road, then over Herbertsville Road to junction Maple Avenue, then over Maple Avenue to junction Burnt Tavern Road, then over Burnt Tavern Road to junction Ocean County Road 549 and return over the same route.

- (54) Between junction Ocean County Road 526 and U.S. Highway 9, and junction Ocean County Roads 526 and 549, (in Ocean County, NJ), serving all intermediate points:

From junction Ocean County Road 526 and U.S. Highway 9 over Ocean County Road 526 to junction Ocean County Road 549, and return over the same route.

- (55) Between Marlboro, NJ, and Madison, NJ, serving all intermediate points:

From junction Union Hill Road and U.S. Highway 9 in Marlboro over Union Hill Road to junction Pension Road in Manalapan, NJ, and then over Pension Road to junction Middlesex County Road 527 in Madison, and return over the same route.

- (56) Between Manalapan, NJ, and Englishtown, NJ, serving all intermediate points:

From junction Gordons Corner Road and U.S. Highway 9 in Manalapan over Gordons Corner Road to junction Monmouth County Highway 527 in Englishtown, and return over the same route.

(57) Between points within Manalapan, NJ, as follows:

From junction Taylors Mill Road and U.S. Highway 9 over Taylors Mill Road to junction Pease Road, and then over Pease Road to junction Union Hill Road, and return over the same route, serving all intermediate points in intrastate commerce.

(58) Between junction New Jersey Turnpike and Interstate Highway 195, and Jackson Township, Ocean County, NJ, as an alternate route for operating convenience only in connection with carrier's otherwise authorized regular-route operations, serving no intermediate points, but serving the junction of New Jersey Turnpike and Interstate Highway 195 for purposes of joinder only in interstate commerce, and serving all intermediate points in intrastate commerce:

From junction New Jersey Turnpike and Interstate Highway 195 over Interstate Highway 195 to Jackson Township, Ocean County, NJ, and return over the same route.

The above described authority in (A)(1)-(49) to transport passengers was issued pursuant to applications filed on or before January 1, 1967, and therefore incidental charter operations in interstate or foreign commerce may be conducted under rules and regulations prescribed by the Commission pursuant to 49 U.S.C. §10932(c) (formerly section 208(c) of the Interstate Commerce Act).

The above described authority in (A)(50)-(58) to transport passengers was issued pursuant to applications filed after January 1, 1967, and therefore, no incidental charter operations in interstate or foreign commerce are authorized by 49 U.S.C. §10932(c) (formerly section 208(c) of the Interstate Commerce Act).

OVER IRREGULAR ROUTES:

(B)(1) Passengers and their baggage, in special round-trip operations, with no pickup or discharge of passengers on-route and restricted to the authorized racing season each year at the named track,

Beginning and ending at New York, NY, and extending to the Atlantic City Race Track, McKee City, NJ.

- (2) Passengers and their baggage, restricted to traffic originating at the point and in the territory indicated, in charter operations,

From Atlantic City, NJ, and points within ten miles of Atlantic City, NJ, to Wilmington and Newark, DE, Baltimore and Maryland, MD, Washington, DC, New York, NY, and points in Pennsylvania within 150 miles of Atlantic City, NJ, and return.

- (3) Passengers and their baggage, in special operations, in round trip sightseeing or pleasure tours,

Beginning and ending at Atlantic City, Lakewood, Freehold and Toms River, NJ, and extending to points in the United States (including Alaska, but excluding New York, NY, Philadelphia, PA, and Hawaii).

OVER REGULAR ROUTES: in interstate or foreign commerce,

- (4) Passengers and their baggage, and express and newspapers, in the same vehicle with passengers,

Between New York, NY, and Secaucus, NJ, serving no intermediate points,

From New York over the George Washington Bridge to junction U.S. Highway 46, then over U.S. Highway 46 to junction New Jersey Turnpike, then over the New Jersey Turnpike to junction Lincoln Tunnel Interchange, Secaucus, and return over the same route.

The above described authority in (B)(4) to transport passengers was issued pursuant to an application filed on or before January 1, 1967, and therefore incidental charter operations in interstate or foreign commerce may be conducted under rules and regulations prescribed by the Commission pursuant to 49 U.S.C. §10932(c) (formerly section 208(c) of the Interstate Commerce Act).

*This certificate shall supersede certificate No. MC-149081 (Sub-No. 6), issued December 5, 1983, and that said certificate be, and is hereby canceled.

No. MC 149081 Sub No. 7*
Page 20

*This certificate corrects and cancels certificate No. MC-149081
Sub No. 7 issued February 22, 1984 to reflect the correct
territory description granted.

RB
VS

SERVICE DATE

FEB 21 1984

INTERSTATE COMMERCE COMMISSION

DECISION

No. MC-149081 (Sub-No. 8)

SUBURBAN TRAILS, INC., EXTENSION -
NEW JERSEY - PHILADELPHIA REGULAR-ROUTES
(New Brunswick, NJ)

Decided: February 7, 1984

Applicant seeks a certificate authorizing regular-route passenger operations in interstate and foreign commerce over the routes set forth in the appendix, which extend generally between points in New Jersey and Philadelphia, PA. It concurrently seeks authority to provide regular-route service in intrastate commerce over the segments of the routes that extend in New Jersey. The evidence has been considered under the modified procedure. The application is opposed by New Jersey Transit Bus Operations, Inc., (NJT Bus), a motor common carrier of passengers.

Applicant is an authorized motor carrier of passengers which holds authority to conduct regular-route passenger operations over an extensive number of regular routes extending throughout New Jersey. It seeks by this application to extend its routes to Philadelphia and conduct interstate operations between Philadelphia and points in New Jersey. It seeks intrastate authority limited to the New Jersey segments of the proposed routes. Applicant states that it is in compliance with the safety regulations of the United States Department of Transportation.

Protestant holds authority to conduct regular-route passenger operations essentially over those routes contained in parts (1) and (4) of applicant's proposal. It operates daily, commuter bus services between such points on those routes as Camden, Cherry Hill, and Haddon Heights, NJ, and Philadelphia. NJT Bus operates a large garage at Camden, through which point its other commuter services in southern New Jersey are routed. Protestant conducts extensive operations over a large number of routes in New Jersey, New York, and Pennsylvania. It submits public timetables indicating the large number of trips operated to serve the daily commuting public between Philadelphia and points on the involved routes.

Protestant maintains that a grant of the application will result in direct competition by applicant with its established commuter service in this area and seriously

jeopardize its overall operations. It does not submit figures of losses because they cannot be predicted at this time. Protestant argues that many of its other commuter services sustain heavy losses and require monies from its profitable routes, such as those involved, to offset the losses in order to meet the public's need for such specialized services, and that any diversion will reduce the small profits now made and require cutbacks in service throughout its system. NJT Bus explains that it is dedicated to meeting the commuting needs of the New Jersey public and cannot afford any encroachment on the more successful areas of operations. It argues that there is no need for additional service in the involved area and that authorization would not be in the public interest. Protestant requests that those portions of the proposed routes in part (1) and part (2) that seek authority between Camden, Cherry Hill, Mt. Laurel, Bellmawr, Mt. Ephraim, and Haddon Heights, NJ, and Philadelphia, PA, be denied.

In reply, applicant argues that protestant does not indicate that applicant is not fit to conduct the sought service, and that its proposal is not shown to be inconsistent with the public interest. The regular route authority which applicant seeks in interstate or foreign commerce is governed by the provisions of the Bus Regulatory Reform Act of 1982 at 49 U.S.C. 10922(c)(1)(A). The intrastate service over the same routes is governed by the new preemption provisions at 49 U.S.C. 10922(c)(2)(B). Because the statutory burdens of proof are the same, the requests for both intrastate and interstate service may be filed and considered concurrently.

We are directed by the law to grant this regular route application if applicant establishes its fitness to provide the proposed transportation, unless protestant demonstrates that such transportation is not consistent with the public interest. Fitness for passenger carriers is defined as safety fitness and proof of insurance. Protestant does not challenge applicant's safety fitness, and the evidence of record reflects that applicant will comply with pertinent safety regulations and otherwise establishes its safety fitness to conduct the proposed operations.

Because applicant is fit to perform the proposed service, the sole remaining issue for our determination is whether the application should be denied on "public

interest" grounds. Once an applicant establishes its fitness, the statutory burden of proof falls entirely on those opposing the proposal to show good reasons to deny it. The Bus Act directs that in making any findings relating to the public interest, we consider, to the extent applicable, (1) the national transportation policy, which consists of nine goals designed to promote competitive and efficient transportation services through our regulation, (2) the value of competition, (3) the effect of issuance of a certificate on passenger service to small communities, and (4) whether issuance would impair the ability of any other motor common carrier of passengers to provide a substantial portion of the regular-route passenger service which it provides over its entire regular-route system.

We cannot conclude, based upon our review of the evidence of record, that approval of this application would not be consistent with the public interest. Protestant's stated interest in this proceeding is in the portions of the proposed routes at parts (1) and (4) extending between Philadelphia, Camden, Cherry Hill, Mt. Laurel, Bellmawr, Mt. Ephraim, and Haddon Heights, which protestant now serves along regular routes which parallel, cross or merge with the proposed service routes. Protestant maintains that any diversion of its profitable service between the noted points would have an adverse impact on its ability to maintain unprofitable commuter services on other routes served in New Jersey. Protestant, however, has not substantiated such contentions. It submits no figures to indicate the extent of its over-all operations or the operations conducted within the scope of this application by which we can assess whether a grant would impair its ability to provide a substantial portion of its entire regular-route passenger service. We are unable to determine from the evidence the scope of protestant's interstate or intrastate operations over the involved routes.

Furthermore, protestant fails to establish persuasively that a grant of the proposal would be a detriment to any of the elements of the national transportation policy in such a way as to be of no real public benefit or to be otherwise not consistent with the public interest. We recognize that one of the goals of the policy is to provide and maintain commuter bus services. Protestant establishes that it conducts extensive commuter operations within the scope of this proposal. Nevertheless, as indicated, the record does not

establish that these services or other commuter operations conducted by protestant stand to be significantly impaired by a grant of authority. On the other hand, applicant is a small carrier and authorization will enable it to enhance the effectiveness and efficiency of its operations. Furthermore, applicant will be able to offer travelers a competitive service at a variety of price and service options not now available. We cannot conclude that competition would not be of value, or that applicant's competitive service would adversely affect service to small communities in the area. We conclude that protestant has failed to negate the statutory presumption that the proposed service will be consistent with the public interest. We also believe that the benefits to be derived by the public upon approval of applicant's proposed service outweigh any harm or other adverse effects reflected in this record. We conclude that a grant of the application in its entirety is warranted.

Applicant seeks intrastate authority over those portions of the requested routes through New Jersey and does not want intrastate authority over the remaining route segments, which extend into Pennsylvania. The publication of the application in the Interstate Commerce Commission Register, however, indicates that applicant proposes intrastate transportation over the entire interstate route requested. Accordingly, the service description in the appendix to this decision is modified to reflect those portions of the routes that are authorized in intrastate commerce.

We find:

Applicant is fit, willing, and able properly to provide the transportation services, in interstate or foreign commerce, and in intrastate commerce, described in the appendix, and to comply with pertinent statutory and administrative requirements. Protestant has not shown that this transportation is not consistent with the public interest. This decision will not significantly affect either the quality of the human environment or conservation of energy resources. An appropriate certificate should be granted.

It is ordered:

The application is granted to the extent set forth in the appendix. Operations may begin only following the

No. MC-149081 (Sub-No. 8)

service of a certificate and upon compliance with the following requirements set forth in the Code of Federal Regulations: insurance (49 CFR 1043), designation of process agent (49 CFR 1044), and tariffs (49 CFR 1306).

Inasmuch as authority is granted to provide regular-route passenger transportation in intrastate commerce, applicant must also comply with the provisions of 49 U.S.C. 10922(c)(2)(E).

By the Commission, the Review Board, Members Carleton, Fortier, and Dowell.

James H. Bayne
Acting Secretary

(SEAL)

APPENDIX

Authority to conduct the following operations will be issued in an appropriate document. This decision does not constitute authority to operate.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, and in intrastate commerce over regular routes, transporting passengers, (1) between junction NJ Turnpike and access roads at NJ Turnpike Interchange No. 7A in Washington Township, NJ, and Philadelphia, PA, in interstate and foreign commerce, and between junction NJ Turnpike and access roads at NJ Turnpike Interchange No. 7A in Washington Township, NJ, and the New Jersey-Pennsylvania State line in intrastate commerce, from junction NJ Turnpike and access roads at NJ Interchange No. 7A in Washington Township NJ over the NJ Turnpike to junction NJ Hwy 73 in Mt. Laurel Township, NJ, then over NJ Hwy 73 to junction NJ Hwy 38, then over NJ Hwy 38 to junction U.S. Hwy 30, then over U.S. Hwy 30 to Philadelphia, PA, and return over the same route, (2) between junction NJ Turnpike and access roads at NJ Turnpike Interchange No. 7 in Bordentown Township, NJ, and junction NJ Hwy 73 and Interstate Hwy 295 in Mt. Laurel Township, NJ, from junction NJ Turnpike and access roads at NJ Turnpike Interchange No. 7 in Bordentown Township, NJ, over such access roads to junction U.S. Hwy 206, then over U.S. Hwy 206 to junction Old York Road, then over Old York Road to junction Interstate Hwy 295, then over Interstate Hwy 295 to junction NJ Hwy 73 in Mt. Laurel Township, NJ, and return over the same route, (3) between junction Interstate Hwy 295 and NJ Hwy 73 in Mt. Laurel Township, NJ, and Philadelphia, PA, in interstate and foreign commerce, and between junction Interstate Hwy 295 and NJ Hwy 73 in Mt. Laurel Township, NJ and the New Jersey-Pennsylvania State line in intrastate commerce, from junction NJ Hwy 73 and Interstate Hwy 295 in Mt. Laurel Township, NJ, over Interstate Hwy 295 to junction Interstate Hwy 76, then over Interstate Hwy 76 to Philadelphia, PA, and return over the same route, (4) between junction NJ Turnpike and NJ Hwy 73 in Mt. Laurel Township, NJ, and junction NJ Hwy 168 and Interstate Hwy 295 at or near the Bellmawr-Mt. Ephraim-Haddon Heights, NJ boundary lines, from junction NJ Turnpike and NJ Hwy 73 in Mt. Laurel Township, NJ, over NJ Turnpike to junction NJ Hwy 168, then over NJ Hwy 168 to junction Interstate Hwy 295 at or near the Bellmawr-Mt. Ephraim-Haddon Heights, NJ, boundary lines, and return over the same route, and (5) between Township of Cranbury, NJ, and Township of South Brunswick, NJ, from junction Maplewood Avenue and Half Acre Road in the Township of Cranbury, over Half Acre Road to junction U.S. Hwy 130, then over U.S. Hwy 130 to junction Forsgate Drive in the Township of South Brunswick, and return over the same route, and serving all intermediate points in connection with routes (1) through (5) above.

PM-26
(Rev. 10/84)

INTERSTATE COMMERCE COMMISSION
(CORRECTED)
CERTIFICATE

SERVICE DATE

APR 22 1985

No. MC-149081 Sub 9*

SUBURBAN TRAILS, INC.
NEW BRUNSWICK, NJ

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

Kathleen M. King
Acting Secretary

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

NOTE: Applicant is authorized to provide regular route transportation in intrastate commerce and must also comply with requirements at 49 U.S.C. 10922(c)(2)(E).

To operate as a common carrier, by motor vehicle, in intrastate, interstate or foreign commerce, over regular routes, transporting passengers, (1) between junction US Hwys 1 and 130 in North Brunswick Township, NJ, and junction Hwy 130 and NJ Hwy 32 in South Brunswick Township, NJ, over US Hwy 130; (2) between junction US Hwy 130 and County Hwy 571 in East Windsor Township, NJ, and junction US Hwy 130 and Interstate Hwy 76 in Gloucester City, NJ, over US Hwy 130; (3) between junction South Broad Street and US Hwy 206 in Hammonton Township, NJ, and junction US Hwy 206 and the NJ Turnpike at NJ Turnpike Interchange No. 7 in Bordentown Township, NJ, over US Hwy 206; (4) between junction US Hwy 1 and Interstate Hwy 295 in Lawrence Township, NJ, and Philadelphia, PA, in interstate or foreign commerce, and between junction US Hwy 1 and Interstate Hwy 295 in Lawrence Township, NJ, and the New Jersey-Pennsylvania State Line in intrastate commerce; from junction US Hwy 1 and Interstate Hwy 295 in Lawrence Township, NJ, over Interstate Hwy 295 to Interstate Hwy 95, then over Interstate Hwy 95 to Philadelphia, PA, and return over the same route; (5) between junction Interstate Hwy 295 and Interstate Hwy 76 at or near the Bellmawr-Mt. Ephraim, NJ, boundary line and Atlantic City, NJ; from junction Interstate Hwy 295 and Interstate Hwy 76 at or near the Bellmawr-Mt. Ephraim, NJ, boundary line, over Interstate Hwy 76 to NJ Hwy 42, then over NJ Hwy 42 to junction Atlantic City Expressway, then over the Atlantic City Expressway to Atlantic City, NJ, and return over the same route; (6) between junction NJ Turnpike at NJ Turnpike Interchange No. 3 and NJ Hwy 168 at or near the Runnemede-Bellmawr, NJ, boundary line and junction County Hwy 544 and NJ Hwy 42 in Deptford Township, NJ; from junction NJ Turnpike at NJ Turnpike Interchange No. 3 and NJ Hwy 168 at or near the Runnemede-Bellmawr, NJ, boundary line over NJ Hwy 168 to junction County Hwy 544, then over County Hwy 544 to junction NJ Hwy 42 in Deptford Township, NJ, and return over the same route; (7) between junction US Hwy 206, US Hwy 30 and NJ Hwy 54 in Hammonton, NJ, and junction NJ Hwy 54 and the Atlantic City Expressway in Hammonton, NJ; from junction US Hwy 206, US Hwy 30 and NJ Hwy 54 in Hammonton, NJ, over NJ Hwy 54 to junction Atlantic City Expressway in Hammonton, NJ, and return over the same route, serving all intermediate points in connection with routes (1) through (7).

NOTE: Applicant is hereby authorized to tack this authority with its existing authority.

*This corrected certificate cancels certificate No. MC-149081 Sub 9, issued March 27, 1985, to reflect authority as granted.

PM-26
(Rev. 10/84)

INTERSTATE COMMERCE COMMISSION
CERTIFICATE

No. MC-149081 Sub 10

SUBURBAN TRAILS, INC.
(New Brunswick, NJ)

SERVICE DATE

OCT 31 1986

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

NORETA R. McGEE,
Secretary.

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

NOTE: Applicant is authorized to provide regular route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

To operate as a common carrier, by motor vehicle, in intrastate, interstate or foreign commerce, over regular routes, transporting:

Passengers,

- (1) Between junction Spotswood - Englishtown Road and Texas Road in Monroe Township, NJ and junction Wilson Ave. and New Jersey Hwy 79 in Matawan, NJ:

From junction Spotswood - Englishtown Road and Texas Road in Monroe Township, NJ, over Texas Road to junction Wilson Avenue in Matawan, NJ, then over Wilson Avenue to junction New Jersey Hwy 79 in Matawan, NJ, and return over the same route.

- (2) Between junction New Jersey Hwy 18 and US Hwy 9 in Old Bridge Township, NJ and junction County Hwy 537 and New Jersey Hwy 79 in the Borough of Freehold, NJ:

From junction New Jersey Hwy 18 and US Hwy 9 in Old Bridge Township, NJ, over New Jersey Hwy 18 to junction County Hwy 537, then over County Hwy 537 to junction New Jersey Hwy 79 in the Borough of Freehold, and return over the same route.

- (3) Between junction Texas Road and Robertsville Road (County Hwy 520) in Old Bridge Township, NJ and junction New Jersey Hwy 79 and County Hwy 520 in Marlboro Township, NJ, over County Hwy 520.

- (4) Between junction Interstate Hwy 195 and County Hwy 537 at the Millstone Township - Jackson Township boundary line and junction Garden State Parkway and Interstate Hwy 195 in Wall Township, NJ, over Interstate Hwy 195.

- (5) Between junction New Jersey Hwy 33 and Applegarth Road in Monroe Township, NJ and junction New Jersey Hwy 33 and US Hwy 9 in Freehold Township, NJ, over New Jersey Hwy 33.

- (6) Between junction New Jersey Hwy 33 and old New Jersey Hwy 33 (to be redesignated New Jersey Hwy 133) in Manalapan Township, NJ and junction US Hwy 9 and old New Jersey Hwy 33 in Freehold Township, NJ, over old New Jersey Hwy 33.

- (7) Between junction old New Jersey Hwy 33 (to be redesignated New Jersey Hwy 133) and Wemrock Road in Freehold Township, NJ and junction Wemrock Road and County Hwy 537 in Freehold Township, NJ, over Wemrock Road.

NOTE: Service is authorized to all intermediate points in routes (1) through (7) above. Applicant is authorized to tack this authority with its existing authorized authority.

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

SERVICE DATE

No. MC-149081 (Sub-No. 11)

AUG 4 1989

SUBURBAN TRAILS, INC.
(New Brunswick, NJ)

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

NORETA R. McGEE
Secretary

(SEAL)

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

NOTE: The carrier is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

CONDITION: The carrier is authorized to provide intrastate transportation service on a route under this certificate only if the carrier provides regularly scheduled interstate transportation service on the route.

To operate as a common carrier, by motor vehicle, transporting passengers, in intrastate, interstate, or foreign commerce over regular routes:

- (1) Between junction NJ Hwy 35 and Washington Road (County Hwy 535) in South Amboy, NJ, and junction Main Street and Old Bridge-New Brunswick Turnpike (County Hwy 527) at the South River, NJ-East Brunswick, NJ, boundary line:

From junction NJ Hwy 35 and Washington Road over Washington Road to the Veteran Memorial Bridge in Sayreville, NJ, then over the Veteran Memorial Bridge to Main Street in South River, NJ, then over Main Street to junction Old Bridge-New Brunswick Turnpike and return over the same route;

- (2) Between junction Washington Road (County Hwy 535) and Main Street in Sayreville, NJ, and junction Washington Road (County Hwy 535) and Main Street in Sayreville, NJ, over Main Street;
- (3) Between Junction Washington Road and Ernston Road in Sayreville, NJ, and junction Ernston Road and U.S. Hwy 9 at the Sayreville, NJ-Old Bridge, NJ, boundary line, over Ernston Road; and
- (4) Between junction Main Street and Reid Street in South River, NJ, and junction Prospect Street and Old Bridge-New Brunswick Turnpike (County Hwy 527) at the South River, NJ-East Brunswick, NJ, boundary line:

From junction Main Street and Reid Street over Reid Street to intersection Prospect Street, then over Prospect Street to junction Old Bridge-New Brunswick Turnpike, and return over the same route;

Serving all intermediate points in routes (1) through (4) above.

PM-31
(Rev. 10/84)

INTERSTATE COMMERCE COMMISSION

PERMIT

SERVICE DATE

AUG 24 1989

No. MC 149081 (Sub 12)

SUBURBAN TRAILS, INC.
NEW BRUNSWICK, NJ

This Permit is evidence of the carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); the execution of contracts (49 CFR 1053)*; and for passenger carriers, tariffs or schedules (49 CFR 1312).

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

NORETA R. MCGEE,
Secretary.

(SEAL)

*While the execution of contracts must be accomplished, it is unnecessary to file them with the Commission.

NOTE: If there are discrepancies regarding this Permit, please notify the Commission within 30 days.

To operate as a contract carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, between points in the U.S., under continuing contract(s) with persons requiring passenger service.

SERVICE DATE

OCT 31 1989

INTERSTATE COMMERCE COMMISSION

DECISION

No. 40303

SUBURBAN TRAILS, INC.--EXEMPTION
FROM TARIFF FILING REQUIREMENTS

Decided: October 24, 1989

Suburban Trails, Inc., has filed a petition requesting exemption from the tariff filing requirements of 49 U.S.C. 10702, 10761, and 10762. In Exemption--Mtr. Contr. Car.--Tariff Filing Requirements, 133 M.C.C. 150 (1983), aff'd Central & Southern Motor Freight Tariff Association v. United States, 757 F.2d 301 (D.C. Cir. 1985), the Commission exempted all motor contract carriers of property from the otherwise applicable tariff filing requirements. However, passenger contract carriers that desire relief from the tariff filing requirements must continue to file individual petitions. 133 M.C.C. at 152.

Petitioner holds contract carrier authority in Permit No. MC-149081 (Sub-No. 12) to transport passengers, between points in the United States under continuing contract(s) with persons requiring passenger service. Petitioner states the requirement that it file tariffs covering its contract carrier operations does not allow it to effectively react to market conditions. Petitioner believes that a grant of the exemption would enable it to react promptly to competitive market conditions by lowering its rates to meet competition.

We see no reason to deny petitioner the savings to be realized from a tariff filing requirement exemption for existing and future contracts. It appears that exemption of this carrier from the requirement that it file tariffs covering its existing and future contract operations is consistent with the public interest and the transportation policy of 49 U.S.C. 10101. Accordingly, we propose to grant petitioner an exemption. The exemption will become effective automatically at the close of the comment period if no timely filed adverse comments are received. However, if timely filed adverse comments are received, the Commission will issue a decision within 20 days of the close of the comment period.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. Under 49 U.S.C. 10702(b), 10761(b), and 10762(f), we propose to grant petitioner an exemption from the contract carrier tariff filing requirements for existing and future contracts.

2. The grant will be effective at the close of the comment period unless timely filed adverse comments are received. Comments are due by November 15, 1989. If no adverse comments are timely filed, petitioner shall, within 20 days of the close of the comment period, file with the Commission amendments to petitioner's currently effective tariff(s) directing the cancellation of those tariffs (or portions thereof) made obsolete

by this decision; the amendments shall bear an effective date the same as the effective date of the exemption. If timely filed adverse comments are received, the Commission will issue a decision within 20 days of the close of the comment period.

By the Commission, Chairman Gradison, Vice Chairman Simmons, Commissioners André, Lamboley, and Phillips.

(SEAL)

Noreta R. McGee
Secretary

CORRECTED
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 115116*

SUBURBAN TRANSIT CORP.,
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D.C., on the 11th day
of October, A.D., 1937

AFTER DUE INVESTIGATION, It appearing that the above-named
carrier has complied with all applicable provision of the Inter-
state Commerce Act, and the requirements, rules, and regulations
prescribed thereunder, and, therefore, is entitled to receive
authority from this Commission to engage in transportation in
interstate or foreign commerce as a motor carrier; and the Com-
mission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby,
granted this Certificate of Public Convenience and Necessity as
evidence of the authority of the holder to engage in transporta-
tion in interstate or foreign commerce as a common carrier by
motor vehicle; subject, however, to such terms, conditions, and
limitations as are now, or may hereafter be, attached to the
exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this
certificate that the holder thereof shall render reasonably
continuous and adequate service to the public in pursuance of
the authority herein granted, and that failure so to do shall
constitute sufficient grounds for suspension, change, or revoca-
tion of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service
to be performed by the said carrier in interstate or foreign
commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage and express and newspapers
in the same vehicle with passengers,

Between junction U.S. Highway 206 and Ewing Street
in Princeton Township (Mercer County), N.J., and the
Borough of Princeton, N.J., serving all intermediate
points:

From junction U.S. Highway 206 and Ewing Street
in Princeton Township over Ewing Street to
junction Harrison Street North, thence over
Harrison Street North to the Borough of Princeton,
and return over the same route.

Between the Borough of Princeton, N.J., and New York,
N.Y., serving all intermediate points except those
between junction New Jersey Turnpike and the access
roads thereto from New Jersey Highway 18 and New York,
N.Y., and serving junction New Jersey Turnpike and
access roads thereto from U. S. Highway 9 for
purpose of joinder only:

From the Borough of Princeton over New Jersey
Highway 27 via Kingston and Franklin Park, N.J.
to New Brunswick, thence over New Jersey Highway
18 to the access roads to the New Jersey Turnpike
in East Brunswick, N.J. thence over the access
roads to the New Jersey Turnpike, thence over the
New Jersey Turnpike to Secaucus, N.J., and the
Lincoln Tunnel access roads, thence over Lincoln
Tunnel Access roads to junction New Jersey High-
way 3 in North Bergen, N.J., thence over New

North Bergen, thence over Depressed Highway to junction Elevated Highway in Weehawken, N.J., thence over Elevated Highway to junction Lincoln Tunnel Plaza, thence via Lincoln Tunnel to New York, and return over the same route.

Between the Borough of Princeton, N.J., and junction Somerset County Highway 518 and New Jersey Highway 27 in Franklin Township (Somerset County), N.J., serving all intermediate points:

From the Borough of Princeton over Bayard Lane to junction U. S. Highway 206, thence over U. S. Highway 206 to junction Somerset County Highway 518, thence over Somerset County Highway 518 to junction New Jersey Highway 27 in Franklin Township, and return over the same route,

Between Metuchen, N.J., and junction U. S. Highway 9 and access roads to the New Jersey Turnpike in Woodbridge Township (Middlesex County), N.J., serving all intermediate points:

From Metuchen over New Jersey Highway 27 to junction unnumbered highway south of Menio Park, N.J., thence over unnumbered highway (consisting of Evergreen Avenue, Ellersly Avenue, Parsonage Road, Mc Guire Avenue, Ford Avenue, Main Street, Amboy Avenue, and King George Road) via Woodbridge Township to Junction New Jersey Highway 440, thence over New Jersey Highway 440 to junction U. S. Highway 9, thence over U. S. Highway 9 to junction access roads to the New Jersey Turnpike in Woodbridge Township, thence over such access roads to the New Jersey Turnpike, and return over the same route.

By the Commission, division 1.

HAROLD D. McCOY,

Secretary.

(SEAL)

*This corrected certificate is issued solely for the purpose of showing "East Brunswick" instead of "New Brunswick" in first route description on Sheet 1 hereof.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-1541

SERVICE DATE
JUNE 16, 1961

NO. MC 115116 SUB 6

SUBURBAN TRANSIT CORP.,
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division I,
held at its office in Washington, D. C., on the 16th day of
June, A. D. 1961

AFTER DUE INVESTIGATION, it appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority, from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder hereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted; and that failure so to do shall constitute sufficient grounds for amendment, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers in the same vehicle with passengers;

Between South Brunswick, N. J., and New Brunswick, N. J., serving all intermediate points:

From junction New Jersey Highway 27 and New Road in South Brunswick Township, over New Road to junction U. S. Highway 1, thence over U. S. Highway 1 to New Brunswick, and return over the same route.

Between points in South Brunswick, N. J., serving all intermediate points:

From junction New Jersey Highway 27 and Henderson Road in South Brunswick, over Henderson Road to junction U. S. Highway 1, in South Brunswick, and return over the same route.

By the Commission, division I.

HAROLD D. MCCOY,

(SEAL)

Secretary.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 115116 SUB 9

SERVICE DATE

AUGUST 19, 1963

SUBURBAN TRANSIT CORP.,
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1, held at its office in Washington, D. C., on the 19th day of August, A. D., 1963

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between Franklin Township, N. J., and New Brunswick, N. J., serving all intermediate points:

From junction New Jersey Highway 27 and Franklin Boulevard, in Franklin Township, over Franklin Boulevard to New Brunswick, and return over the same route.

Between New Brunswick, N. J., and Metuchen, N. J., serving all intermediate points:

From New Brunswick over Landing Road to junction River Road in Piscataway Township, N. J., thence over River Road to junction Metlars Lane, thence over Metlars Lane to junction Stelton Road, at the South Plainfield-Piscataway municipal line, thence over Stelton Road to junction New Durham Road, at the South Plainfield-Piscataway municipal line, thence over New Durham Road to the South Plainfield-Edison Township-Piscataway municipal line, thence continuing over New Durham Road to Metuchen, and return over the same route.

Between Metuchen, N. J., and Edison Township, N. J., serving all intermediate points:

From Metuchen over Amboy Avenue to junction Main Street in Edison Township, and return over the same route.

RESTRICTION: The operations authorized herein are subject to the restriction that any buses entering or leaving the Borough of Metuchen via New Durham Road (Perth Amboy Bound Brook Turnpike) in Edison Township, N. J., shall operate via west Amboy Avenue, Middlesex Avenue (New Jersey Highway 27), Main Street, and Amboy Avenue in the Borough of Metuchen.

By the Commission, division 1.

(SEAR)

HAROLD D McCoy,
Secretary.

SERVICE DATE
APRIL 17, 1964

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 115116 SUB 10

SUBURBAN TRANSIT CORP.,
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 17th day of
April, A. D., 1964.

AFTER DUE INVESTIGATION, It appearing that the above-named
carrier has complied with all applicable provisions of the Inter-
state Commerce Act, and the requirements, rules, and regulations
prescribed thereunder, and, therefore, is entitled to receive
authority from this Commission to engage in transportation in
interstate or foreign commerce as a motor carrier; and the Com-
mission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby,
granted this Certificate of Public Convenience and Necessity as
evidence of the authority of the holder to engage in transporta-
tion in interstate or foreign commerce as a common carrier by
motor vehicle; subject, however, to such terms, conditions, and
limitations as are now, or may hereafter be, attached to the ex-
ercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this cer-
tificate that the holder thereof shall render reasonably continuous
and adequate service to the public in pursuance of the authority
herein granted, and that failure so to do shall constitute
sufficient grounds for suspension, change, or revocation of this
certificate.

AND IT IS FURTHER ORDERED, That the transportation service
to be performed by the said carrier in interstate or foreign
commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers,
in the same vehicle with passengers,

Between South Plainfield, N. J., and Metuchen, N. J.,
serving all intermediate points except that passengers
may not be transported between New York, N. Y., on the
one hand, and, on the other, the area between the

intersection of Oak Tree Road and Revere Road in South Plainfield, N. J., and the intersection of Plainfield Road and Helene Avenue in Edison Township, N. J., inclusive of both named intersections:

From the junction of Front Street and Oak Tree Road in South Plainfield, N. J., over Oak Tree Road to Edison Township, N. J., and thence over Oak Tree Road in Edison Township, N. J., to Plainfield Road, and thence over Plainfield Road to Metuchen, N. J., and return over the same route.

By the Commission, division 1.

(SEAL)

HAROLD D. McKoy,
Secretary.

SERVICE DATE
APRIL 17, 1964

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

G-15.1

NO. MC 115116 SUB 11

SUBURBAN TRANSIT CORP.,
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 17th day of
April, A. D., 1964.

AFTER DUE INVESTIGATION, It appearing that the above-named
carrier has complied with all applicable provisions of the Inter-
state Commerce Act, and the requirements, rules, and regulations
prescribed thereunder, and, therefore, is entitled to receive
authority from this Commission to engage in transportation in
interstate or foreign commerce as a motor carrier; and the Com-
mission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby,
granted this Certificate of Public Convenience and Necessity as
evidence of the authority of the holder to engage in transporta-
tion in interstate or foreign commerce as a common carrier by
motor vehicle; subject, however, to such terms, conditions, and
limitations as are now, or may hereafter be, attached to the ex-
ercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this cer-
tificate that the holder thereof shall render reasonably continuous
and adequate service to the public in pursuance of the authority
herein granted, and that failure so to do shall constitute
sufficient grounds for suspension, change, or revocation of this
certificate.

AND IT IS FURTHER ORDERED, That the transportation service
to be performed by the said carrier in interstate or foreign
commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and newspapers and express
in the same vehicle with passengers,

Between the Borough of Princeton, N. J., and Trenton,
N. J., serving all intermediate points:

From the Borough of Princeton over U. S. Highway 206
to junction Mercer County Highway 583 (Princeton
Avenue) located at Lawrence Township, N. J., thence
over Princeton Avenue to junction North Broad Street
located at Trenton, thence over North Broad Street
to junction Allen Street, thence over Allen Street
to Perry Street Terminal, located at Trenton; and

Return from Perry Street Terminal over Perry Street to junction North Broad Street, thence over North Broad Street to junction Princeton Avenue, thence over Princeton Avenue to junction U. S. Highway 206, and thence over U. S. Highway 206 to the Borough of Princeton.

Between the Borough of Princeton, N. J., and junction U. S. Highway 206 and Mercer County Highway 583, located at Lawrence Township, N. J., serving all intermediate points:

From the Borough of Princeton over Mercer County Highway 583 at Princeton Township to junction U. S. Highway 206, at Lawrence Township, N. J., and return over the same route.

RESTRICTION: The authority granted herein is restricted against the transportation of passengers originating at points south of Trenton and destined to New York, N. Y., or originating at New York, N. Y., and destined to points south of Trenton.

The authority granted herein to the extent that it duplicates any authority heretofore granted to or now held by carrier shall not be construed as conferring more than one operating right.

By the Commission, division 1.

(SEAL)

HAROLD D. McCoy,
Secretary.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

SERVICE DATE
MARCH 26, 1965

NO. MC 115116 SUB 12
SUBURBAN TRANSIT CORP
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1, held at its office in Washington, D.C., on the 26th day of March, A.D., 1965.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby granted this certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between junction U.S. Highway 9 and New Jersey Highway 440, located in Woodbridge Township, N.J. and New York, N.Y., serving no intermediate points:

From junction U.S. Highway 9 and New Jersey Highway 440 over New Jersey Highway 440 to junction access roads to the Outerbridge Crossing, and thence over such access roads and the Outerbridge Crossing to New York, and return over the same routes.

RESTRICTIONS: The operations authorized above are restricted (1) against the transportation of passengers who originate at Perth Amboy, N.J., and are destined to Staten Island, N.Y., or who originate at Staten Island, N.Y., and are destined to Perth Amboy, N.J., and (2) against the transportation of passengers between Staten Island, N.Y., on the one hand, and, on the Borough of Manhattan, New York, N.Y.

Between Elizabeth, N.J., and New York, N.Y., serving no intermediate points but serving junction New Jersey Turnpike and New Jersey Highway 439 for the purpose of joinder only:

From Elizabeth over New Jersey Highway 439 and Goethals Bridge to New York, N.Y., and return over the same route.

RESTRICTION: The operations authorized immediately above are restricted (1) against the transportation of passengers who originate at Elizabeth, N.J., and are destined to New York, N.Y., or who originate at New York, N.Y., and are destined to Elizabeth, N.J., and (2) against the transportation of passengers between Staten Island, N.Y., on the one hand, and, on the other, the Borough of Manhattan, New York, N.Y.

By the Commission, division 1.

BERTHA F. ARMES
Acting Secretary

(SEAL)

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 115116 SUB 13

SERVICE DATE
JANUARY 4, 1968

SUBURBAN TRANSIT CORP.,
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1, held at its office in Washington D.C., on the 4th day of January, A.D. 1968.

AFTER DUE INVESTIGATION, It appearing that the above named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below;

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers when moving in the same vehicle with passengers,

Between junction Winston Drive and John F. Kennedy Boulevard in Franklin Township (Somerset County), N.J., and New Brunswick, N.J., serving all intermediate points:

From junction Winston Drive and John F. Kennedy Boulevard over John F. Kennedy Boulevard to junction Hamilton Street (County Highway 514), thence over Hamilton Street to New Brunswick, and return over the same route.

The above-described authority to transport passengers was issued pursuant to an application filed on or before January 1, 1967, and therefore incidental charter operations in interstate or foreign commerce may be conducted under rules and regulations prescribed by the Commission pursuant to section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

By the Commission, division 1.

(SEAL)

H. Neil Garson,
Secretary

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1

NO. MC 115116 SUB 15

SERVICE DATE

SUBURBAN TRANSIT CORP
NEW BRUNSWICK, NEW JERSEY

APRIL 7, 1967

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington D.C., on the 7th day of
April, A.D. 1967.

AFTER DUE INVESTIGATION, It appearing that the above named
carrier has complied with all applicable provisions of the
Interstate Commerce Act, and the requirements, rules, and
regulations prescribed thereunder, and, therefore, is entitled
to receive authority from this Commission to engage in trans-
portation in interstate or foreign commerce as a motor carrier;
and the Commission so finding;

IT IS ORDERED, That the said carrier be; and it is hereby,
granted this Certificate of Public Convenience and Necessity
as evidence of the authority of the holder to engage in trans-
portation in interstate or foreign commerce as a common carrier
by motor vehicles; subject, however, to such terms, conditions,
and limitations as are now, or may hereafter be, attached to the
exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this
certificate that the holder thereof shall render reasonably
continuous and adequate service to the public in pursuance of
the authority herein granted, and that failure so to do shall
constitute sufficient grounds for suspension, change, or
revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service
to be performed by the said carrier in interstate or foreign
commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers
when moving in the same vehicle with passengers,

Between the Borough of Princeton, N.J., and East
Brunswick, N.J., serving all intermediate points,
with the right to join this route with carrier's
existing route on the New Jersey Turnpike at Inter-
change No. 9 in East Brunswick, N.J.:

From the Borough of Princeton over Mercer County
Highway 571 to junction New Jersey Highway 33 in
Hightstown, N.J., thence over New Jersey Highway
33 to access roads to the New Jersey Turnpike at
Interchange No. 8, near Hightstown, N.J., thence
over New Jersey Interchange No. 8 access roads to
the New Jersey Turnpike, thence over the New Jersey
Turnpike to Interchange No. 9 at East Brunswick, and
return over the same route.

The above-described authority to transport passengers was
issued pursuant to an application filed on or before
January 1, 1967, and therefore incidental charter operations
in interstate or foreign commerce may be conducted under rules
and regulations prescribed by the Commission pursuant to
section 208 (c) of the Interstate Commerce Act, as amended
November 10, 1966.

By the Commission, division 1.

(SEAL)

H. NEIL GARSON
Secretary

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-1511
NO. MC 115116 SUB 18 SERVICE DATE
JANUARY 15, 1968
SUBURBAN TRANSIT CORP
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1, held at its office in Washington, D.C., on the 15th day of January, A. D. 1968.

AFTER DUE INVESTIGATION, It appearing that the above named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTE:

Passengers and their baggage, and express and newspaper when moving in the same vehicle with passengers,

Between Trenton, N.J. and junction New Jersey Secondary Highway 518 and U.S. Highway 206 in Montgomery Township, N.J., serving all intermediate points: From Trenton over New Jersey Highway 31 to junction New Jersey Secondary Highway 518 Spur, thence over New Jersey Secondary Highway 518 Spur to junction New Jersey Secondary Highway 518 in the Borough of Hopewell, N.J., thence over New Jersey Secondary Highway 518 to junction U.S. Highway 206, and return over the same route.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and therefore no incidental charter operations in interstate or foreign commerce are authorized by section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

By the Commission, division 1.

(SEAL)

H. NEIL GARSON
Secretary

SERVICE DATE
SEPTEMBER 25, 1970

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1
PASS

NO. MC 115116 SUB 20

SUBURBAN TRANSIT CORP
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington D.C. on the 25th day of
September, A. D. 1970.

SERVICE DATE
JULY 1, 1970

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY D-15.1
PASS

NO. MC 115116 SUB 19

SUBURBAN TRANSIT CORP.,
NEW BRUNSWICK, NEW JERSEY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D.C., on the 1st day of
July, A.D. 1970.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

Passengers and their baggage in the same vehicle with passengers, in special operations, in round-trip sightseeing and pleasure tours,

From junction New Jersey Highway 33 and access roads of the New Jersey Turnpike at Interchange No. 8 in the Township of East Windsor, N.J., over New Jersey Highway 33 to junction Applegarth Road and Butcher Road in the Township of Monroe (Middlesex County), and return over the same route.

Between junction New Jersey Highway 33 and Lake Drive in the Township of East Windsor, N.J., and junction New Jersey Highway 33 and Twin Rivers Drive East in the Township of East Windsor, N.J., serving all intermediate points;

From junction New Jersey Highway 33 and Lake Drive in the Township of East Windsor, N.J., over Lake Drive to junction Twin Rivers Drive, thence over Twin Rivers Drive to Twin Rivers Drive East, thence over Twin Rivers Drive East to junction New Jersey Highway 33 in the Township of East Windsor, and return over the same route.

Between junction New Jersey Highway 33 and Twin Rivers Drive East in the Township of East Windsor, N.J., and junction New Jersey Highway 33 and Probasco Road in the Township of East Windsor, N.J., serving all intermediate points:

From junction New Jersey Highway 33 and Twin Rivers Drive East in the Township of East Windsor, N.J., over Twin Rivers Drive East to Twin Rivers Drive North, thence over Twin Rivers Drive North to junction Probasco Road, thence over Probasco Road to junction New Jersey Highway 33 in the Township of East Windsor, and return over the same route.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and therefore no incidental charter operations in interstate or foreign commerce are authorized by section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

by the Commission, division 1.

(SML)

ROBERT L. OSWALD,
Acting Secretary

SERVICE DATE
DECEMBER 2, 1970

PASS
C-15.1

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 115116 SUB 21

SUBURBAN TRANSIT CORP.,
(750 SOMERSET ST.)
NEW BRUNSWICK, NEW JERSEY 08901

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 2nd day of
December, A. D. 1970:

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between junction Amboy Avenue, Main Street and Woodbridge Avenue; and the New Jersey Turnpike at Interchange No. 10, both in Edison Township, N. J., serving all intermediate points, and serving the New Jersey Turnpike at Interchange No. 10 for the purpose of joinder only:

From junction Amboy Avenue, Main Street and Woodbridge Avenue over Woodbridge Avenue to access roads to the New Jersey Turnpike at Interchange No. 10, thence over New Jersey Turnpike access roads to the New Jersey Turnpike, and return over the same route.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and therefore, no incidental charter operations in interstate or foreign commerce are authorized by section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

By the Commission, division 1.

ROBERT L. OSWALD,
Secretary

(SEAL)

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1
Pass.

NO. MC 115116 SUB 23

SERVICE DATE
MAY 25, 1972

SUBURBAN TRANSIT CORP.,
(750 SOMERSET STREET,)
NEW BRUNSWICK, NEW JERSEY 08901

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 25th day of
May, 1972.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers,
in the same vehicle with passengers,

Between Trenton, N. J., and Lawrence Township, N. J.,
serving all intermediate points:

From Trenton over U. S. Highway 1 to junction U. S. Highway 206, thence over U. S. Highway 206 to junction Mercer County Highway 583 in Lawrence Township, and return over the same route.

Between junction U. S. Highways 1 and 206, and junction U. S. Highway 1 and New Road in South Brunswick Township, N. J., serving all intermediate points:

From junction U. S. Highways 1 and 206 over U. S. Highway 1 to junction New Road, and return over the same route.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and, therefore, no incidental charter operations in interstate or foreign commerce are authorized by section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

Any duplication of authority granted herein or to the extent that such authority duplicates any heretofore granted to or now held by carrier shall not be construed as conferring more than one operating right.

By the Commission, division 1.

ROBERT L. OSWALD,
Secretary

(SEAL)

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

**C/15.1
Pass**

**SERVICE DATE
JANUARY 29, 1973**

NO. MC 115116 SUB 24

**SUBURBAN TRANSIT CORP.,
(750 SOMERSET STREET,)
NEW BRUNSWICK, NEW JERSEY 08901**

**At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 29th day of
January, 1973.**

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

**Between Trenton, N. J., and Hightstown, N. J.,
serving all intermediate points:**

From Trenton, over New Jersey Highway 33 to junction New Jersey Secondary Highway 526 in Washington Township (Mercer County), N. J., thence over New Jersey Secondary Highway 526 to Allentown, N. J., thence over New Jersey Secondary Highway 539 to Hightstown, and return over the same route.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and, therefore, no incidental charter operations in interstate or foreign commerce are authorized by section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

By the Commission, division 1.

(SEAL)

ROBERT L. OSWALD,
Secretary

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1
PASS

SERVICE DATE
APRIL 11, 1973

NO. MC 115116 SUB 25

SUBURBAN TRANSIT CORP.,
(750 SOMERSET STREET,)
NEW BRUNSWICK, NEW JERSEY 08901

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 11th day of
April, 1973.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

IRREGULAR ROUTES:

Passengers and their baggage, in the same vehicle with passengers, in special operations, in round-trip sightseeing and pleasure tours,

Beginning and ending at the Borough of Hightstown
and the Townships of East Windsor and West Windsor,
in Mercer County, N. J., and the Township of Monroe,
in Middlesex County, N. J., and extending to points
in the United States including Alaska but excluding
Hawaii.

By the Commission, division 1.

(SEAL)

ROBERT L. OSWALD,
Secretary

CORRECTED
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY C-15.1-PASS

NO. MC 115116 SUB 26*

SERVICE DATE

SUBURBAN TRANSIT CORP.,
NEW BRUNSWICK, NEW JERSEY

JAN 9 1976

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 4th day of
August, 1975.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage and express and newspapers
in the same vehicle with passengers,

Between junction New Jersey Highway 33, Applegarth Road and Butcher Road, in the Township of Monroe (Middlesex County), N. J., and the New Jersey Turnpike at Interchange No. 8A in the Township of Monroe (Middlesex County), N. J., serving all intermediate points:

From junction New Jersey Highway 33, Applegarth Road and Butcher Road, in the Township of Monroe (Middlesex County), N. J., over Applegarth Road to junction Forsgate Drive, thence over Forsgate Drive to access roads to the New Jersey Turnpike at Interchange No. 8A, thence over New Jersey Turnpike Interchange No. 8A access roads to New Jersey Turnpike, in the Township of Monroe (Middlesex County), N. J., and return over the same route.

Between junction New Jersey Highway 33 and New Jersey Secondary Highway 526 in Washington Township (Mercer County), N. J., and junction U. S. Highway 130 and U. S. Highway 1 in North Brunswick Township, N. J., serving all intermediate points:

From junction New Jersey Highway 33 and New Jersey Secondary Highway 526 in Washington Township (Mercer County), N. J., over New Jersey Highway 33 to junction U. S. Highway 130, thence over U. S. Highway 130 to junction U. S. Highway 1 in North Brunswick Township, N. J., and return over the same route.

Between junction U. S. Highway 130 and Forsgate Drive in South Brunswick Township, N. J., and the New Jersey Turnpike at Interchange No. 8A in the Township of Monroe (Middlesex County), N. J., serving all intermediate points:

From junction U. S. Highway 130 and Forsgate Drive in South Brunswick Township, N. J., over Forsgate Drive to access roads to the New Jersey Turnpike at Interchange No. 8A, thence over New Jersey Turnpike Interchange No. 8A access roads to the New Jersey Turnpike in the Township of Monroe (Middlesex County), N. J., and return over the same route.

Between Trenton, N. J., and the New Jersey Turnpike at Interchange No. 8, in the Township of East Windsor, N. J., serving all intermediate points:

From Trenton over Interstate Highway 195 to access roads to the New Jersey Turnpike at Interchange No. 7A in Washington Township (Mercer County), N. J., thence over New Jersey Turnpike Interchange No. 7A access roads to the New Jersey Turnpike, thence over the New Jersey Turnpike to Interchange No. 8 of New Jersey Turnpike (a presently authorized service point) in the Township of East Windsor, N. J., and return over the same route.

Between Trenton, N. J., and junction U. S. Highway 206 and Interstate Highway 195 in Hamilton Township, N. J., serving all intermediate points:

From Trenton over U. S. Highway 206 to access roads to Interstate Highway 195 in Hamilton Township, N. J., thence over Interstate Highway 195 access roads to Interstate Highway 195 in Hamilton Township, N. J., and return over the same route.

Between junction New Jersey Highway 33 and U. S. Highway 130 in Washington Township (Mercer County), N. J., and junction U. S. Highway 130 and Interstate Highway 195 in Hamilton Township, N. J., serving all intermediate points:

From junction New Jersey Highway 33 and U. S. Highway 130 in Washington Township (Mercer County), N. J., over U. S. Highway 130 to access roads to Interstate Highway 195 in Hamilton Township, N. J., thence over Interstate Highway 195 access roads to Interstate Highway 195 in Hamilton Township, N. J., and return over the same route.

RESTRICTION: The authority granted herein is restricted against the transportation of passengers and their baggage and express and newspapers moving between New York, N. Y., and points beyond, on the one hand, and, on the other, Philadelphia, Pa., and points beyond.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and therefore no incidental charter operations in interstate or foreign commerce are authorized by section 208(c) of the Interstate Commerce Act, as amended November 10, 1966.

By the Commission, division 1.

(SEAL)

ROBERT L. OSWALD,
Secretary

*This corrected certificate is issued for the purpose of correcting certain errors in the certificate served August 4, 1975.

NO. MC 115116 SUB 27

SUBURBAN TRANSIT CORP.,
NEW BRUNSWICK, NEW JERSEY

SERVICE DATE

NOV 4 1974

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 4th day of
November, 1974.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

Passengers and their baggage, and express and newspapers,
in the same vehicle with passengers,

Between junction Somerset County Highway 518 and
U. S. Highway 206 on Montgomery Township, N. J., and
junction Somerset County Highway 514 and John F. Kennedy
Boulevard in Franklin Township (Somerset County), N. J.
serving all intermediate points:

From junction Somerset County Highway 518 and U. S. Highway 206 in Montgomery Township, over U. S. Highway 206 to junction Somerset County Highway 514 in Hillsborough Township, N. J., and thence over Somerset County Highway 514 to junction John F. Kennedy Boulevard in Franklin Township (Somerset County), N. J., and return over the same route.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and therefore no incidental charter operations in interstate or foreign commerce are authorized by section 208 (c) of the Interstate Commerce Act, as amended November 10, 1966.

By the Commission, division 1.

(SEAL)

ROBERT L. OSWALD,
Secretary

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

C-15.1
Pass.

NO. MC 115116 SUB 30

SERVICE DATE

SUBURBAN TRANSIT CORP.,
BRUNSWICK, NEW JERSEY

NOV 3 1977

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 1,
held at its office in Washington, D. C., on the 3rd day of
November, 1977.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTE:

Passengers and their baggage, and express and newspapers in the same vehicle with passengers,

Between points in East Brunswick, N. J., serving no intermediate points:

From junction New Jersey Highway 18 and access roads to the New Jersey Turnpike, over New Jersey Highway 18 to junction Old Bridge Turnpike, thence over Old Bridge Turnpike to the East Brunswick Transportation and Commerce Center (located at the junction of New Jersey Highway 18 and Tices Lane), and continuing over Old Bridge Turnpike to junction Tices Lane, thence over Tices Lane to East Brunswick Transportation and Commerce Center, and return over the same route.

From the East Brunswick Transportation and Commerce Center over New Jersey Highway 18 to junction with access roads to the New Jersey Turnpike, also from the East Brunswick Transportation and Commerce Center over Tices Lane to junction New Jersey Highway 18, thence over New Jersey Highway 18 to junction access roads to the New Jersey Turnpike, and also from East Brunswick transportation and Commerce Center over Old Bridge Turnpike to junction Tices Lane, thence over Tices Lane to junction New Jersey Highway 18, thence over New Jersey Highway 18 to junction access roads to the New Jersey Turnpike, and return over the same routes.

The above-described authority to transport passengers was issued pursuant to an application filed after January 1, 1967, and therefore no incidental charter operations in interstate or foreign commerce are authorized by section 208 (c) of the Interstate Commerce Act, as amended November 10, 1966.

By the Commission, division 1.

(SEAL)

H. G. HOMME, JR.,
Acting Secretary

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

No. MC-115116 (Sub No. 32F)

SUBURBAN TRANSIT CORP.,
New Brunswick, New Jersey

SERVICE DATE

MAY 26 1981

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier by motor vehicle, in interstate or foreign commerce, over regular routes, transporting passengers and their baggage and express and newspapers in the same vehicle with passengers, (1) between the Township of Monroe (Middlesex County), NJ, and East Brunswick, NJ, as follows: From junction Forsgate Drive and Applegarth Road in the Township of Monroe (Middlesex County), NJ, over Forsgate Drive to junction East Railroad Avenue in Jamesburg, NJ, then over East Railroad Avenue to junction Stockton Avenue, then over Stockton Avenue to junction Lincoln Avenue, then over Lincoln Avenue to junction Helmetta Road, then over Helmetta Road to junction Main Street at or near the Township of Monroe, NJ, - Helmetta, NJ, boundary line, then over Main Street to junction Old Bridge - New Brunswick Turnpike in East Brunswick, NJ, then over Old Bridge - New Brunswick Turnpike to junction access roads to New Jersey Highway 18 near the junction of Main Street and Old Bridge - New Brunswick Turnpike, then over New Jersey Highway 18 access roads to New Jersey Highway 18, then over New Jersey Highway 18 to junction access roads of the New Jersey Turnpike at Interchange No. 9 in East Brunswick, NJ, then over such access roads to the New Jersey Turnpike, and return over the same route except operating directly from New Jersey Highway 18 to Main Street via connecting access road in East Brunswick, NJ, serving all intermediate points. (2) Between points in East Brunswick, NJ, as follows: From the East Brunswick Transportation and Commerce Center in East Brunswick, NJ over Tices Lane to junction New Jersey Highway 18 in East Brunswick, NJ, serving all intermediate points.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC-115116 SUB. 34*

SUBURBAN TRANSIT CORP.
NEW BRUNSWICK, NEW JERSEY

SERVICE DATE

OCT. 1 1981

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

JAMES H. BAYNE
ACTING SECRETARY

(SEAL)

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting Passengers and their baggage and express and newspaper in the same vehicle with passengers, between the New Brunswick, New Jersey-Franklin Township, New Jersey Boundary line and Manville, New Jersey, serving all intermediate points: From the New Brunswick-Franklin Township Boundary line over Somerset County Highway 527, in Franklin Township, to South Bound Brook, New Jersey, then over city streets to junction unnumbered highways in Franklin Township, then over unnumbered highways and city streets to Manville, and return over the same route.

*This certificate cancels that portion of certificate No. MC-3647 Sub.237 issued March 3, 1960, acquired by the above named carrier pursuant to MC-F-14010F.

And it is further ordered, that this certificate shall cancel that portion of certificate No. MC-3647 Sub.237 issued March 3, 1960 not acquired by the above named carrier.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC 115116 SUB 35

SUBURBAN TRANSIT CORP.
NEW BRUNSWICK, NEW JERSEY

SERVICE DATE

APR 21 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers, in charter and special operations, between points in the United States (except Hawaii).

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC 115116 SUB 36

SUBURBAN TRANSIT CORP.
NEW BRUNSWICK, NEW JERSEY

SERVICE DATE

AUG 22 1984

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

KATHLEEN M. KING
ACTING SECRETARY

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

NOTE: Applicant is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c) (2)(E).

To operate as a common carrier, by motor vehicle, in interstate or foreign, and intrastate commerce, over regular routes, transporting passengers, (1) between junction Old Stage Road and Summerhill Road in East Brunswick, NJ, and junction Main Street and U.S. Hwy 1 in North Brunswick Township, NJ: from junction Old Stage Road and Summerhill Road in East Brunswick, NJ, over Old Stage Road to junction New Brunswick Avenue; then over New Brunswick Avenue to junction Rues Lane; then over Rues Lane to junction Ryders Lane; then over Ryders Lane to junction Milltown Road; then over Milltown Road to where it becomes Main Street; then over Main Street to junction U.S. Hwy 1 in North Brunswick Township, and return over the same route; (2) between junction Rues Lane and New Brunswick Avenue in East Brunswick, NJ, and New Jersey Hwy 18 in East Brunswick, NJ, over Rues Lane; and (3) between junction Main Street and Summerhill Road in Spotswood, NJ, and junction Summerhill Road and New Jersey Hwy 18 in East Brunswick, NJ: from junction Main Street and Summerhill Road in Spotswood, NJ, over Summerhill Road to junction New Jersey Hwy 18 in East Brunswick, NJ, and return over the same route, and serving all intermediate points in (1) through (3) above.

NOTE: Applicant may tack this authority with existing regular-route authority.

SERVICE DATE

JUN 17 1985

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

MC-115116 Sub 37 *

SUBURBAN TRANSIT CORP.
New Brunswick, NJ

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

Noreta R. McGee
Acting Secretary

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

*Applicant is authorized to provide regular route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

To operate as a common carrier, by motor vehicle, in interstate, intrastate, or foreign commerce, over regular routes, transporting passengers, (1) between junction Cranbury Road and New Jersey Highway 32 (Forsgate Drive) in South Brunswick, NJ, and junction Cranbury Road and New Jersey Highway 18 in East Brunswick, NJ, over Cranbury Road; (2) between junction Dunhams Corner Road and Cranbury Road at the East Brunswick, NJ-South Brunswick Township, NJ boundary line and junction Dunhams Corner Road and Cranbury Road in East Brunswick, NJ, over Dunhams Corner Road; (3) between junction Ryders Lane and Milltown Road in East Brunswick, NJ and junction Ryders Lane and U.S. Highway 1 in New Brunswick, NJ, over Ryders Lane; (4) between junction South Main Street and Washington Avenue in Milltown, NJ, and junction Tices Lane and New Jersey Highway 18 in East Brunswick, NJ, from junction South Main Street and Washington Avenue in Milltown, NJ, over Washington Avenue to junction Ryders Lane and Tices Lanes at the Milltown, NJ - East Brunswick, NJ, boundary line, then over Tices Lane to junction New Jersey Highway 18 in East Brunswick, NJ, and return over the same route; (5) between junction Milltown Road and Ryders Lane in East Brunswick, NJ, and junction Milltown Road and New Jersey Highway 18 in East Brunswick, NJ, over Milltown Road; (6) between junction Harts Lane and Milltown Road in East Brunswick, NJ and junction Harts Lane and Tices Lane in East Brunswick, NJ, over Harts Lane; (7) between junction Fern Road and Old Stage Road in East Brunswick, NJ and junction Fern Road and Dunhams Corner Road in East Brunswick, NJ, over Fern Road; (8) between junction Old Stage Road and New Brunswick Avenue at the East Brunswick, NJ - Spotswood, NJ boundary line and junction Helmetta Boulevard and Cranbury Road at the East Brunswick, NJ - South Brunswick Township, NJ boundary line, from junction Old Stage Road and New Brunswick Avenue at the East Brunswick, NJ - Spotswood, NJ boundary line, over Old Stage Road to junction Helmetta Boulevard, then over Helmetta Boulevard to junction Cranbury Road at the East Brunswick, NJ - South Brunswick Township boundary line, and return over the same route, serving all intermediate points in (1) through (8) above.

INTERSTATE COMMERCE COMMISSION

CORRECTED PERMIT*

MC-115116 SUB 38

SUBURBAN TRANSIT CORP.
New Brunswick, NJ

SERVICE DATE

AUG 4 1989

This Permit is evidence of the carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); the execution of contracts (49 CFR 1053)*; and for passenger carriers, tariffs or schedules (49 CFR 1312).

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

NORETA R. MCGEE
Secretary.

(SEAL)

*While the execution of contracts must be accomplished, it is unnecessary to file them with the Commission.

NOTE: If there are discrepancies regarding this Permit, please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, and in intrastate commerce over the same routes, over regular routes, transporting passengers, (1) between East Brunswick, NJ, and New York, NY: from junction New Jersey Turnpike and NJ Hwy 18 at Interchange No. 9, in East Brunswick, over the New Jersey Turnpike to junction Interstate Hwy 495, then over Interstate Hwy 495 and through the Lincoln Tunnel to New York, and return over the same route; (2) between New Brunswick, NJ, and New York, NY: from junction US Hwy 1 and NJ Hwy 18 in New Brunswick, over US Hwy 1 to junction US Hwy 9, then over combined US Hwys 1/9 to Jersey City, NJ, then over Business Route US Hwys 1/9 and through the Holland Tunnel to New York, and return over the same route; (3) between Newark, NJ, and Jersey City, NJ: from junction combined US Hwys 1/9 and Interstate Hwy 78 in Newark, over Interstate Hwy 78 to junction New Jersey Turnpike, then over New Jersey Turnpike Newark Bay/Hudson County Extension to junction Business Route US Hwys 1/9 in Jersey City, and return over the same route; (4) between junction Interstate Hwy 195 and Hamilton Square-Yardville Rd., in Hamilton Township, NJ, and intersection NJ Hwy 33 and Hamilton Square-Yardville Rd., in Hamilton Township, NJ, over Hamilton Square-Yardville Rd.; (5) between intersection US Hwy 130 and Kuser Rd., in Hamilton Township, NJ, and intersection Hamilton Ave. and Kuser Rd., in Hamilton Township, NJ, over Kuser Rd.; (6) between intersection White Horse Ave. and Hamilton Square-White Horse Rd., in Hamilton Township, NJ, and intersection NJ Hwy 33 and Hamilton Square-White Horse Rd., in Hamilton Township, NJ, over Hamilton Square-White Horse Rd.; (7) between intersection S. Broad St. and White Horse Ave., in Hamilton Township, NJ, and intersection NJ Hwy 33 and Mercerville-White Horse Rd., in Hamilton Township, NJ: from intersection S. Broad St. and White Horse Ave. over White Horse Ave. to intersection Mercerville-White Horse Rd., then over Mercerville-White Horse Rd. to intersection NJ Hwy 33, and return over the same route; (8) between junction Interstate Hwy 195 and Interstate Hwy 295, in Hamilton Township, NJ, and junction US Hwy 1 and Interstate Hwy 295, in Lawrence Township, NJ, over Interstate Hwy 295; (9) between intersection S. Broad St. and Hamilton Ave., in Trenton, NJ, and intersection NJ Hwy 33 and Hamilton Ave., in Hamilton Township, NJ, over Hamilton Ave.; (10) between intersection NJ Hwy 33 and Klockner Rd., in Hamilton Township, NJ, and intersection Kuser Rd. and Klockner Rd., in Hamilton Township, NJ, over Klockner Rd.; and (11) between intersection Hamilton Ave. and Cypress Lane, in Hamilton Township, NJ, and intersection Mercerville-White Horse Rd. and Cypress Lane, in Hamilton Township, NJ, over Cypress Lane; serving all intermediate points in (1) through (11) above.

*This permit cancels the Certificate in MC-115116 Sub 38, issued July 18, 1989, in error.

INTERSTATE COMMERCE COMMISSION

PERMIT

No. MC 115116 (Sub 39)

SUBURBAN TRANSIT CORP.
NEW BRUNSWICK, NJ

SERVICE DATE

AUG 22 1989

This Permit is evidence of the carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); the execution of contracts (49 CFR 1053)*; and for passenger carriers, tariffs or schedules (49 CFR 1312).

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

NORETA R. MCGEE,
Secretary.

*While the execution of contracts must be accomplished, it is unnecessary to file them with the Commission.

NOTE: If there are discrepancies regarding this Permit, please notify the Commission within 30 days.

To operate as a contract carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers and their baggage, between points in the U.S., under continuing contract(s) with persons or organizations requiring passenger service.

INTERSTATE COMMERCE COMMISSION

SERVICE DATE

DECISION

OCT 11 1989

No. 40304

SUBURBAN TRANSIT CORP.--
EXEMPTION FROM TARIFF FILING REQUIREMENTS

Decided: October 3, 1989

Suburban Transit Corp. has filed a petition requesting exemption from the tariff filing requirements of 49 U.S.C. 10702, 10761, and 10762. In Exemption-Mtr. Contr. Car.--Tariff Filing Requirements, 133 M.C.C. 150 (1983), aff'd Central & Southern Motor Freight Tariff Association v. United States, 757 F.2d 301 (D.C. Cir. 1985), the Commission exempted all motor contract carriers of property from the otherwise applicable tariff filing requirements. However, passenger contract carriers that desire relief from the tariff filing requirements must continue to file individual petitions, 133 M.C.C. at 152.

Petitioner holds irregular-route motor contract carrier authority in Permit No. MC-115116 (Sub-No. 39) to transport passengers and their baggage between points in the United States, under continuing contract(s) with persons or organizations requiring passengers service. Petitioner asserts that the above-noted tariff filing requirements are burdensome to it in that they prevent it from effectively and speedily responding to market conditions, particularly in situations compelling a prompt decrease in rates in order to meet competition. Petitioner avers that an exemption from these tariff filing requirements would enable it to react more promptly to competitive market conditions by expeditiously lowering its rates to meet competition.

We see no reason to deny petitioner the savings to be realized from a tariff filing requirement exemption for existing and future contracts. It appears that exemption of this carrier from the requirement that it file tariffs covering its existing and future contract operations is consistent with the public interest and the transportation policy of 49 U.S.C. 10101. Accordingly, we propose to grant petitioner an exemption. The exemption will become effective automatically at the close of the comment period if no timely filed adverse comments are received. However, if timely filed adverse comments are received, the Commission will issue a decision within 20 days of the close of the comment period.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. Under 49 U.S.C. 10702(b), 10761(b), and 10762(f), we propose to grant petitioner an exemption from the contract carrier tariff filing requirements for existing and future contracts.

2. The grant will be effective at the close of the comment period unless timely filed adverse comments are received. Comments are due by October 26, 1989. If no adverse comments are timely filed, petitioner shall, within 20 days of the close of the comment period, file with the Commission amendments to petitioner's currently effective tariff(s) directing the cancellation of those tariffs (or portions thereof) made obsolete

by this decision; the amendments shall bear an effective date the same as the effective date of exemption. If timely filed adverse comments are received, the Commission will issue a decision within 20 days of the close of the comment period.

By the Commission, Chairman Gradison, Vice Chairman Simmons, Commissioners Andre, Lamboley, and Phillips.

(SEAL)

Noreta R. McGee
Secretary

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-115116 Sub 33F *

SUBURBAN TRANSIT CORP.,
New Brunswick, NJ

SERVICE DATE

JAN 28 1981

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

Agatha L. Mergenovich
Secretary

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting passengers and their baggage and express and newspapers in the same vehicle with passengers, (1) between Hillsborough and Manville, NJ: From the junction of U.S. Hwy 206 and Somerset County Hwy 514 (Amwell Road) in Hillsborough Township, NJ, over U.S. Hwy 206 to junction of Brooks Blvd, then over Brooks Blvd to Manville, and return over the same routes, serving all intermediate points; (2) between Millstone and Manville, NJ: From the junction of Somerset County Hwy 514 (Amwell Road) and Millstone River Road in the Borough of Millstone, NJ, then over Millstone River Rd to Manville, and return over the same routes, serving all intermediate points; (3) between the junction of John F. Kennedy Blvd and Winston Drive in Franklin Township, NJ, and the junction of County Hwy 527 (Easton Ave) in Franklin Township, NJ over John F. Kennedy Blvd, and return over the same routes, serving all intermediate points; (4) between Franklin Township, NJ, and New York, NY: From the junction of Weston Canal Road and access roads to Interstate Hwy 287 in Franklin Township, then over access roads and Interstate Hwy 287 to the junction of Interstate Hwy 287 and the access roads of the NJ Turnpike at Interchange 10 in Edison, NJ, then over the access roads and the NJ Turnpike to the access roads at the NJ Turnpike Interchange 16E in Secaucus, NJ, then over the access roads and Interstate Hwy 495 (also known as NJ 3 and the Depressed Hwy) to the Lincoln Tunnel, then through the Lincoln Tunnel to New York, and return over the same routes, serving the intermediate points for purposes of joinder only; (5) between the junction of Easton Avenue and access roads to Interstate Hwy 287 in Franklin Township, NJ, and Interstate Hwy 287, over access roads in Franklin Township, and return over the same route, serving the intermediate points for purposes of joinder only; (6) between Manville, NJ, and South Bound Brook, NJ: From Manville over Finderne Avenue to the junction of Main Street in Bridgewater Township, NJ, then over Main Street and Talmadge Avenue to the junction of Columbus Place in the Borough of Bound Brook, NJ, then over Columbus Place to the junction of Main Street, then over Main Street to the junction of South Main Street, then over South Main Street to the junction of County Hwy 527 (Main Street) in the Borough of South Bound Brook, and return from the junction of County Hwy 527 and South Main Street in the Borough of South Bound Brook, over South Main Street to the junction of Main Street, Bound Brook, then over Main Street to the junction of Main Street and East High Street, then over East High Street to the junction of East High Street and East Street, then over East Street to the junction of East Street and Main Street, then over the aforesaid route to Manville, serving all intermediate points; and (7) between points in Bridgewater Township, NJ: From junction Adamsville, R. and Main Street, at the Bridgewater-Somerville, NJ municipal boundary line, over Main Street, to junction Finderne Avenue, and return over the same route, serving all intermediate points.

* NOTE: This certificate cancels Certificates No. MC-115116 Sub 33F, issued under the service dates of August 6, 1980; October 22, 1980; and December 2, 1980.



State of New Jersey

DEPARTMENT OF PUBLIC UTILITIES
BOARD OF PUBLIC UTILITY COMMISSIONERS
101 COMMERCE STREET
NEWARK, NEW JERSEY 07102

3/14/74
R&MC

DOCKET NO. 7311-937

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NJPUC NO. 103C

COMPANY SUBURBAN TRANSIT CORP.

ADDRESS 750 Somerset Street, New Brunswick, N. J.

At a Session of the BOARD OF PUBLIC UTILITY COMMISSIONERS, held at its offices in Newark, New Jersey, on the seventh day of March, 1974.

AFTER DUE INVESTIGATION, it appearing that the above named carrier has complied with all the applicable provisions of the Laws of 1973, Chapter 158 and of the rules and regulations of the Board of Public Utility Commissioners, therefore, is entitled to receive authority from the Board to engage in transportation in intrastate commerce as a charter and special bus operator; and the Board so finding,

IT IS ORDERED, That the said carrier be, and is hereby granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in intrastate commerce in charter and special bus operations, subject, however, to such terms, conditions, and limitations as now, or hereafter may be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder hereof shall render safe, adequate and proper service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in intrastate commerce pursuant to this certificate shall be as specified below:

Charter and special bus operations over irregular routes within New Jersey.

This certificate shall remain in full force and effect unless revoked for good cause by the Board.

DATED: March 14, 1974
(SEAL)

BOARD OF PUBLIC UTILITY COMMISSIONERS
BY: (SIGNED)

I HEREBY CERTIFY that the within document is a true copy of the original in the (SIGNED) Board of Public Utility Commissioners.

ANTHONY J. GROSSI
PRESIDENT

Ralph C. Caprio
RALPH C. CAPRIO
Secretary



New York State Carrier Database

Motor Carriers

State Operating Authority and Registration information.

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Company Information

Carrier Name: **SUBURBAN TRAILS, INC.**

USDOT Number: 314581

NYSDOT Number: 33053

Address: Somerset Street

City: New Brunswick

State: NJ

County: Out-Of-State

Zip: 08901

Phone: 7322491100

Email: brett.burke@coachusa.com

Case ID: 4493

Status: Active



SERVED

JUN 27 1996

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
ALBANY, N.Y. 12232

PERMIT

CASE: 33053 DATED: June 26, 1996

SUBURBAN TRAILS, INC.
750 Somerset Street
New Brunswick, NJ 08901

This Permit is evidence of the above named carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This Permit will be effective as long as the carrier maintains compliance with the Department's requirements pertaining to insurance coverage for the protection of the public; filing of contracts; vehicle identification; and for passenger carriers, inspection of vehicles. The carrier has an obligation to render continuous and adequate service to the public in accordance with the transportation authorized by this permit. Failure to meet these conditions will constitute grounds for the suspension, change, or revocation of this Permit.

This Permit is subject to any terms, conditions, limitations as are now, or may later be attached to this privilege.

The transportation service authorized herein is described on the reverse side of this document.

By the Intermodal Operations Bureau

REFERENCE New Service Application filed November 6, 1995.

MCC:md

NOTE: If there are any discrepancies regarding this document, please notify the Department within 30 days.

Case: 3305344

Chartered and special parties, as defined in Section 700.1 (i) and (j) of Title 17 of the Official Compilation of Codes, Rules and Regulations of the State of New York:

From origins at all points in the City of New York to all points in the State, and return, when such transportation completes a round trip by the same chartered or special party.



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STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
ALBANY, N.Y. 12232

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REFERENCE New Service Application filed November 6, 1995.

MCC:md

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Case: 33053

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From origins at all points in the City of New York to all points in the State, and return, when such transportation completes a round trip by the same chartered or special party.



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

1200 New Jersey Ave., S.E.
Washington, DC 20590

SERVICE DATE
12/14/2009

CERTIFICATE

MC - 126430
TRENTWAY-WAGAR, INC.
PETERBOROUGH, ON

This Certificate is evidence of the carrier's authority to engage in transportation of passengers over regular routes in interstate or foreign commerce.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR Part 387) and the designation of agents upon whom process may be served (49 CFR Part 366). Failure to maintain compliance with these requirements will constitute sufficient grounds for revocation of this authority.

This Certificate authorizes regular-route transportation entirely in one State as a motor carrier of passengers if such intrastate transportation is provided on a route over which the carrier provides interstate transportation of passengers.

This Certificate supersedes any route-specific authority issued by the Federal Motor Carrier Safety Administration or its predecessor agencies.

The effective date is June 15, 2009.

A handwritten signature in cursive script, reading "Jeffrey L. Secrist".

Jeffrey Secrist, Chief
Information Systems Division

NOTE: Willful noncompliance with DOT safety fitness requirements, applicable safety regulations or DOT regulations implementing the Americans with Disabilities Act could result in a proceeding requiring the holder of this Certificate to show cause why this authority should not be suspended or revoked.

FMCSA MC-ECC
1200 New Jersey Ave., S.E.
Washington, DC 20590

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE \$300

TRENTWAY-WAGAR, INC.
791 WEBBER AVE
PETERBOROUGH, ON K9J 7B1

SERVICE DATE
August 07, 1995

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

MC 126430 SUB 8 C

TRENTWAY-WAGAR, INC.
PETERBOROUGH, ON, CD

This Certificate is evidence of the carrier's authority to engage in transportation as a **common carrier of passengers** by motor vehicle in interstate or foreign commerce.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to maintain compliance will constitute sufficient grounds for revocation of this authority.

For common carriers with irregular route authority: Any irregular route authority in this Certificate may not be tacked or joined with other irregular route authority unless joinder is specifically authorized. Any regular routes authorized in this Certificate may be tacked or joined with one another and with other interstate regular route authority you hold, at any common service points, unless joinder is specifically prohibited.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

VERNON A. WILLIAMS
Secretary

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting passengers: (1) between the port of entry on the international boundary between the U.S. and Canada at Detroit, MI, and Detroit, MI, through the Detroit-Windsor Tunnel; and (2) between the port of entry on the international boundary between the U.S. and Canada at Detroit, MI, and Detroit, MI, across the Ambassador Bridge; serving all intermediate points in (1) and (2) above.

TRENTWAY-WAGAR

NOV 23 REC

RECEIVED

PM-26

(Rev. 10/84)

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

No. MC-126430 (Sub-7)**

TRENTWAY-WAGAR, INC.
PETERBOROUGH, ONTARIO, CD

SERVICE DATE
NOV 15 1993

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

SIDNEY L. STRICKLAND, JR.
Secretary

(SEAL)

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

NOTE: The carrier is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting; (1) passengers and their baggage, (a) between Buffalo, NY, and the boundary of the United States and Canada, serving all intermediate points: from Buffalo over the Peace Bridge to the boundary of the United States and Canada, and return over the same route; (b) between Niagara Falls, NY, and the boundary of the United States and Canada, serving all intermediate points: from Niagara Falls over the Lower Arch Bridge to the boundary of the United States and Canada (also from Niagara Falls over the Rainbow Bridge to the boundary of the United States and Canada), and return over the same route; (c) between Goat Island, NY, and the boundary of the United States and Canada, serving all intermediate points: from Goat Island over the Lower Arch Bridge to the boundary of the United States and Canada (also from Goat Island over the Rainbow Bridge to the boundary of the United States and Canada), and return over the same route; (d) between Prospect Park, NY, and the boundary of the United States and Canada, serving all intermediate points: from Prospect Park over the Lower Arch Bridge to the boundary of the United States and Canada (also from Prospect Park over the Rainbow Bridge to the boundary of the United States and Canada), and return over the same route; and (e) between Niagara Falls, NY, and the boundary of the United States and Canada at Lewiston Bridge, south of Lewiston, NY, serving no intermediate points: from Niagara Falls over Niagara Rapids Boulevard to junction New York Highway 18, then over New York Highway 18 to junction New York Highway 18-E, then over New York Highway 18-E to Lewiston Bridge, then to the boundary of the United States and Canada, and return over the same route; (2) passengers and their baggage, and newspapers in the same vehicle with passengers, in foreign commerce, between Buffalo, NY, and the boundary of the United States and Canada, serving all intermediate points: from Buffalo over city streets and the Peace Bridge to the boundary of the United States and Canada, and return over the same route; (3) passengers and their baggage, and express and newspapers in the same vehicle with passengers, in connection with movements over routes in Canada, between Buffalo, NY, and the boundary of the United States and Canada at Peace Bridge: from Buffalo over city streets to the boundary of the United States and Canada at Peace Bridge, and return over the same route; (4) passengers and their baggage, in special operations on round-trip sightseeing or pleasure tours, beginning and ending at Buffalo, during the season of open navigation on the Great Lakes, between Buffalo, NY, and the boundary of the United States and Canada, serving no intermediate points: from Buffalo over the Peace Bridge to the boundary of the United States and Canada; and return from the boundary of the United States and Canada over the Lower Arch Bridge to Niagara Falls, NY, then over New York Highway 384 to Buffalo.

RESTRICTION: The authority specified immediately above is restricted to the transportation of passengers having had an immediately prior movement by boat, or holding tickets for an immediately subsequent movement by boat.

****This certificate cancels Certificate No. MC-1096 (Sub-0), issued August 25, 1960, with respect to that portion of the operating rights acquired pursuant to No. MC-FC-86884.**

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate to show cause why this authority should not be suspended or revoked.

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

No. MC-126430 (Sub-7)**

TRENTWAY-WAGAR, INC.
PETERBOROUGH, ONTARIO, CD

SERVICE DATE

NOV 26 1993

This Certificate is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); and tariffs or schedules (49 CFR 1312). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this Certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

SIDNEY L. STRICKLAND, JR.
Secretary

(SEAL)

NOTE: If there are any discrepancies regarding this document, please notify the Commission within 30 days.

NOTE: The carrier is authorized to provide regular-route transportation in intrastate commerce and also must comply with requirements at 49 USC 10922(c)(2)(E).

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over regular routes, transporting; (1) passengers and their baggage, (a) between Buffalo, NY, and the boundary of the United States and Canada, serving all intermediate points: from Buffalo over the Peace Bridge to the boundary of the United States and Canada, and return over the same route; (b) between Niagara Falls, NY, and the boundary of the United States and Canada, serving all intermediate points: from Niagara Falls over the Lower Arch Bridge to the boundary of the United States and Canada (also from Niagara Falls over the Rainbow Bridge to the boundary of the United States and Canada), and return over the same route; (c) between Goat Island, NY, and the boundary of the United States and Canada, serving all intermediate points: from Goat Island over the Lower Arch Bridge to the boundary of the United States and Canada (also from Goat Island over the Rainbow Bridge to the boundary of the United States and Canada, and return over the same route; (d) between Prospect Park, NY, and the boundary of the United States and Canada, serving all intermediate points: from Prospect Park over the Lower Arch Bridge to the boundary of the United States and Canada (also from Prospect Park over the Rainbow Bridge to the boundary of the United States and Canada), and return over the same route; and (e) between Niagara Falls, NY, and the boundary of the United States and Canada at Lewiston Bridge, south of Lewiston, NY, serving no intermediate points: from Niagara Falls over Niagara Rapids Boulevard to junction New York Highway 18, then over New York Highway 18 to junction New York Highway 18-E, then over New York Highway 18-E to Lewiston Bridge, then to the boundary of the United States and Canada, and return over the same route; (2) passengers and their baggage, and newspapers in the same vehicle with passengers, in foreign commerce, between Buffalo, NY, and the boundary of the United States and Canada, serving all intermediate points: from Buffalo over city streets and the Peace Bridge to the boundary of the United States and Canada, and return over the same route; (3) passengers and their baggage, and express and newspapers in the same vehicle with passengers, in connection with movements over routes in Canada, between Buffalo, NY, and the boundary of the United States and Canada at Peace Bridge: from Buffalo over city streets to the boundary of the United States and Canada at Peace Bridge, and return over the same route; (4) passengers and their baggage, in special operations on round-trip sightseeing or pleasure tours, beginning and ending at Buffalo, during the season of open navigation on the Great Lakes, between Buffalo, NY, and the boundary of the United States and Canada, serving no intermediate points: from Buffalo over the Peace Bridge to the boundary of the United States and Canada; and return from the boundary of the United States and Canada over the Lower Arch Bridge to Niagara Falls, NY, then over New York Highway 384 to Buffalo.

RESTRICTION: The authority specified immediately above is restricted to the transportation of passengers having had an immediately prior movement by boat, or holding tickets for an immediately subsequent movement by boat.

**This certificate cancels Certificate No. MC-126430 (Sub-7), issued November 15, 1993, to delete note on first page.

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate to show cause why this authority should not be suspended or revoked.

OP-AEA-26
(Rev. 10/80)

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-123432 Sub 12

WISCONSIN COACH LINES, INC.
Waukesha, WI

SERVICE DATE

MAR 22 1983

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

Agatha L. Margenovich
Secretary

(SEAL)

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

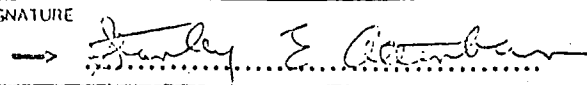
MC-123432 Sub 12

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting passengers, in charter and special operations, between points in the United States.

DOC-3
1966

8/10/67

Form Approved
Budget Bureau No. 69-R0063

INTERSTATE COMMERCE COMMISSION BUREAU OF OPERATIONS & COMPLIANCE		DOCKET NO. MC-123432
Designation of Agents - Motor Carriers and Brokers		DATE JULY 13, 1967
FULL AND CORRECT NAME OF CARRIER OR BROKER AND ADDRESS, INCLUDING ZIP CODE Wisconsin Coach Lines, Inc., 901 Niagara St., Waukesha, Wisconsin 53186		
TITLE OF AUTHORIZED PERSON PRESIDENT	SIGNATURE 	
INSTRUCTIONS: Regulations governing the designation of persons upon whom court process may be served are prescribed in 49 CFR 174a, as amended. An agent must be designated for each state in or through which the carrier or broker operates; each person, association or corporation designated must reside in the state for which designated; a carrier or broker may designate himself for the state in which he resides; and state officials may be designated only if such official's agreement to so act is furnished with this designation. File the original signed copy with the Bureau of Operations and Compliance, Interstate Commerce Commission, Washington, D. C., 20423. One signed copy should be filed with the board of each state in or through which the operation is conducted; and one copy must be retained by the carrier or broker. Changes in designation may be made only by filing a new Form DOC-3, which must be completed for all states for which designations are necessary. Copies of new designations need be sent only to those states affected by the change or new filing. Either INDIVIDUAL or BLANKET designations may be made.		
INDIVIDUAL		
Pursuant to section 221(c) of the Interstate Commerce Act and rules and regulations, the carrier or broker named above hereby designates the following persons upon whom process issued by any court in any action against the carrier or broker may be served in the state named. Show agent's name, address and ZIP code for each state in which operations can be conducted.		
ALABAMA	IDAHO	
ALASKA	ILLINOIS	
ARIZONA	INDIANA	
ARKANSAS	IOWA	
CALIFORNIA	KANSAS	
COLORADO	KENTUCKY	
CONNECTICUT	LOUISIANA	
DELAWARE	MAINE	
DISTRICT OF COLUMBIA	MARYLAND	
FLORIDA	MASSACHUSETTS	
GEORGIA	MICHIGAN	

(Continue on reverse side)



Division of Motor Vehicles
Motor Carrier Registration Unit
P.O. Box 7955
Madison, WI 53707-7955

Internet: www.wisconsindot.gov
Email: irp-ifta@dot.wi.gov
Phone: (608) 266-9900

WISCONSIN COACH LINES, INC.
1520 ARCADIAN AVE
WAUKESHA, WI 53186

Enclosed is your Wisconsin Motor Carrier Authority Number

In accordance with Wisconsin Transportation Administrative Code Chapter 177, acceptable proof of insurance coverage must be maintained on file in the exact name as the Authority Number.

If your Authority Number requires a name change or a change in ownership (individual or partnership to a corporation), please contact the Motor Carrier Services Section at (608) 266-9900 to obtain additional information and proper documentation.

For additional information visit our website at:

<https://wisconsindot.gov/Pages/dmv/com-drv-vehs/mtr-car-trkr/default.aspx>

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
COMMON CARRIER OF PASSENGERS AUTHORITY
PC376**

WISCONSIN COACH LINES, INC.
1520 ARCADIAN AVE
WAUKESHA, WI 53186

US DOT 46567
WI-006011

The above named carrier has met all the requirements to engage in intrastate transportation of passengers and or property for hire by motor vehicle on the highways of this state.

ISSUED: October 1, 1982



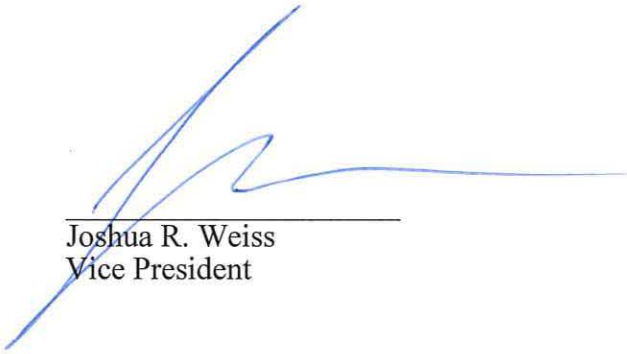
EXHIBIT 2

**Motor Passenger Carriers Holding Federally-Issued Operating Authority and
Controlled by Coach USA, Inc.**

MOTOR PASSENGER CARRIER	MC NUMBER	DOT NUMBER	SAFETY RATING
Chenango Valley Bus Lines, Inc.	141324	154670	Satisfactory
Community Coach Inc. dba Community Bus Lines, Inc.	140282	54433	Satisfactory
Community Coach Inc. dba Community Bus Lines, Inc.	76022	54433	Satisfactory
Community Transit Lines Inc. dba Community Bus Lines, Inc.	145548	168076	Satisfactory
Dillon's Bus Service, Inc.	108531	16724	Satisfactory
Elko, Inc.	161531	212460	Satisfactory
Hudson Transit Lines, Inc.	13944	00000228	Satisfactory
Olympia Trails Bus Company, Inc.	138146	6280	Satisfactory
Rockland Coaches, Inc.	29890	156149	Satisfactory
Sam Van Galder Inc.	112422	74456	Satisfactory
Suburban Trails, Inc. dba Suburban Transit Corp.	149081	314581	Satisfactory
Trentway-Wagar Inc.	126430	26345	Satisfactory
Wisconsin Coach Lines, Inc.	123432	46567	Satisfactory

VERIFICATION

I, Joshua R. Weiss, Vice President, Bus Company Holdings Topco LP, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this Application relative to Bus Company Holdings Topco LP and each of the related co-applicants identified in the Application is true and correct. Further, I certify that I am qualified and authorized to file this application or pleading. I know that willful misstatements or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. § 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, these misstatements are punishable as perjury under 18 U.S.C. § 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.

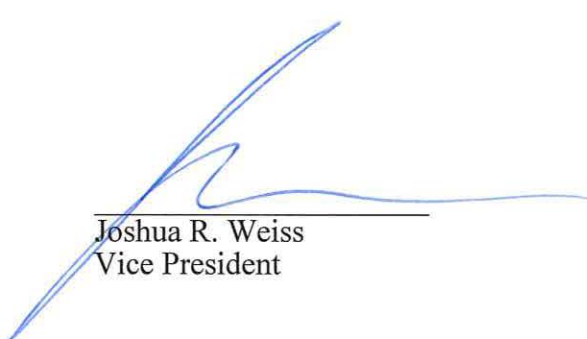


Joshua R. Weiss
Vice President

Dated: June 21, 2024

VERIFICATION

I, Joshua R. Weiss, Vice President, Bus Company Holdings US LLC, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this Application relative to Bus Company Holdings US LLC and each of the related co-applicants identified in the Application is true and correct. Further, I certify that I am qualified and authorized to file this application or pleading. I know that willful misstatements or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. § 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, these misstatements are punishable as perjury under 18 U.S.C. § 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.



Joshua R. Weiss
Vice President

Dated: June 21, 2024

CERTIFICATE OF SERVICE

I certify that I have this 21st day of June, 2024 served a copy of the foregoing Verified

Application for Control of Motor Passenger Carrier by hand delivery on:

Director of Operations
Antitrust Division
U.S. Department of Justice
950 Pennsylvania Ave. N.W.
Room 3335
Washington, D.C. 20530

Premeger Notification Office
Bureau of Competition
United State Federal Trade Commission
600 Pennsylvania Avenue, NW
Room 303
Washington, DC 20580

and by first class mail, postage prepaid on:

Chief, Registration, Licensing &
Insurance Division
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

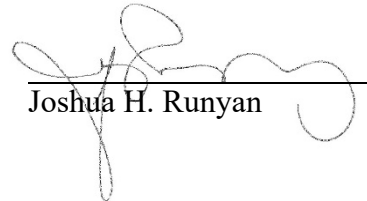
New Jersey Motor Vehicle Commission
Passenger Carrier Service Request
P.O. Box 680
225 East State Street
Trenton, NJ 08666-0170

Chief, Registration, Licensing &
Insurance Division
Office of Registration & Safety
Information
Federal Motor Carrier Safety
Administration
1200 New Jersey Ave. SE
Mail Stop W65-331
Washington, DC 20590

New York State Department of
Transportation
Office of Modal Safety and Security
50 Wolf Road, POD 53
Albany, New York 12232

Wisconsin Department of Transportation
4822 Madison Yards Way
Madison, WI 53705

Maryland Public Service Commission
Transportation Division
William Donald Schaefer Tower
6 St. Paul St.
Baltimore, MD 21202



Joshua H. Runyan