

Decision No. 40686

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
RUSSELL L. BENINGER and FRANK R. )  
BENINGER, co-partners, doing business )  
as BENINGER TRANSPORTATION SERVICE, )  
for a certificate of public conven- )  
ience and necessity to operate a )  
certain motor coach route between )  
Richmond and El Sobrante as an exten- )  
sion and enlargement of its existing )  
service. )

**ORIGINAL**

Application No. 28672

O P I N I O N

Russell L. and Frank R. Beninger doing business as Beninger Transportation Service presently provide a passenger stage service between El Sobrante and Richmond and intermediate points subject to restrictions prohibiting local service within the City of Richmond and service between points south or west of San Pablo Avenue. The operative right for this service was created by Decision No. 35426, the routes of operation thereafter having been modified by Decision No. 36508.

By the above entitled application, as amended, applicants request certain modifications of their present authorized routes in order to more effectively serve the communities of El Sobrante, Rollingwood and El Portal. Applicants assert that they have had numerous requests from the residents of these communities to establish the proposed reroutings and extensions, which, applicants state, will materially benefit such residents and provide a more convenient service to the public. Applicants' proposal will not require a change in their schedules of operations and their present fares will be applicable.

Pacific Greyhound Lines, the only other common carrier of passengers which might be affected, has waived protest to the application.

After full consideration we find that public convenience and necessity require the proposed reroutings and extensions, which will be authorized by an amendment of applicants' present routes of operation as set forth in said Decision No. 36508. No public hearing is necessary.

O R D E R

An application therefor having been filed and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That the routes of operation described in service regulation No. (3)(1) of Decision No. 35426, dated June 2, 1942, as amended by Decision No. 35973, dated November 23, 1942 and Decision No. 36508, dated July 27, 1943, are hereby deleted from said decision and that there be substituted in lieu thereof the following:

"3. Subject to the authority of this Commission to change or modify them by further order, applicants shall conduct passenger stage service pursuant to the certificate herein granted over and along the following routes:

"(1) Beginning at the intersection of La Paloma Road and Appian Way in the community of El Sobrante; thence along Appian Way to Maloney Road; thence along Maloney Road to Manor Road; thence along Manor Road to La Paloma Road; thence along La Paloma Road to County Road No. 24; thence along County Road No. 24 to El Centro Road and return along County Road No. 24 to La Paloma Road; thence

"along La Paloma Road to Appian Way; thence along Appian Way to its junction with County Road No. 7 (otherwise known as San Pablo Dam Road); thence via County Road No. 7 (San Pablo Dam Road) to its junction with Highway No. 40 at San Pablo Avenue; thence via San Pablo Avenue (Highway No. 40) to Rheem Avenue; thence via Rheem Avenue to 23rd Street; thence via 23rd Street to MacDonald Avenue; thence via MacDonald Avenue to 12th Street to Bissell Avenue; thence via Bissell Avenue to 10th Street; thence via 10th Street to Ohio Avenue, thence diverging as follows:

"(a) Via 10th Street to Cutting Boulevard; thence diverging as follows:

"1. To the "Richmond No. 2" shipyard, via 10th Street and Hall Avenue to 14th Street and return via 14th Street to Cutting Boulevard; thence via Cutting Boulevard to 10th Street;

"2. To the "Richmond No. 1" shipyard, via Cutting Boulevard and return to 10th Street; also to Topeka Street and Cutting Boulevard, via Cutting Boulevard and connect with route specified in (b) and (b)(1);

"(b) Via Ohio Avenue to Garrard Boulevard; thence via Garrard Boulevard to Topeka Street; thence via Topeka Street to Cutting Boulevard to entrance gates of "Richmond No. 4" and "Richmond No. 3" shipyards and return; or

"1. To entrance gate of the Standard Oil Company Refinery via Cutting Boulevard, Oil Street, Virginia Avenue and Standard Avenue and return to Garrard Boulevard, thence via authorized routes;

"2. To 10th Street and Cutting Boulevard, via Cutting Boulevard to connect with route specified in (a)(1);

"Also from the junction of County Road No. 7 (San Pablo Dam Road) and County Road No. 20, along County Road No. 20 to its junction with Fordham Street; thence along Fordham Street to Brook Way; thence along Brook Way to Glenlock Street; thence along Glenlock Street to Rollingwood Drive, and along Rollingwood Drive to its junction with County Road No. 20; thence along County Road No. 20 to Castro Road; thence along Castro Road to Marsh Road; thence along Marsh Road to Balboa Road; thence along Balboa

"Road to Anza Road; thence along Anza Road to Aguiar Road; thence along Aguiar Road to its junction with County Road No. 20; thence along County Road No. 20 to its junction with San Pablo Avenue (Highway No. 40); thence via 23rd Street to Rheem Avenue."

(2) That no local service shall be performed by applicants for the transportation of passengers having both point of origin and point of destination between points south or west of San Pablo Avenue.

(3) That in all other respects said Decision No. 35426 shall remain in full force and effect.

The effective date of this order shall be 20 days from the date hereof.

Dated at Los Angeles, California, this 10<sup>th</sup> day of September, 1947.

Harold P. Huls  
Justice F. Casper  
Isabel Powell  
P. Z. Johnson

COMMISSIONERS