

Between South San Francisco and a point on El Camino Real north of Tanforan Race Track.

Between San Bruno and a point on Bay Shore Highway opposite San Bruno.

Between Belmont and a point on Bay Shore Highway opposite Belmont.

Between San Carlos and a point on Bay Shore Highway opposite San Carlos.

Applicant also seeks to operate its stages between San Francisco and Daly City via Bernal and San Jose avenues.

The proposed changes and the extensions do not involve any tariff changes, applicant declaring that such service as will be performed under the authority herein sought shall be performed under the tariffs and rules and regulations now on file in its name with the Railroad Commission. The changes in time schedules are set forth in Exhibit "C", which is attached to the application herein and made a part thereof.

It appears from the allegations set forth by applicant in support of its petition that the following conditions exist:

Bay Shore extension:

There has just been opened for public travel as a part of the general Bay Shore Highway plan an extension of the Bay Shore Highway between San Mateo (Bay Shore and Third Avenue) and Redwood City (Broadway and Webster Street), which is now a desirable route for highway travel between San Francisco and Redwood City and points south. The new route reduces the distance between Redwood City (Broadway and Webster Street) and San Mateo (Bay Shore and Third Avenue) 1.5 miles, reduces the time of travel between said points, avoids a congested traffic district, and also, for service between the two points herein specified, eliminates two railroad crossings at grade. It will also save time and mileage in the operation of applicant's through stages between San Francisco and Los Angeles.

Cross-over roads between Bay Shore Highway and El Camino Real:

At certain times, such as celebrations at Mills Field (S.F. Airport), races at Tanforan, football games and other occasions service can be expedited and traffic congestion avoided by the use of roads connecting the two main highways down the peninsula. This also applies to the use of Bernal and San Jose avenues between San Francisco and Daly City.

Alternate routing in City of Santa Cruz:

On schedules returning from Davenport at night it is not necessary to go to the Southern Pacific depot unless there are passengers to discharge at that point. Applicant proposes as an alternate route, to use Laurel Street direct to Front Street, and thence to applicant's depot, thus saving unnecessary mileage and delay to passengers destined to applicant's Santa Cruz depot.

Re-routing in city of Vallejo:

Applicant is erecting a new depot at the corner of Sonoma and York Streets in the city of Vallejo. To enable it properly to serve the new depot, change in routing within said city is necessary.

Re-routing between Tracy and Fresno, via Los Banos and

Mendota:

There has just been opened for public travel a new road between Tracy and Vernalis, by the use of which route two railroad crossings at grade are eliminated, and 2.7 miles of distance saved.

We are of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted. Elimination of grade crossings and avoidance of traffic congestion, such as appear, will be accomplished by the granting of this supplemental application, and will make for a better and safer auto stage line operation. Therefore,

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 automobile service for the transportation of passengers, baggage and express over and along the following routes, serving all intermediate points between the termini named:

" Between Tracy and Fresno, via Los Banos and Mendota using the direct main highway; with optional service to and from Kerman. (Instead of Route No.36, laid down in Decision No.23244).

Between San Francisco and San Jose via El Camino Real diverging into the business districts of Redwood City and Palo Alto when traffic demands warrant. (Instead of Route No.51, laid down in Decision No.23244).

Between San Francisco and Redwood City via Bay Shore Highway.

Between a point on Bay Shore Highway at Burlingame through the business districts of Burlingame and San Mateo to a point on El Camino Real.

Between a point on El Camino Real at Burlingame through the business districts of Burlingame and San Mateo to a point on the Bay Shore Highway.

Between South San Francisco and San Bruno via San Mateo Avenue in San Bruno and its extension into South San Francisco when traffic demands warrant.

Between South San Francisco and a point on El Camino Real north of Tanforan Race Track when traffic demands warrant.

Between San Bruno and a point on Bay Shore Highway opposite San Bruno when traffic demands warrant.

Between Belmont and a point on Bay Shore Highway opposite Belmont when traffic demands warrant.

Between San Carlos and a point on Bay Shore Highway opposite San Carlos when traffic demands warrant.

Between San Francisco and Daly City via Bernal and San Jose Avenues route when traffic demands warrant.

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 to Errat Circle, thence to California Street to Bay Street, to Laurel Street, and thence either via Front Street to applicant's depot, or when necessary to serve Southern Pacific Company's Santa Cruz depot, from Laurel Street via Washington Street to the Southern Pacific Company's depot, thence to applicant's depot. (Instead of Route No.61, laid down in Decision No.23244).

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 Sutter Street, thence on Sutter Street to York Street to applicant's depot at Sonoma and York Streets, and thence via Sonoma Street and the extension thereof to Napa Road; Southbound route to be via Sonoma Street to Georgia Street, thence to Sutter Street, thence to York Street, to applicant's depot, thence on Sonoma Street to Pennsylvania Street, thence to Napa Street, thence to Maryland Street, thence to Alameda Street, and thence to Fifth Street, or, according to traffic demands, in either direction, from the intersection of Alameda and Maryland Streets direct on Alameda Street to Napa Road, thence on Napa Road to points north; or, according to traffic demands, in either direction, via Fifth Street to Alameda Street, thence to Maryland Street, thence to Napa Street, thence to Pennsylvania Street, thence to Sonoma Street, thence to Virginia Street, thence to Branciforte Street to Southern Pacific Golden Gate Dock,

detouring when necessary to serve Southern Pacific station at foot of Georgia Street via Virginia Street to waterfront to Southern Pacific depot, thence via Georgia Street to Branciforte Street; or, according to traffic demands, in either direction, via Fifth Street, thence to Alameda Street, thence to Maryland Street, thence to Napa Street, thence to Pennsylvania Street, thence to Santa Clara Street, thence to Main Street, thence to Branciforte Street to Georgia Street, to Southern Pacific Depot at foot of Georgia Street; or according to traffic demands, from the corner of Fifth and Lemon Streets via Lemon Street to Southern Pacific South Vallejo depot; or, according to traffic demands, a combination of these routes as may be necessary; and via Lemon Street from Fifth and Lemon Streets to Benicia Road." (Instead of Special Route No.9, laid down in Decision No.23244).

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for such a service be and the same is hereby granted to Pacific Greyhound Lines, Inc., subject to the following conditions:

1. That within fifteen (15) days from the date hereof the certificate of public convenience and necessity herein granted shall be accepted by applicant as a certificate modifying and extending the certificate heretofore granted applicant by Decision No.23244 and not as a separate operating right, and with the understanding that the service herein authorized to be performed shall be operated in connection with and as part of the consolidated right granted by said Decision No.23244, the operating right herein granted being hereby consolidated with said right, and
2. That applicant shall file such time schedules as are necessary to cover the service changes herein authorized.

IT IS HEREBY FURTHER ORDERED that the order herein shall not be construed as authority to remove any of the restrictions heretofore imposed on the operations of applicant on the routes affected by this order by said Decision No.23244.

The effective date of this order is hereby fixed as twenty
(20) days from the date hereof.

Dated at San Francisco, California, this 11th day of
May, 1931.

Chas. S. ...

W. H. ...

W. B. ...

Fred G. ...
COMMISSIONERS.