

Decision No. 23244

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
PACIFIC GREYHOUND LINES, INC., a
corporation, for a certificate of
public convenience and necessity de-
claring its existing operating rights
within the State of California in lieu
of all previously existing certificates
and consolidating its operations into
one complete system; also for certain
minor service changes and extensions or
changes in routes.

ORIGINAL

Application
No. 16989

Earl A. Bagby, for Applicant.

Morrison, Hohfeld, Foerster, Shuman & Clark, by
Forrest A. Cobb, for San Diego Electric Railway
Company, Protestant.

W. F. Brooks, for The Atchison, Topeka & Santa
Fe Railway Company, Protestant.

Saxborn, Roehl, Smith & Brookman, for California-
Nevada Stages, and River Auto Stages, Protestants.

Harry A. Encell, for Peerless Stages, O. C. & N.
Stages, and Mount Lassen Transit Company.

E. W. Hobbs, for Southern Pacific Company,
Protestant.

Nathan L. Coombs, and C. L. Brown, for San Francisco,
Napa & Calistoga Railway and Napa Valley Bus
Company.

Frank Kerr and R. E. Wedekind, for Pacific Electric
Railway Company and Motor Transit Company,
Protestants.

W. H. Hornaday, for Veterans Home and Unit Post
No. 171, Protestants.

A. F. Hutchison, for Sacramento Northern Railway,
Protestant.

D. L. Campbell, for Original Stage Lines.

Richard T. Eddy, for Original Stage Lines.

Loren F. Butts, Deputy City Attorney, for City of
Los Angeles.

H. G. Weeks, for Los Angeles Railway Company, as an
interested party.

Kerr and Wedekind, for Pacific Electric Railway and
Los Angeles Railway, as joint operators of Los Angeles
Motor Coach Company.

DECOZO, Commissioner. -

OPINION

The above entitled application, as amended, is one of a series of proceedings instituted by Pacific Greyhound Lines, Inc., designed to clarify the operating rights of numerous automotive passenger stage lines whose operating rights have, through successive orders of the Railroad Commission, passed to the ownership of Pacific Greyhound Lines, Inc., applicant herein. Aside from such clarification, the immediate aim of the instant proceeding is to assemble in a single certificate of public convenience and necessity all of said operating rights through the issuance to Pacific Greyhound Lines, Inc., of one certificate of public convenience and necessity in lieu of all previously granted or acquired certificates or rights, authorizing the operation by applicant of auto stage service for the transportation of passengers, baggage and express uniform in its performance throughout the entire system, subject to such restrictions as the Commission may find it necessary to impose in the light of the present day needs and necessities of the traveling public and the fact that all of the rights involved are now owned by applicant. Applicant also asks that it be authorized to make certain extensions, route changes, and service changes; to abandon its freight service between Chinese Station and Mather; also to temporarily discontinue a part of its service in the Lost Hills territory and to change its year round service between Santa Rosa and Monte Rio and between Morced and Los Banos to a seasonal service.

A public hearing was held in this matter at San Francisco, evidence heard and an order of submission made. It is now ready for decision.

San Diego Electric Railway Company, The Atchison, Topeka & Santa Fe Railway Company, River Auto Stages and California Nevada Stages, Inc., Peerless Stages, Inc., and O. C. & N. Stages, Southern Pacific Company, San Francisco, Napa & Calistoga Railway and Napa Valley Bus Company, Pacific Electric Railway Company, Los Angeles Motor Coach Company and Motor Transit Company, Sacramento Northern Railway and Original Stage Lines protested the granting of the application.

The protest of Sacramento Northern Railway was withdrawn when counsel for applicant stipulated that through service between Sacramento and Chico, via Red Bluff, or between San Francisco or Oakland, on the one hand, and Chico, via Red Bluff, on the other, would not be performed. River Auto Stages and California Nevada Stages, Inc., also withdrew their protests, as did also San Diego Electric Railway Company, counsel for applicant pointing out and declaring that their respective operations were protected by restrictions set forth in the application. O. C. & N. Stages and Peerless Stages also withdrew as protestants, counsel for applicant having stipulated as follows:

"Applicant stipulates that no local tariff may be issued naming a fare between Oakland on the one hand and Palo Alto, Los Gatos or Santa Cruz on the other hand, nor between Oakland on the one hand and San Jose and Los Angeles, via San Jose, both points inclusive and/or intermediate points thereto, on the other hand, with routing via San Francisco in each instance."

The protest of Southern Pacific Company was withdrawn when applicant stipulated that it would eliminate from the instant proceeding its request to consolidate its Truckee-Tahoe right with the rest of its system.

Subsequent to the date of submission, as evidenced by a written statement filed with the papers in this proceeding, protestants Pacific Electric Railway Company, Motor Transit Company and Los Angeles Motor Coach Company, Los Angeles Railway Corporation, as an interested party concurring, withdrew their

protests, applicant having agreed to amend its application by proposing the following restrictions on its operations in the vicinity of Los Angeles:

No passengers, baggage or express shall be transported locally over any of the routes of the applicant within the territory bounded as follows: Las Flores, Hollywood, San Fernando, San Bernardino, Riverside, Redlands, Santa Ana, Newport Beach, Long Beach, Santa Monica nor between any of said points including points intermediate thereto, subject only to the following exceptions:

1. Local service may be rendered between Long Beach and Newport Beach and intermediate points.
2. Local service may be rendered between Los Angeles and San Fernando, and all intermediate points via Hollywood on through cars destined to or arriving from points north of Saugus or Oxnard except between Los Angeles and Hollywood.
3. The right to transport passengers, baggage and express to or from points in said restricted territory from or to points outside of said restricted territory is not to be by this restriction affected.

Written and telegraphic protests against the consolidation of rights and the consequent removal of restrictions proposed by applicant in the Vallejo-Napa district were received from several Napa and St. Helena business men and residents, Napa City Council, the Napa and St. Helena Chambers of Commerce, St. Helena Sanatorium, Napa Central Labor Council, Calistoga Grange and Napa and Lake County Grange, and others, including the Veterans' Home at Yountville, and Unity Post, G.A.R., of Yountville. The Board of Public Utilities and Transportation of the City of Los Angeles suggested that no certificate be granted to carry local passengers between Hollywood and Los Angeles or any other local passengers within the city limits of Los Angeles where lines of transportation are already in operation.

Applicant now possesses, the records of the Commission show, the right to transport persons and property over highway routes generally extending from the California-Oregon line on

the north over the Pacific Highway and the Redwood Highway to San Francisco and over the Pacific Highway to Sacramento; also between San Francisco and the Nevada-California state line via Vallejo, Sacramento, Colfax and Truckee; also between Sacramento and San Francisco on the one hand and Los Angeles on the other hand, with branch lines to various points in the territory served by the main lines; also between Oxnard and San Diego via Long Beach; between Los Angeles and San Diego via both the coast and inland routes; also between Los Angeles and the California-Arizona state line opposite Ehrenberg, and also between Los Angeles and the California-Arizona state line near Yuma, Arizona, and between San Diego and the California-Arizona state line near Yuma via El Centro, with various branch lines in this territory.

Supporting its request for a consolidation of all the above described rights, officials and employees of Pacific Greyhound Lines, Inc., testified that operation under separate certificates or rights militated, because of the variance in said rights, against the performance by applicant of a service to the public fully satisfying, adequate and efficient, caused confusion among the traveling public, and made it difficult for applicant to establish proper schedules. As an instance in point, applicant's operation between Vallejo and Napa was cited. To Southern Pacific Motor Transport Company was granted an unrestricted right between Vallejo and Napa and intermediate points. To California Transit Co. was granted a right to operate between Vallejo and Napa with a provision preventing through local service between the terminals, the effect of which is to compel passengers using former California Transit schedules to change cars at a point known as the Wye, while other passengers on equipment operated by the same company between the same points and over the same roads make the trip without change. It is claimed that as both rights are now owned by applicant, there exists no further need for the restriction, and that it

should be removed by consolidating the rights.

There are, according to the testimony of applicant and the Commission's records, several other instances of a restricted operation and an unrestricted one between the same points, service under both being performed by the same operator, such as between Sacramento and Woodland and San Francisco and Santa Rita, and San Francisco, Oakland and Richmond.

Company witnesses also testified as to the need for the changes in routes and service proposed, most of such changes being of minor importance. They also testified as to the need for the service extensions applied for, stating that each extension was desirable and necessary, not only from the operating standpoint, but as an added convenience to the traveling public.

As to the proposed suspensions of service, it was stated that during the winter months, service between Los Banos and Merced did not return out-of-pocket cost of operation, likewise the service between Santa Rosa and Monte Rio. Exhibits 2 and 3, containing a traffic check over both routes, show a very light patronage with a corresponding financial return. Traffic conditions in the oil fields, it was said, were such that temporary suspension of service, until traffic conditions demand resumption, between Reward Junction, a point north of Mc Kittrick, and Lost Hills, is justified. As to the abandonment of freight ^{service} between Chinese Station and Lathor, and the substitution of express service without limit as to weight or vehicle between said points, testimony was offered to the effect that no freight had been carried for many months, and that under the authority herein sought applicant can efficiently and adequately meet demands for property transportation in said territory. The express rates appear to be reasonable.

Thoroughly reviewing all of the evidence in this proceeding, I am of the opinion and find as a fact that public convenience and necessity require all of the service changes proposed, the reroutings and the extensions sought, the consolidations (except the Tahoe-Truckee right), the abandonments, the temporary suspensions of service and the removal by consolidation of the various rights involved of the existing contradictory and confusing restrictions. I can find no particular merit in the protests, at this time, against the proposed consolidation. Applicant herein is not asking for any but minor changes in the rights it now owns, and under which all of the stage lines it has acquired have operated over a period of years, the question of their extent, scope and validity having been heretofore determined, after public hearings. The lesser rights are now proposed to be merged with the larger rights, so that uniform service may be performed. The only enlargement of rights, if it may be so described, is that which naturally results from consolidation of the various rights into a single certificate or right.

The granting of this application will make for a better and more efficient passenger stage service in territory already served by applicant, with due regard, as is apparent from the restrictions imposed, for the local rights of the protesting carriers. This proceeding is a progressive step in the development of a common carrier service over the highways of California, state-wide in its scope, rather than local, as is evidenced by the restrictions and limitations imposed. From the testimony, it is apparent that the traveling and shipping public will be benefited by the issuance of the order sought.

I find as a further fact that public convenience and necessity will best be served by an order authorizing the issuance to Pacific Greyhound Lines, Inc., of a single certificate of public convenience and necessity authorizing said Pacific Greyhound Lines, Inc., to operate an automotive service for the transportation of

passengers, baggage and express, between the points and over the routes set forth in the order following this opinion, subject to the restrictions imposed and set forth in said order, said certificate to be in lieu of all certificates and operating rights heretofore granted to or acquired by applicant Pacific Greyhound Lines, Inc., or its predecessors in interest.

Pacific Greyhound Lines, Inc., is hereby placed upon notice that "operative rights" do not constitute a class of property which should be capitalized or used as an element of value in determining reasonable rates. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the state which is not in any respect limited to the number of rights which may be given.

The following form of order is recommended:

ORDER

A public hearing having been held in the above entitled proceeding, an order of submission made and the Commission being fully advised;

IT IS HEREBY ORDERED that the application of Pacific Greyhound Lines, Inc. for an order of the Railroad Commission authorizing the reroutings, consolidation (except Truckee-Tahoe right), suspensions, extensions and abandonments and the service changes proposed in the application herein be, and the same is hereby granted, subject, with respect to operations involved in Applications Nos. 14912, 15517 and 16564, to the Commission's orders in its decisions on said applications.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by Pacific Greyhound Lines, Inc., of an automotive passenger stage service for the transportation of passengers,

baggage and express between and serving the following named termini and all intermediate points, except as herein specifically restricted and limited, over the following described routes:

1- Between the California-Oregon State Line north of Hornbrook and Sacramento via the main highway through Redding, Red Bluff, Willows, Davis Junction and Davis.

2- Between Davis Junction and Valona Junction via either of the following routes:

Route A - the main highway through Fairfield, Rockville, and thence either direct to Creston, or via Cordelia to Creston, thence through Sacramento Junction and Vallejo, with or without service to Napa Junction, Southern Pacific station.

Route B - the main highway through Fairfield, Suisun, Cordelia, Benicia and Vallejo at Lemon Street intersection, with or without service to Southern Pacific station at South Vallejo.

3- Between Valona Junction and San Francisco via the main highway either through San Pablo or Richmond, and either via University Avenue to Grove Street, serving Berkeley or via San Pablo Avenue direct to Oakland and the automobile ferry between Oakland and San Francisco.

4- Between Red Bluff and Chico via the main highway through Proberta, Gerber and Yehama to Los Molinos; or via the main highway through Dairyville to Los Molinos; thence via the main highway through Vina Junction, with optional service to and from Vina, according to traffic demands.

5- Between Sacramento Junction and Napa via the main direct highway.

6- Between Valona Junction and Martinez via Crockett and Port Costa and the main highway to Martinez.

7- Between Martinez and Stockton using the Bay Shore Highway via Avon between Martinez and Bay Point; thence through Bay Point and via the main direct highway to Pittsburg; thence from Pittsburg via Cumberland Street to Tenth Street; thence southerly on Tenth Street to the main highway; thence easterly to Antioch; thence via Oakley direct to Brentwood and the Borden Highway to Stockton (subject to the order of the Commission in Application No. 14912).

8- Between California-Oregon State Line north of Miser's House and Crescent City via the main highway.

9- Between California-Oregon State Line north of Hazelview and Crescent City via the main highway through Cascuet and Camp Lincoln.

10- Between Crescent City and Eureka via the main highway through Klamath, Orick, Cranell Junction, Mad River and thence via the State highway as it lies about one-fourth mile east of Alliance to Arcata, thence via Bayside Junction to Eureka.

11- Between Orick and Orleans via the main highway through Weitchpec.

12- Between Cranell Junction and Cranell via the main highway.

13- Between Eureka and Burnt Ranch via the main traveled highway through Arcata, thence via the main state highway to the intersection of the Alliance-Willow Creek Road about one-fourth mile east of Alliance, thence via the main traveled highway through Blue Lake and Willow Creek.

14- Between Blue Lake and Korbel via the main highway.

15- Between Eureka and Freshwater Camp via the main highway through Ryan's Slough, Freshwater Corners and Garfield.

16- Between Eureka and Talk via the main highway.

17- Between Eureka and San Francisco via the main highway through Beatrice Junction, Loleta, Fortuna, Metropolitan Junction, (not through Metropolitan), Ukiah, East Windsor, with or without service to Windsor, Santa Rosa, Ignacio, and San Rafael; thence either via the main highway through San Anselmo, or the main highway through Greenbrae to Sausalito and via the automobile ferry between Sausalito and San Francisco.

18- Between Ignacio and Calistoga via the main highway through Sears Point, Shellville and Napa.

19- Between Calistoga and Ukiah via the main highway to Middletown, either with or without service to Myrtle Dale, thence via either the main western highway through Seiglers to Lower Lake, or the main eastern highway direct to Lower Lake, according to traffic demands, or via both of said routes; thence via the main highway through Clear Lake Park (serving this point either from the direct highway, or by deviating from the direct highway), Clear Lake Oaks, Lucerne, Upper Lake; and thence via the main highway through Witter Springs Post Office, or direct without serving Witter Springs Post Office; thence via the main highway either direct or through Saratoga Springs, according to traffic demands, to Ukiah.

20- Between Middletown and Upper Lake, either via the main highway through Seigler Springs and Springs Junction, or via the main highway through Adams Springs, to Lower Lake Junction, thence via the main highway through Kelsoyville and Lakeport.

21- Between Middletown and Herbin Springs via the main highway.

22- Between Napa and Santa Rosa via the main highway through Carnerous, Vineberg and Sonoma; thence either direct to Boyes Springs or via El Verano to Boyes Springs; thence through Boyes Springs and Agua Caliente to Madrone Road; thence via the main highway direct to Santa Rosa or via the main highway through Madrone, Eldridge, Glen Ellen and Warfield to Santa Rosa.

23- Between Shellville and Sonoma via the main highway.

24- Between Santa Rosa and Calistoga via the main highway through Mark West Springs and Petrified Forest.

25- Between Santa Rosa and Monte Rio via the main highway through Lagoon, Sousa's Corner, Rock Inn and Guerneville.

26- Between Sacramento and California-Nevada State Line at a point where the Victory Highway between Floriston, California, and Verdi, Nevada, intersects the State Line, via the main highway through Roseville, Auburn, Colfax and Truckee.

27- Between Truckee and Tahoe City (including Tahoe Tavern. Do not serve Tahoe City proper but S. P. station at Tahoe) via the main highway.

28- Between Auburn and Nevada City via the main highway through Grass Valley.

29- Between Sacramento and Stockton via

A- Forest Lake, Cherokee Lane, Lodi and Henderson (Route A) and,

B- Forest Lake, Woodbridge, Lodi and Henderson (Route B) and,

C- Forest Lake and Cherokee Lane direct to Stockton (flagging Lodi on the highway) (Route C).

30- Between Stockton and San Joaquin Bridge via Mc Kinley Avenue to a point approximately two miles south of Stockton, thence via the new state highway to Turnpike Road to West French Camp; thence direct to San Joaquin Bridge over the main highway.

31- Between Pleasanton and San Jose, using the direct highway between Pleasanton and the southern boundary of Sunol and through Mission San Jose.

32- Between San Francisco and Manteca via Oakland and the main highways to Dublin, with or without service to Hayward, thence via the main direct highway through Santa Rita to Livermore; also via the main direct highway through Santa Rita and Pleasanton to Livermore; also via the main highway via Foothill Road and Bernal Avenue through Pleasanton to Livermore, all of such routes being subject to specific descriptions hereinafter contained.

33- Between Stockton and Manteca via

A- Mc Kinley Avenue to a point approximately two miles south of Stockton; thence via the new State highway to Turnpike Road; thence via the Turnpike Road to French Camp; thence via the main highway through Hodgeside; and thence either via the main highway through Turner Station or through West Manteca.

B- Mariposa Road and Manteca Road through Turner Station.

34- Between Manteca and Tuolumne via Escalon, Oakdale, and Yosemite Junction, with optional service to and from Standard.

35- Between Yosemite Junction and Mather using the main highway via Moccasin Creek, or direct between Moccasin Creek Junction and Priest Station, and thence to Groveland; from Groveland to Carl Inn via Oakland Recreation Camp and/or Berkeley Recreation Camp and the main highway; also direct without serving one or either of said camps, and thence to Carl Inn, and from Carl Inn to Mather via the main highway.

36- Between Tracy and Fresno, via Los Banos and Mendota, using the main highway; with optional service to and from Kerman.

37- Between Los Banos and Merced via Chowchilla Road Junction, thence direct to Merced.

38- Between Manteca and Fresno via the main State highway, using the subway near Califa.

39- Between Fresno and Visalia via Fowler direct to Parlier, and via Fowler and Selma to Parlier, thence via Reedley, Dinuba and Orosi.

40- Between Fowler and Hanford via the main highway through Laton.

41- Between Coalinga and Coshen Junction, both direct to Oil King School and via Shell Camp to Oil King School, thence by the main highway through Lemoore, Armona, Hanford and Plaza, or deviating from said main highway at a point due south of Coshen Junction, thence northerly over the county highway to Coshen Junction without serving Plaza.

42- Between Visalia and Delano via the main highway to Exeter; thence via the main highway due south from Exeter to a point about two miles south of Exeter; thence via the oiled road due south to its intersection with the paved Tulare-Lindsay highway; thence via said Tulare-Lindsay paved highway to Lindsay; thence via the main highway through Porterville and Richgrove and to a point where said last mentioned highway intersects Cecil Avenue; thence over Cecil Avenue to Main Street, Delano; thence on Main Street to the company's station and thence westerly from the company's station to the main Fresno-Bakersfield State highway.

43- Between Fresno and Bakersfield via the main highway through Goshen Junction to Plaza (Visalia Air Port) and thence both direct to Tulare and through Visalia to Tulare, and thence via the main highway to Bakersfield.

44- Between Bakersfield and Los Angeles via Greenfield Corners, Lebec and the Ridge Route to Castaic Junction, thence through Saugus and San Fernando, or via Weldon Canyon highway to San Fernando, and thence to Los Angeles via both the main highway through Glendale and the main highway through North Hollywood (Lankershim).

45- Between Greenfield Corners and Taft via the main highway through Panama, Old River, Western Water Co. and Ford City.

46- Between Taft and Maricopa via the main highway.

47- Between Taft and Lost Hills via the main highway through Fellows, Shale, Mc Kittrick and Reward.

48- Between Bakersfield and Saugus via Tehachapi, Mojave, Lancaster, Palmdale and/or Acton and Mint Canyon Highway.

49- Between Mojave and Bishop, using the main highway via Lone Pine and Independence, including Lone Pine Station to Lone Pine.

50- Between Bishop and Laws via the main highway.

51- Between San Francisco and San Jose via the Bay Shore Highway through South San Francisco, and thence on the Bay Shore Highway either direct to San Mateo, or via Burlingame and the direct highway through San Mateo to San Mateo Junction, thence via the main highway through Redwood City and Palo Alto (deviating into the business districts of said last mentioned two cities according to traffic demands), thence through Sunnyvale Junction and Santa Clara; also between San Francisco and 16th Avenue, San Mateo, via the main highway through Colma, San Bruno and Burlingame Junction; also between South San Francisco and San Bruno; also between Burlingame Junction and Burlingame; also between Mountain View Junction and Sunnyvale Junction via Mountain View and Sunnyvale.

52- Between San Jose and Gilroy via the main highway.

53- Between Gilroy and Santa Barbara via the main highway through San Juan, Salinas, King City, Paso Robles, Pismo and the direct main highway through Arroyo Grande, thence via the main highway through Harriston, thence either via Lompoc or Los Alamos to Buellton, thence via the main highway through Las Cruces and Gaviota.

54- Between Santa Barbara and Ventura via the main highway through Summerland and Carpinteria.

55- Between Ventura and Los Angeles via

A- The main highway through Saticoy Junction, Santa Paula, Saugus, San Fernando, Universal City and Hollywood.

B- The main highway through Montalvo and El Rio, and thence either through Ormond to Camarillo or direct between El Rio and Camarillo, thence through Calabasas, Universal City and Hollywood.

C- The main highway through Saticoy Junction, Saticoy, Somis Junction, Santa Susana, Reseda, Universal City and Hollywood.

56- Between El Rio and Saticoy via the main direct highway, and between Camarillo and Somis Junction via the main direct highway.

57- Between Surf and Lompoc via the main direct highway.

58- Between Cairo and Los Banos via the Pacheco Pass Highway.

59- Between Sunnyvale Junction and Santa Cruz via the main highway through Cupertino, Saratoga, Los Gatos, Alma and Glenwood.

60- Between Santa Cruz and Boulder Creek via the main highway through Felton, with or without service to Felton Station.

61- Between Santa Cruz and Davenport via the main highway, the route in Santa Cruz commencing at the intersection of the Coast highway and Mission Street, being as follows: On Mission Street to Younglove Avenue, thence to California Avenue and Bay Street, thence from Bay Street and California Street to Laurel Street, thence to Washington Street, and thence on Washington Street to the Southern Pacific Company's Santa Cruz station, thence to the applicant's station.

62- Between Santa Cruz and Watsonville Junction via the main highway through Soquel and Watsonville, with the right to deviate from said main route according to traffic demands to render service to Southern Pacific Company's Seabright Station to Santa Cruz and also with the right to deviate from said main route according to traffic demands to render service to Capitola, the north and south forks of the main highway between Capitola and the junction of the Santa Cruz-Watsonville Highway near Soquel to be used for this purpose.

63- Between Watsonville and Hollister via the main northern highway through Chittenden and also via the main highway through Aronas and Chittenden, thence via Chittenden Road Junction and San Juan.

64- Between Watsonville and Salinas via the main highway through Watsonville Junction, Moss Landing and Castroville, with or without service to Del Monte Junction (Southern Pacific Station).

65- Between Salinas and Monterey via the main highway through Riverside and Castroville Road Junction to Del Monte, thence either direct to Monterey or via Del Monte (Southern Pacific Station) to Monterey.

66- Between Castroville and Astrolomar via the main highway through Neponset to Seaside Junction, thence either direct to Monterey via Del Monte (Southern Pacific Station) or via Castroville Road Junction and Del Monte to Monterey, and thence through Pacific Grove to Astrolomar.

67- Between Gilroy and Tres Pinos via Bolsa Junction, Fairhaven School and Hollister.

68- Between Famosa and Paso Robles via Wasco and the main highway through Lost Hills, Cholame, Shandon and Union.

69- Between Los Angeles and San Diego via Whittier Boulevard and the State Highway through Belvedere Gardens, and Fullerton, (serving Whittier and Brea only from the direct route over Whittier Boulevard) Anaheim, and via Santa Ana Boulevard to Santa Ana; thence through Tustin, San Juan Capistrano, Serra, Oceanside, Carlsbad, Del Mar and La Jolla, or direct via the main highway between Rifle Range and Rose Canyon Junction, without serving La Jolla; thence to San Diego either via the main highway through Pacific Beach and Old Town, or optionally via Mission Boulevard through Ocean Beach, thence via Main highway to San Diego.

70- Between Ormand and Serra via the Malibu Highway to Beach Road, thence either via Beach Road to Colorado Avenue to Ocean Avenue or via Channel Road to Ocean Avenue, thence from Ocean Avenue to the company's Santa Monica Station on Santa Monica Boulevard, thence via the main highway through Venice, Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, San Pedro, Long Beach, Huntington Beach and Newport Beach.

71- Between Hollywood and Santa Monica - Northbound route - From the company's Hollywood depot to Selma Street, to Highland Avenue, thence on Highland Avenue to Santa Monica Boulevard, thence on Santa Monica Boulevard to Santa Monica.

Southbound route - via Santa Monica Boulevard to Highland Avenue, thence on Highland Avenue to Hollywood Boulevard, thence on Hollywood Boulevard to Cahuenga Boulevard, thence on Cahuenga Boulevard to the company's Hollywood depot.

72- Between Los Angeles and Long Beach via Sixth Street, Los Angeles, to San Pedro Street, thence on San Pedro Street to Avalon Boulevard, thence on Avalon Boulevard to Florence Avenue, thence on Florence Avenue to Long Beach Boulevard, thence on Long Beach Boulevard to Long Beach.

73- Between Anaheim and Elsinore via the main highway through Olive, Corona and Alberhill.

74- Between Los Angeles and Riverside via Macy Street, Los Angeles, thence on Macy Street to Mission Road, thence on Mission Road to Alhambra Avenue, thence on Alhambra Avenue to Valley Boulevard, thence on Valley Boulevard to Puente through Pomona and thence via main highway to Riverside.

75- Between San Bernardino and Riverside via Third Street, San Bernardino, to "B" Street, thence on "B" Street to Colton Avenue, thence via the main highway through Colton.

76- Between Riverside and San Diego via the main highway through Box Springs, Ferris, Elsinore, Marietta, serving Marietta Hot Springs according to traffic demands, thence via Temecula, thence via the main highway on the north side of San Luis Rey River opposite Bonsall to Bonsall Bridge Junction about three miles west on Bonsall, thence through Vista, Escondido, Poway Corners, Miramar and Old Town.

77- Between Bonsall Bridge Junction and Oceanside via the main direct highway.

78- Between Riverside and Coachella via the main direct highway through Redlands, Beaumont and Banning, thence either via the main highway through Egom and Indio, or via the main highway through Palm Springs and Indio.

79- Between Coachella and a point opposite Ehrenberg on the California-Arizona State Line via the main highway through Thermal, Mecca and Blythe.

80- Between Coachella and Yuma Bridge via the State Highway south from Coachella through Oasis Ranch and Westmoreland, thence via the main highway through Brawley, Imperial and El Centro, thence via the State highway through Holtville to Yuma Bridge.

81- Between Calipatria and Brawley via the main highway approximately one and one-half miles west of Rockwood.

82- Between El Centro and Calxico via the main highway through Heber.

83- Between San Diego and El Centro via the main highway through La Mesa, El Cajon, and Coyote Wells.

84- Between Petaluma and Monte Rio and intermediate points, including the communities of Wilson School, Holy Ghost Hall, Two Rock, Aurora School, Tomales, Fallon, Clark Summit, Bloomfield Road, Valley Ford, Sodega Junction, Freestone, Walnut Hill, Occidental, Camp Meeker and Tyrone. (Subject to orders of ~~the~~ Commission on First Supplemental Application No. 13517, requesting abandonment.)

The foregoing general routes are hereby made subject to the following specific routings:

1- Between San Francisco and Oakland - Eastbound route to be via automobile Ferry between San Francisco and Oakland to Oakland Mole, thence via Seventh Street to the Parr Terminal Road ("B" Street); thence on Parr Terminal Road to Fourteenth Street, thence via Fourteenth Street to Castro Street, thence via Castro Street to the company depot; or as an alternative route via Seventh Street from the Oakland Mole to Castro Street and thence via Castro Street to the company's depot; westbound route to be via Castro Street to Twenty-first Street, thence on Twenty-first Street to Brush Street, thence on Brush Street to Fourteenth Street, thence out Fourteenth Street to the Parr Terminal Road, thence on Parr Terminal Road to Seventh Street, thence on Seventh Street to the Oakland Mole; or as an alternative route via Castro Street to Twenty-first Street; thence on Twenty-first Street to Brush Street; thence on Brush Street to Seventh Street; thence on Seventh Street to Oakland Mole.

2- Within the City of Oakland - Northbound route between Oakland and Sacramento to be via Castro Street, thence to San Pablo Avenue and thence northerly on San Pablo Avenue; southbound route to be via San Pablo Avenue to Brush Street, thence on Brush Street to Twentieth Street, thence on Twentieth Street to Castro Street, thence on Castro Street to the company's depot.

Eastbound route to be via Castro Street, thence to Twenty-first Street, thence on Twenty-first Street to San Pablo Avenue, thence on San Pablo Avenue to Twentieth Street, thence on Twentieth Street to Lakeshore Boulevard, thence on Lakeshore Boulevard to East Twelfth Street, thence easterly on East Twelfth Street; westbound route to be the reverse of this eastbound route, except that route will be by Twentieth Street direct to Castro Street.

3- Between Oakland and High Street - Eastbound route to be via Twelfth Street to Derby Avenue, thence on Derby Avenue to East Fourteenth Street, thence on East Fourteenth Street across High Street to Hayward, and as an optional routing, if stages are routed to Foothill Boulevard, turning on to High Street from East Fourteenth Street, thence on High Street to Foothill Boulevard and out Foothill Boulevard; westbound routes to be the reverse of these eastbound routes; except that between Fourteenth Street and Twelfth Street, Thirty-first Avenue shall be used instead of Derby Avenue.

4- On Foothill Boulevard - The route in either direction to be via the new highway constructed south of the Hageol Factory between 105th Avenue and Superior Avenue.

5- Between High Street and points east - The route in either direction when through Hayward to be via East Fourteenth Street exclusively; when not serving Hayward, the route to be either via Fourteenth Street and Castro Valley Road between East Fourteenth Street and Foothill Boulevard, or via Foothill Boulevard exclusively.

6- Between Hayward and the Dublin Canyon Highway - Route in either direction to be via the extension of B Street (Hayward) to where the highway intersects Foothill Boulevard near Chabot Road.

7- Within the City of Richmond - Northbound routes to be from the intersection of Cutting Boulevard with San Pablo Avenue as follows:

Route A- Northerly on San Pablo Avenue to the intersection of San Pablo Avenue with the intersection of 23rd Street, Richmond;

Route B- Northerly on San Pablo Avenue to Macdonald Avenue, thence on Macdonald Avenue to 23rd Street, Richmond, thence northerly on 23rd Street to San Pablo Avenue; and

Route C- Northerly on San Pablo Avenue to Macdonald Avenue, thence westerly on Macdonald Avenue to Tenth Street, Richmond, thence northerly on Tenth Street to Lucas Street, thence easterly on Lucas Street to Thirteenth Street, thence northerly on Thirteenth Street to Sanford Avenue, thence easterly on Sanford Avenue to 23rd Street, thence northerly on 23rd Street to San Pablo Avenue.

Southbound routes to be the reverse of these northbound routes.

8- For service through Livermore - Optional routes shall be as follows:

Route A- The main highway through the north city limits of Livermore;

Route B- Eastbound, turning from the main highway on to First Street, Livermore, thence on First Street to Main Street, thence on Main Street to the main highway; the westbound route to be the reverse of this eastbound route; and

Route C- Between the westerly city limits and the company depot via Main and First Streets.

9- Routing within the City of Vallejo - Northbound route to be via Fifth Street to Alameda Street, thence on Alameda Street to Maryland Street, thence on Maryland Street to Napa Street, thence on Napa Street to Pennsylvania Street, thence on Pennsylvania Street to Santa Clara Street, thence on Santa Clara Street to Maine Street, thence on Maine Street to Branciforte Street and the company's depot at the wharf of the Southern Pacific Golden Gate Ferry Company (formerly Monticello Steamship Company), thence on Branciforte Street to Virginia Street, thence on Virginia Street to Sonoma Street, thence on Sonoma Street and the extension thereof to Napa Road, or, according to traffic demands, direct on Santa Clara Street between the intersection of Pennsylvania and Santa Clara Streets and the intersection of Santa Clara and Virginia Streets, or, according to traffic demands, between the intersection of Alameda and Maryland Streets direct on Alameda Street to Kentucky Street, thence on Kentucky Street to Napa Road, thence on Napa Road to points north; southbound routes to be the reverse of said northbound routes.

10- Routing within the City of Davis - Stages bound from Oakland to Sacramento to enter Davis on B Street to First Street, thence on First Street to G Street, thence on G Street to Second Street, thence on Second Street to the company depot, thence on Second Street to E Street, thence on E Street to the subway, and stages bound from Sacramento to Oakland to enter Davis from the subway on E Street to First Street, thence on First Street to G Street, thence on G Street to Second Street, thence on Second Street to the company depot, thence on Second Street to E Street, thence on E Street to First Street, thence on First Street to B Street, thence on B Street to the main highway to Oakland, or according to traffic requirements, leaving said depot on Second Street to G Street, thence on G Street to First Street, thence on First Street to B Street, thence on B Street to the main highway to Oakland.

11- Routing within the City of Sacramento - From the company depot at Seventh and I Streets via I Street to Alhambra Boulevard, thence south on Alhambra Boulevard to Stockton Boulevard and on Stockton Boulevard to the City Limits; reverse of this route for travel in the opposite direction. Also from the company depot at Seventh and I Streets, thence via Seventh Street to M Street and the M Street Bridge to the main highway to Oakland, or as an optional routing to be used only at such times as the M Street Bridge may be normally closed to traffic, from the company depot at Seventh and I Streets, out I Street to Fifth Street, thence on Fifth Street to I Street and over the I Street Bridge and thence over the main highway to Oakland. Reverse of these routes for travel in the opposite direction. This routing not to apply to Sacramento and points east.

12- Within the City of Los Angeles -

Route A - For stages operating via Hollywood, northerly on Los Angeles Street to Arcadia Street; along Arcadia Street to Main Street; along Main Street to Sunset Boulevard; along Sunset Boulevard to Cahuenga Avenue; thence along Cahuenga Avenue to the company's depot at No. 1627 Cahuenga Avenue.

Southbound route: From the company's Hollywood depot to Selma Street, thence to Cahuenga Avenue, thence to Sunset Boulevard; thence along Sunset Boulevard to Los Angeles Street; thence along Los Angeles Street to the company's Los Angeles depot.

Route B - For stages operating via Glendale, northerly from the company depot on Los Angeles Street to San Fernando Boulevard, thence via the main highway through Glendale and Burbank to San Fernando; reverse of this route for travel in the opposite direction.

13- On the operation between Davis Junction and Valona Junction the route through Dixon may be either via the main highway on the east side or via the main highway on the west side of the Southern Pacific right of way through said City.

IT IS HEREBY FURTHER ORDERED that a certificate of public convenience and necessity for such a service be, and it is hereby granted to Pacific Greyhound Lines, Inc., and said Pacific Greyhound Lines, Inc., is hereby authorized to operate said service as a unified, consolidated system, the rights and certificate herein granted to be in lieu of, and not in addition to, operating rights and certificates covering the same territory heretofore acquired by Pacific Greyhound Lines, Inc., or its predecessors in interest, which existing rights and certificates are hereby revoked and annulled; and

IT IS HEREBY FURTHER ORDERED that the operating rights granted herein are granted subject to the following conditions, restrictions and limitations:

1- The following operations may be operated seasonally, approximately between the periods shown for each respective route named, service during the remainder of each year to be resumed when traffic demands warrant such operations:

- a. Ukiah - Lucerne - May 15th to October 1st.
- b. Lucerne - Clear Lake Oaks - May 15th to October 1st.
- c. Lower Lake Junction - Adams Springs - May 15th to October 1st.
- d. Santa Rosa - Calistoga via Mark West Springs - May 15th to October 1st.
- e. Middletown - Harbin Springs - May 15th to October 1st.
- f. Lower Lake - Seigler Springs - May 15th to October 1st.
- g. Santa Rosa - Monte Rio - May 15th to October 1st.
- h. Wacel Inn - Merced - May 15th to September 15th.
- i. Yosemite Junction - Mather - June 1st to September 15th.
- j. Colfax - Nevada State Line - when road conditions permit safe operation.
- k. Truckee- Tahoe - May 15th to November 15th.

2- On the operation between Martinez and Stockton no express may be transported, and no passengers or baggage shall be picked up or discharged between Martinez and Antioch, both points included, unless such passengers or baggage originate at or are destined to points east of Antioch; nor are passengers or baggage

to be picked up or discharged between Stockton-Brentwood, both points included, unless such passengers or baggage originate at or are destined to points west of Brentwood and the said operations not being consolidated with any other part of applicant's system, (subject to orders of the Commission in Application No. 14912).

3- No passengers, baggage or express shall be transported locally over any of the routes of the applicant within the territory bounded as follows: Las Flores, Hollywood, San Fernando, San Bernardino, Riverside, Redlands, Santa Ana, Newport Beach, Long Beach, Santa Monica nor between any of said points including points intermediate thereto, subject only to the following exceptions:

a. Local service may be rendered between Long Beach and Newport Beach and intermediate points.

b. Local service may be rendered between Los Angeles and San Fernando, and all intermediate points via Hollywood on through cars destined to or arriving from points north of Saugus or Oxnard except between Los Angeles and Hollywood.

c. The right to transport passengers, baggage and express to or from points in said restricted territory from or to points outside of said restricted territory is not to be by this restriction affected.

4- Between Taft and Maricopa, or points intermediate thereto, no passengers nor baggage shall be transported, and no express shall be transported except newspapers, bread and bakery products and express of Railway Express Agency, Inc., and milk and cream and empty containers of such commodities when being transported to or from a rail junction point in connection with rail transportation thereof.

5- Between Taft and Fellows, or points intermediate thereto, no passengers nor baggage shall be transported locally, and no express shall be transported locally, except newspapers, bread and bakery products and express of Railway Express Agency, Inc., and milk and cream and empty containers of such commodities when being transported to or from a rail junction point in connection with rail transportation thereof.

6- No passengers, baggage or express shall be transported locally between Vallejo and Benicia and intermediate points via the Vallejo (Lemon Street), Benicia, Cordelia route.

7- Between San Francisco and Sausalito no passengers nor baggage shall be transported locally, and between San Francisco and San Rafael and intermediate points via Sausalito whether via San Anselmo or Gretnbrae, and between Ignacio and Santa Rosa and intermediate points via Petaluma, no express, except newspapers, is to be transported.

8- Between Santa Rosa and Monte Rio the following intermediate points only may be served: Lagoon, Sousa's Corner, Rock Inn and Guerneville.

9- Between Santa Rosa and Monte Rio, no express may be transported, and no passengers nor baggage may be transported between points lying between Santa Rosa and Sousa's Corner, Santa Rosa included, on the one hand, and points lying between Sousa's Corner and a point one mile west of Forestville (Rock Inn) on the other hand.

10- No express is to be transported between Petaluma and Monte Rio and intermediate points over the route via Tomales. (Subject to orders of the Railroad Commission on First Supplemental Application No. 15517).

11- No service may be rendered locally between Los Gatos and Santa Cruz and intermediate points, all inclusive.

12- No passengers, baggage or express shall be transported to or from points between Sacramento and Roseville; nor to or from Roseville unless arriving from or destined to points east thereof; nor locally between Grass Valley and Nevada City, intermediate points included.

13- No passengers, baggage or express shall be transported locally between San Diego and El Cajon, and intermediate points.

14- No passengers, baggage or express shall be transported locally between San Diego and La Jolla, and intermediate points.

15- No express shall be transported between Sandy Corners and the California-Arizona State Line opposite Ehrenberg.

16- In the transportation of express as herein authorized, subject to the exceptions hereinafter noted, no single package may be accepted for transportation that exceeds one hundred pounds in weight, and all express is to be transported on passenger vehicles only. This restriction is subject to the following exceptions.

(a) The limitations as to package weight and vehicle of transportation shall not apply over the following routes:

1. Orick - Orleans.
2. Eureka - Burnt Ranch.
3. Eureka - Garfield - Freshwater Camp.
4. Middletown - Upper Lake.
5. Middletown - Harbin Springs.
6. Calistoga - Ukiah.
7. Sacramento - Nevada City.
8. Bakersfield - Taft.
9. Taft - Maricopa.

10. Taft - Fellows - Reward.

11. Lone Pine - Bishop - Laws.

12. Chinese Station - Mather.

(b) The limitations as to package weight and vehicle of transportation shall not apply to shipments transported for or through the agency of Railway Express Agency, Inc., and milk and cream and empty containers of such commodities when being transported to or from a rail junction point in connection with rail transportation thereof.

(c) No single package weighing in excess of forty pounds shall be transported between Castaic Junction and Greenfield Corners and intermediate points via the Ridge Route.

17- The transportation of baggage of passengers locally between San Jose and San Francisco and intermediate points shall be restricted to free transportation of hand baggage carried by the passenger.

18- On the route between Calistoga and Middletown permission is given to render on call service to Myrtleedale, either by deviating the stages operating between Calistoga and Middletown from the regular route so as to serve Myrtleedale, or by operating such on call service direct between Myrtleedale and Calistoga via the main highway.

19- During the season when operations may not be conducted between Middletown and Harbin Springs, on call service between said points shall be rendered subject to rules and regulations now on file with the Railroad Commission.

20- On branch line operation between Eureka and North Fork Camp and between Eureka and Freshwater Camp applicant may operate, in addition to its regular published schedules, such additional schedules on call or demand as may from time to time be required to meet emergency traffic demands when six or more passengers are to be accommodated.

21- The service between Pacific Grove and Asilomar shall be operated on call according to traffic demands, subject to the rules and regulations of the applicant as to on call service now on file with this Commission, or as may from time to time be filed with and satisfactory to the Commission.

22- Applicant may suspend operation over the highway route between Coachella and a point opposite Ehrenberg on the California-Arizona State Line via the main highway through Thermal, Mecca and Blythe pending improvement of highway conditions, but shall reinstate such service when highway conditions so improve as to justify the operation, or when traffic demands so require, or on supplemental order of the Commission made herein.

23- The operative rights and route between Martinez and Stockton are suspended, subject to be again placed in operation in accordance with the terms of Decision No. 22621 on Fourth Supplemental Application No. 15781.

24- The operative rights and route between Reward Junction and Lost Hills are suspended, but such service shall be reinstated when traffic demands so require, or on supplemental order of the Commission made herein.

25- The order herein shall not be construed as abrogating the lease of the operating right between Bakersfield and Paso Robles to Kern County Transit Company approved by the Railroad Commission in Decisions Nos. 18280 and 19267.

26- The permission for consolidation herein given shall not permit of the discontinuance of through service between Calistoga and San Francisco and at least one through schedule each way daily must be maintained unless otherwise authorized by the Railroad Commission.

27- The permission for consolidation herein given shall not permit of the discontinuance of through service between San Francisco and Santa Cruz without the permission of the Commission.

28- The operation between Truckee and Tahoe is not to be consolidated with any other part of applicant's system.

29- The order for consolidation herein shall not permit of the operation of through stages between Sacramento and Chico via Red Bluff, nor between San Francisco or Oakland on the one hand, and Chico on the other hand via Red Bluff.

30- The order for consolidation herein shall not permit of the issuance of a local tariff naming a fare between Oakland on the one hand, and Palo Alto, Los Gatos or Santa Cruz on the other hand; nor between Oakland on the one hand, and San Jose and Los Angeles via San Jose, both points inclusive, and all intermediate points thereto, on the other hand, with routing via San Francisco in each instance.

31- For all of the operations herein authorized, the tariffs of the applicant as now on file with the Commission governing the transportation of passengers, baggage and express with their rules and regulations, as affected by those offered at the hearing of this application, or as the same may be changed from time to time under the general orders, rules and regulations of this Commission, shall apply.

The right to transport express is subject to the restriction that no single package shall be accepted for shipment that weighs in excess of one hundred pounds, and all express must be transported on passenger vehicles only, except as to property transported for or through the agency of Railway Express Agency, Inc., and milk and cream and empty containers of such commodities when being transported to or from a rail junction point in connection with rail transportation thereof, to which said restrictions as to weight and vehicle shall not apply.

IT IS HEREBY FURTHER ORDERED that Pacific Greyhound Lines, Inc. shall:

1- Within a period not to exceed fifteen (15) days from the date of the order herein, file an acceptance of the certificate herein granted, which acceptance shall contain a declaration that the rights and certificate herein granted are accepted as rights and a certificate in lieu of, and not in addition to, rights and certificates heretofore granted to applicant or its predecessors in interest or established by them through operation prior to May 1, 1917.

2- Within sixty (60) days from the date hereof, shall make such tariff filings as are necessary or required by General Orders Nos. 79 and 80 of the Railroad Commission, to insure full compliance with the order herein, which tariffs shall in form and substance be identical with the tariffs now on file with the Railroad Commission in the name of applicant; also tariffs covering service extensions and changes herein authorized which shall conform in form and substance with tariffs attached to the application herein and those submitted at the public hearing herein and marked Exhibit No. 7.

3- Within sixty (60) days from the date hereof, file time schedules covering service herein authorized, which time schedules shall be satisfactory in form and substance to the Railroad Commission.

4- The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

5- No vehicle may be operated by applicant herein unless such a vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

IT IS HEREBY FURTHER ORDERED that for the general operation of its system, on reconstruction or relocation of highways not affecting intermediate points named in the tariffs of the company, Pacific Greyhound Lines, Inc., may follow such reconstructed or relocated highways, provided that said Pacific Greyhound Lines, Inc., shall first advise the Commission, in writing, of said highway change, said notice to be accompanied by a sketch or map showing highways involved and,

IT IS HEREBY FURTHER ORDERED that the certificate of public convenience and necessity authorizing applicant herein to transport freight between Chinese Station and Mather and intermediate points be, and the same is hereby revoked and annulled.

IT IS HEREBY FURTHER ORDERED that Pacific Greyhound Lines, Inc., cancel freight tariffs and time schedules on file in its name with the Railroad Commission covering said freight service between Chinese Station and Mather and intermediate points.

For all other purposes, the effective date of this order shall be twenty (20) days from the date hereof:

The above opinion and order are hereby approved and ordered adopted as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 3rd day of December 1930.

[Signature]
[Signature]

[Signature]

[Signature]
COMMISSIONERS.