

Decision No. 15011

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation to determine whether the)	
provisions of proposed General Order)	
No. 98 should be adopted and supersede)	Case No. 5098
the provisions of General Order No. 93-A)	
pertaining to passenger stage corporations.)	

For appearances see list following the order

O P I N I O N

On June 21, 1949, this Commission issued its order, on its own motion, in the above entitled proceeding instituting an investigation for the purpose of determining the reasonableness and propriety of adopting the provisions of a new proposed general order containing safety rules and other regulations applicable to passenger stage corporations and street railroad corporations, a copy of which was attached to the order instituting this investigation.

The investigation was for the further purpose of determining whether the provisions of General Order No. 93-A pertaining to passenger stage corporations should be cancelled and superseded.

Hearings were held before Examiner R. K. Hunter at San Francisco on August 31 and at Los Angeles on September 21 and 27, 1949, at which time the investigation was closed and the matter submitted.

Copies of the order instituting the investigation together with the proposed new general order were mailed to all passenger stage corporations and street railroad corporations operating under

this Commission's jurisdiction as of the date thereof. In addition, copies of the order and the proposed new general order were also mailed to representatives of the labor organizations involved in the passenger stage corporation and street railroad corporation industries.

A total of 23 witnesses testified and introduced exhibits. (1)
Sixteen of these witnesses were called on behalf of existing passenger stage and street railroad corporations, one on behalf of the City of Los Angeles, four on behalf of labor organizations and two for the Commission's staff. It does not appear necessary to analyze and discuss individually the testimony and evidence introduced by each witness.

After the submission of the case and full consideration of the testimony and evidence, it was deemed desirable to re-edit and re-codify the rules and regulations proposed. As a result, the greater bulk of the changes that have been made involve renumbering, rewording and regrouping the various rules for the purpose of clarity. A detailed discussion of such changes is deemed unnecessary. This opinion, therefore, will touch but briefly on the more controversial issues only.

DEFINITION OF "URBAN" SERVICE (Section 2.04)*

After a careful consideration of the testimony, it is our conclusion that the tremendous growth in the metropolitan areas of California requires the extension of the one-way route mileage used in this rule from 25 to 35 miles.

(1) A list of the witnesses follows the order.

* Numbers following headings refer to sections and parts of General Order No. 98 attached hereto.

SPEEDOMETERS (Section 3.01)

It is our conclusion after considering the testimony of the representatives of the Commission's staff and others that tachometers do not give a sufficiently immediate indication of the speed being traveled. It has, therefore, been decided to require that all passenger stages and trolley coaches be equipped with speedometers.

TIRES (Section 3.07)

Based upon the testimony of technical representatives of tire manufacturers, it is our conclusion that it would not be inimical to safety to permit tires to be retreaded even though the breaker strip shows wear. The new general order, therefore, will reflect this change.

HEATING (Section 4.05)

Based on the testimony introduced at the hearing, it appears unreasonable to exempt urban service from the requirement of adequate heating. It is our conclusion, therefore, and we so find that this exemption should be eliminated from the rules and the new general order will so provide.

STANDING PASSENGERS (STANDEES) (Part 2)

It is our conclusion after considering the testimony of the representatives of labor organizations, of the passenger transportation industry, and of the Commission's staff, that it is not desirable to require the establishment of a "distinct marking indicating that no one shall stand between said marking and the front of the vehicle." The new general order, therefore, will exclude this requirement.

QUALIFICATION OF DRIVERS (Part 12)

In order to simplify the administrative details of passenger stage corporations and street railroad corporations concerning the physical qualifications of their drivers, it is our conclusion after carefully considering the testimony introduced at the hearing, that it would be desirable to make this Commission's requirements conform as nearly as practicable to those established by the Interstate Commerce Commission which are considered satisfactory. The new general order, therefore, will contain provisions establishing a standard physical examination and the use of a form for such purpose similar to that required by the Interstate Commerce Commission.

DRIVER TRAINING PROGRAMS (Section 12.26)

Based upon the testimony introduced in this proceeding and the Commission's decision in Case No. 5136, which concerned the general subject of highway safety, it is our conclusion that passenger stage corporations and street railroad corporations should establish adequate and effective driver training programs. The new general order, therefore, will contain a strong recommendation to the industry to that effect.

HOURS OF SERVICE AND DRIVERS' LOGS (Part 13)

Based upon testimony on behalf of the passenger transportation industry and the Commission's decision in Case No. 5136, it is our conclusion that it would promote safety and simplify the administration by the industry to bring this Commission's requirement as to hours of service into conformity with those of the Interstate Commerce Commission. The new general order, therefore, will so provide.

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It is also our conclusion and we so find, based upon the same testimony and said case, that the establishment of the requirement that every driver keep a log would facilitate the enforcement of the hours of service regulations. Many drivers who presently drive in both intrastate and interstate traffic keep such logs. It appears that this requirement would not place too great an additional burden on the driver, especially since drivers who presently keep logs in conformity with Interstate Commerce Commission requirements will be deemed to have complied with the new rules and regulations of the California Public Utilities Commission. The new general order will require, therefore, that every driver keep a log of his hours of service substantially in the same manner as required by the Interstate Commerce Commission.

REPORTING OF ACCIDENTS (Part 17)

The rules concerning the reporting of accidents have been generally revised. In the interest of simplification they have been made substantially the same as those promulgated by the Interstate Commerce Commission. It appears unrealistic to require that deaths resulting from accidents to be reported only if they occur within twenty-four hours after the accident happens. One change in the general order, therefore, will require that all known fatalities resulting from accidents be reported irrespective of when they occur.

VEHICLE CODE PROVISIONS

General Order No. 93-A in its present form contains sections which are either exactly or substantially a repetition of those which appear in the Vehicle Code. This practice does not appear to be necessary. The new rules, therefore, will require all passenger stage corporations, street railroad corporations and their drivers

to strictly observe the provisions of the Vehicle Code and its provisions will not be repeated in the new order.

CONCLUSIONS

It appears that a full investigation and hearing of the matters involved in this proceeding have been had and that all parties interested have had a full opportunity to present to the Commission suggested changes in the rules. It is our conclusion, therefore, based upon the testimony and evidence introduced during the proceeding that the Safety Rules and Other Regulations Covering the Operations of Passenger Stage Corporations and Street Railroad Corporations set forth in the attached General Order No. 98 are reasonable and will promote safety in the transportation of passengers on the highways in California.

O R D E R

An investigation having been instituted on the Commission's own motion in the above entitled matter, public hearings having been held, and based upon the evidence adduced at said hearings,

IT IS ORDERED:

(1) On and after January 1, 1951, the Safety Rules and Other Regulations Governing the Operations of Passenger Stage Corporations and Street Railroad Corporations, which are attached hereto and made a part hereof, shall be in full force and effect.

(2) Said safety rules and other regulations shall be known as General Order No. 98.

(3) Parts I to IV, inclusive, of General Order No. 93-A of this Commission, are hereby canceled as of the effective date of said General Order No. 98 in so far as it applies to passenger stage corporations and street railroad corporations.

The effective date of this order shall be thirty (30) days after the date hereof.

Dated at San Francisco, California, this 25 day of November, 1950.

R. F. Zimmerman
Justin F. O'Brien
Wm. A. Lowell
Harold P. Hills
Frederick Pitts
COMMISSIONERS

APPEARANCES

As Interested Parties:

Gene Allen for West Coast Bus Lines, Ltd.
Douglas Brookman for Pacific Greyhound Lines.
Randolph Karr for Pacific Electric Railway Company.
Reginald L. Vaughan, John G. Lyons, and
W. A. Samuelson for American Buslines, Inc.,
Burlington Transportation Company, and
Gibson Lines.
Herbert B. Atkinson and Vernon P. Spencer for South
Los Angeles Transportation Company.

Thomas V. Tarbet for Department of Public Utilities
and Transportation, City of Los Angeles.

F. G. Pellett for Brotherhood of Railroad Trainmen.
Claude E. Reichle for Amalgamated Association of
Street Electric Railway and Motor Coach
Employees of America, Local Division 256.

As Protestants:

J. R. Worthington for Key System Transit Lines.
J. M. Souby, Jr. for Santa Fe Trailways and
West Coast Trailways Busline.
W. J. Rellaford and Don L. Campbell for Asbury
Rapid Transit System.
Gibson, Dunn & Crutcher by Max Eddy Utt,
also Stanley M. Lanham for Los Angeles
Transit Lines.
W. A. Baker for Pacific City Lines.

Robert W. Gilbert and Louis A. Nissen by Robert W.
Gilbert for California State Council of the
Amalgamated Association of Street and Electric
Railroad and Motor Coach Employees, A. F. of L.
George W. Ballard for Brotherhood of Railroad Trainmen.

For the Commission's Staff:

J. G. Hunter, Assistant Director of Transportation
and Chief Engineer.
Ward Hall, Supervising Transportation Engineer.
George H. Warfel, Senior Transportation Operations
Supervisor.
Ted E. Rogers, Transportation Operations Supervisor,
Operations-Safety Division.
F. G. Ballenger, Assistant Transportation Engineer.
Charles W. Overhouse, Assistant Transportation Engineer.

WITNESSES

M. C. Frailey, Vice President, Pacific Greyhound Lines.
Allen Campbell, District Engineer, Westinghouse Air Brake Company,
on behalf of Pacific Electric Railway Company.
Phillip W. Grew, Technical Superintendent, Goodyear Tire &
Rubber Company of Los Angeles, on behalf of Pacific Electric
Railway Company.
R. A. Barmuro, Western Division Maintenance Manager for Highway
Transportation, The Goodyear Tire & Rubber Company, on behalf
of Pacific Electric Railway Company.
Fred C. Patton, General Superintendent of Passenger Service,
Pacific Electric Railway Company.
R. M. Ahrens, General Superintendent of Bus Maintenance,
Pacific Greyhound Lines.
Glen G. Magnuson, Director of Safety, Pacific Greyhound Lines.
W. A. Baker, Superintendent of Transportation, Pacific City Lines.
Stanley M. Lanham, Director of Planning, Los Angeles Transit Lines.
Herbert B. Atkinson, General Manager, South Los Angeles Transporta-
tion Company.
R. F. MacNally, South Los Angeles Transportation Company.
W. J. Rellaford, Asbury Rapid Transit System.
M. A. Samuelson, Assistant Vice President of Operations,
Gibson Lines, and Division Superintendent of Burlington
Transportation Company (by stipulation).
Art Nay, General Manager, Santa Fe Transportation Company and
Continental Bus System, Western Lines.
J. R. Worthington, Traffic Manager, Key System Transit Lines.
Gene Allen, General Manager, West Coast Bus Lines.

Colonel Charles Bean, Chief Engineer and General Manager,
Department of Public Utilities and Transportation,
City of Los Angeles.

F. G. Pellett, State Representative, Brotherhood of Railroad
Trainmen.
Robert W. Gilbert, California State Council of the Amalgamated
Association of State Electric Railway and Motor Coach
Employees, A. F. of L.
Claude E. Reichle, Amalgamated Association of State Electric
Railway and Motor Coach Employees of America, Local Division 256.
George W. Ballard, Chairman of the Brotherhood of Railroad Trainmen.

Ward Hall, Supervising Transportation Engineer, Transportation
Department, Engineering Section, Public Utilities Commission
of the State of California.
Ted E. Rogers, Transportation Supervisor, Operation and Safety
Division, Transportation Department, Public Utilities
Commission of the State of California.

PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

GENERAL ORDER NO. 98

(Cancelling and superseding Parts I to IV,
inclusive, of General Order No. 93-A in so
far as applicable to passenger stage corpora-
tions and street railroad corporations)

SAFETY RULES AND OTHER REGULATIONS GOVERNING
THE OPERATIONS OF PASSENGER STAGE CORPORATIONS
AND STREET RAILROAD CORPORATIONS

Approved November 8, 1950

Effective January 1, 1951

Authorized by Decision No. 45011 in Case No. 5098

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GENERAL ORDER NO. 98

Cancelling and superseding Parts I to IV, inclusive, of General Order No. 93-A in so far as applicable to passenger stage corporations and street railroad corporations.

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SAFETY RULES AND OTHER REGULATIONS GOVERNING
THE OPERATIONS OF PASSENGER STAGE CORPORATIONS
AND STREET RAILROAD CORPORATIONS

Approved NOV - 8 1950, 1950 Effective January 1, 1951

Authorized by Decision No. 4501~~1~~ Case No. 5098

PART 1 - GENERAL PROVISIONS

1.00 GENERAL PROVISIONS GOVERNING APPLICATION OF RULES AND REGULATIONS

1.01. SHORT TITLE. These rules and regulations shall be known as "General Order No. 98."

1.02. CONTINUATION OF EXISTING RULES. The provisions of these rules and regulations, in so far as they are substantially the same as existing provisions in General Order No. 93-A relating to the same subject matter, shall be construed as restatements and continuations thereof and not as new enactments. (These rules and regulations will not apply to highway common carriers.)

1.03. PENDING PROCEEDINGS AND ACCRUED RIGHTS. No action or proceeding commenced before these rules and regulations take effect, and no right accrued, is affected by the provisions of these rules and regulations, but all procedures thereafter taken therein shall conform to the provisions of these rules and regulations in so far as the same are applicable.

1.04. CONSTITUTIONALITY. If any portion of these rules and regulations is held unconstitutional or invalid for any reason, such determination shall not affect the validity of any other portion of these rules and regulations.

1.05. CONSTRUCTION. Unless the context otherwise requires, the general provisions hereinafter set forth shall govern the construction of these rules and regulations.

1.06. EFFECT OF HEADINGS. Part and section headings contained herein shall not be deemed to govern, limit, modify or in any manner affect the scope, meaning, or intent of the provisions of any part or section hereof.

1.07. REFERENCES TO STATUTES AND RULES AND REGULATIONS. Whenever any reference is made to any portion of any law, such reference shall apply to all amendments and additions heretofore or hereafter made; and whenever any reference is made to any portion of these rules and regulations, such reference shall apply to all amendments and additions hereafter made.

1.08. "PART" AND "SECTION" DEFINED. "Part" means a part of these rules and regulations unless some other statute or rule or regulation is specifically mentioned and "section" means a section of the part in which that term occurs unless some other part is expressly mentioned.

1.09. CONSTRUCTION OF TENSES. The present tense includes the past and future tenses, and the future includes the present tense.

1.10. CONSTRUCTION OF GENDERS. The masculine gender includes the feminine and neuter.

1.11. CONSTRUCTION OF SINGULAR AND PLURAL. The singular number includes the plural, and the plural the singular.

1.12. "SHALL" AND "MAY". "Shall" is mandatory and "may" is permissive.

1.13. NOT RETROACTIVE. Unless hereinafter particularly specified, these rules and regulations shall not require major reconstruction of or additions to passenger stages or trolley coaches in service on the effective date hereof which comply with General Order No. 93-A on the last day of its effectiveness; however, this section shall not be construed as limiting the

power of this Commission to order any change or addition it may find necessary to place any passenger stage or trolley coach in a safe operating condition.

1.14. APPLICABILITY OF VEHICLE CODE. Where not in conflict and not inconsistent with provisions of this General Order, every passenger stage corporation, street railroad corporation, and their drivers shall comply strictly with the provisions of the Vehicle Code.

1.15. ADDITIONAL RULES AND REGULATIONS. Passenger stage corporations and street railroad corporations may put into effect and enforce additional rules and regulations relating to safety of operation not inconsistent with these rules and regulations.

1.16. COMMISSION MAY ORDER DEVIATIONS. The Commission may authorize deviations from these rules and regulations or prescribe or require the observance of additional or different rules by special order.

1.17. STANDARDS. When these rules and regulations provide for the construction, installation, or operation of any facility in a proper, appropriate, satisfactory, reasonable, adequate, efficient, or acceptable manner, such construction, installation, or operation shall be to the satisfaction of the Commission.

1.18. APPLICABILITY OF RULES AND REGULATIONS. Every passenger stage corporation and every street railroad corporation shall comply with these rules and regulations and said rules and regulations shall apply to every passenger stage and trolley coach operated by them, including loaned vehicles.

PART 2 - DEFINITIONS.

2.00 WORDS AND PHRASES DEFINED.

2.01. "PASSENGER STAGE", "PASSENGER STAGE CORPORATION", "STREET RAILROAD", AND "STREET RAILROAD CORPORATION". The definitions of "Passenger Stage", "Passenger Stage Corporation", "Street Railroad", and "Street Railroad Corporation" shall be those set forth in the Public Utilities Act.

2.02. "TROLLEY COACH". "Trolley Coach" is a vehicle propelled by electric power obtained from overhead trolley wires, but not operated upon rails.

2.03. "DRIVER". "Driver" is a person, including an owner-driver, who drives or is in actual physical control of a passenger stage or trolley coach.

2.04. "URBAN" SERVICE. "Urban" service means service performed within metropolitan or more or less thickly populated or built up areas or between such areas in close proximity, the one-way route mileage of which service is not more than 35 miles.

2.05. "VEHICLE". Unless the context indicates otherwise, "Vehicle" means a passenger stage or a trolley coach, or both, as indicated by the context.

2.06. "COMMISSION". "Commission" means the Public Utilities Commission of the State of California.

2.07. "CARRIER". Unless the context indicates otherwise, "Carrier" means a passenger stage corporation or a street railroad corporation, or both, as indicated by the context.

2.08. "EMPLOYER". "Employer" means a passenger stage corporation or a street railroad corporation, or both, as indicated by the context.

PART 3 - EQUIPMENT

3.00 EQUIPMENT ON PASSENGER STAGES AND TROLLEY COACHES.

3.01. SPEEDOMETERS. Every passenger stage and trolley coach shall be equipped with an accurate standard speedometer, installed in such a position as to be easily seen by the driver. The speedometer shall be maintained in such position in good operating condition at all times.

3.02. DEFROSTING DEVICES. Every passenger stage and trolley coach, when operating under conditions likely to cause snow, ice, frost, fog, or moisture to collect on the windshield, shall be equipped with a mechanically operated device, or an adequate air-circulatory system, designed to prevent or remove such collection of snow, ice, frost, fog or moisture.

3.03. SKID CHAINS. Every passenger stage likely to encounter conditions necessitating the use of skid chains shall carry at least one pair which shall be put on their rear wheels whenever necessary to ensure the safe operation of such vehicle.

3.04. FIRE EXTINGUISHERS. Every passenger stage and trolley coach shall be equipped with at least one properly-filled fire extinguisher of the pump or automatic pressure type, inspected and labeled by Underwriters' Laboratories, Inc., under Classification B, the extinguishing agent of which shall be one not requiring protection against freezing. The minimum size shall be one quart for the carbon tetrachloride type or two pounds for the carbon dioxide type, or the equivalent thereof. The fire extinguisher shall be securely mounted in brackets at a visible and readily accessible location, and shall be continuously maintained in an efficient operating condition.

3.05. MIRRORS. Every passenger stage and trolley coach shall be equipped with a firmly attached mirror or mirrors, located and adjusted so as to reflect to the driver a view of the highway to the rear and the interior of the vehicle.

3.06. HORNS. Every trolley coach, as well as every passenger stage, shall comply with Section 671 of the Vehicle Code.

3.07. TIRES. Every passenger stage and trolley coach shall be equipped with tires adequate to support the maximum gross weight of each vehicle. Such tires shall be taken out of service when they show wear through the breaker strip or to the cords. A tire shall not be retreaded if worn to the cords, if the cords show wear, if the cords have been separated in the outer wall of the tire, or if the tire is otherwise damaged to an extent rendering it unsafe to use if retreaded.

3.08. BELL CORDS OR BUZZERS. Every passenger stage seating ten (10) or more persons, and every trolley coach, shall be equipped with a bell cord or buzzer which will enable any passenger to signal the driver when a stop is desired.

3.09. FIRST AID KITS. Every passenger stage and trolley coach, except those in urban service, shall carry in a visible place a first-aid kit which shall be so constructed that it and its entire contents are readily removable. The kit shall be kept fully equipped and maintained in good condition and shall contain at least the following:

- 1 package of 4-inch bandage compresses
- 1 package of 2-inch bandage compresses
- 2 packages of 2-inch adhesive compresses
- 1 package of 40-inch triangular bandage
- 1 package of burn ointment
- 1 package of ammonia inhalants
- 1 package of iodine applicators
- 1 package of wire splints
- 1 package of tourniquet and forceps
- Instructions for use of above items

3.10. GRAB HANDLES. Every passenger stage seating ten (10) or more passengers, and every trolley coach, shall be equipped with suitable grab handles, stanchions, or bars not less than 10 inches in length, which shall be installed at entrances and exits within convenient reach of persons boarding or leaving such vehicles.

3.11. SAFETY BARS. A safety bar or panel shall be installed in front of or adjacent to the seat directly to the rear of all entrance and exit doors, to prevent passengers from being thrown into the step wells in case of a sudden stop.

3.12. DRIVESHAFT GUARDS. Every passenger stage with an under-floor driveshaft shall be equipped with a metal protective guard designed to prevent the driveshaft, when broken, from whipping through the floor or dropping to the ground.

3.13. FAILURE OF EQUIPMENT ON THE ROAD. In the event of a failure of, defect in, or breakage of a speedometer, windshield, windshield wiper, horn, or any other equipment essential to safe operation while the vehicle is on the road, repairs shall be made as soon thereafter as practicable. If road repairs are impracticable, the vehicle shall be taken out of service at the earliest possible moment.

PART 4 - HEATING, LIGHTING, CLEANLINESS AND VENTILATION

4.00 HEATING, LIGHTING, CLEANLINESS AND VENTILATION ON PASSENGER STAGES AND TROLLEY COACHES.

4.01. EXHAUST GASES. Every passenger stage shall be constructed and maintained so as to minimize the entering of exhaust gases or engine fumes into the passenger compartment. The motor and appurtenances thereof shall be operated in such a manner and maintained in such a condition as to minimize the quantity of obnoxious or harmful elements present in the exhaust gases or engine fumes.

4.02. CLEANLINESS. Every passenger stage and trolley coach shall be maintained in a satisfactorily clean and sanitary condition.

4.03. INTERIOR LIGHTING. Every passenger stage and trolley coach operating during the hours of darkness between sunset and sunrise shall be equipped with a light or lights arranged so as to adequately illuminate the whole interior of the vehicle without effecting the driver's vision.

4.04. CLEARANCE LAMPS. Every passenger stage seating ten (10) or more passengers, and every trolley coach, shall be equipped with at least four clearance lamps mounted at the outer extremities of such vehicles, one amber light on each side near the front, visible at a distance of 500 feet from the front and the side, and one red light on each side near the rear, visible at a distance of 500 feet from the rear and the sides.

4.05. HEATING. Every passenger stage and trolley coach shall be equipped with and use an adequate, safe and effective heating system, which shall be capable of and shall produce sufficient heat to provide reasonable comfort for the occupants during cold weather. All heating system pipes and radiators shall be properly shielded so as to protect adequately the passengers and their clothing.

4.06. VENTILATION. Every passenger stage and trolley coach shall be constructed so as to provide adequate ventilation regardless

of weather conditions. Openings for ventilation which are in line with the air stream from side louvers in the engine hood shall not be permitted unless they are equipped with shutters or doors hinged toward the engine to deflect the normal air stream from such openings. Openings for ventilation through the front of a vehicle shall be equipped with suitable screens designed to prevent the passage of insects, gravel, and other objects.

PART 5 - FUEL CONTAINERS AND FUELING.

5.00 FUEL CONTAINERS ON PASSENGER STAGES.

5.01. FUEL CONTAINERS - PROJECTION. The fuel container, tank or intake pipes, or any part thereof, shall not project beyond the side of any passenger stage.

5.02. FUEL CONTAINERS - LOCATION. Neither the fuel container tank, nor the intake pipe thereof shall be located within the passenger-carrying compartment of any passenger stage.

5.03. FUEL CONTAINERS - CONSTRUCTION AND INSTALLATION. The fuel tank or container supplying fuel for the propulsion of any passenger stage shall be:

- (a) substantially and properly constructed;
- (b) free from leaks;
- (c) adequately and securely fastened to the vehicle;
- (d) equipped with adequate baffles; and
- (e) maintained in good condition.

5.10 FUELING OF PASSENGER STAGES.

5.11. FUELING RESTRICTIONS. A passenger stage shall not be fueled:

- (a) while passengers are aboard;
- (b) while the engine is running;
- (c) in areas where smoking is permitted; or
- (d) in the presence of or proximity to any source of ignition which could possibly ignite the fuel or vapors therefrom.

5.12. GROUNDING OF FUEL HOSE. The nozzle of the fuel hose shall be in contact with the intake of the fuel tank throughout the entire time the vehicle is being fueled.

5.20 RESERVE FUEL ON PASSENGER STAGES.

5.21. RESERVE SUPPLY - HOW CARRIED. A reserve supply of fuel shall be carried only in a properly constructed and mounted fuel tank, which shall be constructed and equipped in accordance with the requirements set forth in Section 5.03.

PART 6 - ENTRANCES AND EXITS

6.00 DOORS AND STEPS OF PASSENGER STAGES AND TROLLEY COACHES.

6.01. DOORS AND STEPS TO BE KEPT CLEAR. Doors and steps of every passenger stage and trolley coach shall be kept clear at all times so as to permit the safe ingress and egress of passengers.

6.02. REAR VIEW MIRRORS REQUIRED. Rear view mirrors giving the driver a clear view of the door and step wells of rear and center entrances and exits shall be provided and maintained on every passenger stage and trolley coach.

6.03. CONSTRUCTION AND MAINTENANCE. Doors shall be substantially constructed in accordance with acceptable standards and shall be satisfactorily maintained in good working order so as to permit the safe ingress and egress of passengers.

6.04. WHEN MANUALLY OPERATED. Doors operated by a hand lever or other manual device shall be so constructed that no parts thereof can come together with an exposed shearing action.

6.05. WHEN DOORS NOT ADJACENT TO DRIVER. Doors not immediately adjacent to the driver shall be:

- (a) interlocked with the brakes and the accelerator in such a manner that the vehicle can not start when the doors are open and the doors can not open while the vehicle is in motion;
- (b) so designed and equipped that they will release the pressure, reverse their motion, and reopen in the event a person should be caught in them while closing;

- (c) so designed and equipped that a signal will be transmitted to the driver should the door completely close on any part of a person's body; and,
- (d) adjusted and maintained, when operated or actuated by treadle steps, to close in not less than 2-1/2 seconds after a person steps off such treadle.

6.10 EMERGENCY EXIT DOORS OF PASSENGER STAGES AND TROLLEY COACHES.

6.11. WHEN REQUIRED. Except as provided in Section 6.12, every passenger stage having a seating capacity of ten (10) or more passengers, and every trolley coach, shall be equipped with an emergency door located on the left side near the rear.

6.12. IN URBAN SERVICE. Any passenger stage or trolley coach in urban service shall not be required to comply with Section 6.11 provided, that in addition to the front entrance and exit door, such vehicle is equipped with a center or rear entrance and exit door which, in case of an emergency, can be easily opened by a passenger by readily apparent means.

6.13. HOW LATCHED. Every emergency door shall be latched in such manner that it can be readily opened by a passenger in case of emergency.

6.14. WARNING DEVICE. Every emergency door shall be equipped with a warning device, not directly connected with any lighting circuit, which will actuate either an audible signal or an easily seen red light on the instrument panel when such door is unlatched.

6.15. SIZE OF OPENING. Every emergency door opening shall extend at least from the floor to the top of the window line and be not less than 24 inches in width.

6.16. AISLE SPACE. Satisfactory aisle space, sufficient to permit unusually rapid movement or unloading of passengers in the event of an emergency, shall be provided immediately adjacent to every emergency exit.

6.17. MUST BE MARKED. Every emergency door, and rear or center exit door used in lieu thereof, shall be conspicuously marked on the inside, "Emergency Door".

PART 7 - SEATS

7.00 SEATS ON PASSENGER STAGES AND TROLLEY COACHES.

7.01. JUMP AND AISLE SEATS. Jump seats and seats in aisles shall not be permitted.

7.02. MOVABLE FRONT SEATS. Movable front seats shall not be considered jump seats when such seats are provided for the convenient loading or unloading of passengers.

7.03 DRIVER'S SEAT - NUMBER TO OCCUPY. A driver shall not permit more passengers to occupy any seat accommodating both the driver and passengers than such seat is designed to carry, and such seat shall not be occupied by any passenger unless no other seat is available.

7.04. SEATS FORWARD OF DRIVER. Seats may be installed forward of the driver's seat, only if they or their occupants do not interfere with the view of the driver necessary and proper for the safe operation of the vehicle.

7.05. RIDING IN OTHER THAN PASSENGER COMPARTMENT. A driver shall not allow any person to ride on any running board, fender, or in any place other than within the passenger compartment, when the vehicle is in service.

7.06. SEATING IN RELATION TO DRIVER. Passengers shall not be allowed to sit on a front seat designed to accommodate the driver only, or stand to the left of the driver in a left-hand driven vehicle, or to the right of the driver in a right-hand driven vehicle.

7.07. DRIVER'S SEAT. Every passenger stage having a seating capacity of ten (10) or more passengers, and every trolley coach shall be equipped with a driver's seat, the seat and back of which may be adjusted as to height and distance in relation to the steering wheel.

PART 8 - STANDING PASSENGERS (STANDEES)

8.00 STANDEES ON PASSENGER STAGES AND TROLLEY COACHES.

8.01. WHEN TO BE CARRIED. When all seats are occupied, standing passengers shall be carried, if such passengers so elect, for a distance not to exceed 25 miles, subject to the provisions of this part.

8.02. HEAD ROOM. Standing passengers shall not be carried unless the major portion of the aisle head room is 74 inches or more.

8.03. MEANS OF SUPPORT. Standing passengers shall not be carried unless the vehicle is equipped with grab handles or other means of support for all of such passengers.

8.04. NUMBER TO BE CARRIED. The number of standing passengers that may be carried in any one vehicle shall not exceed the number that can be accommodated reasonably and safely, without crowding.

8.05. NOT TO INTERFERE WITH DRIVER'S VIEW. Standing passengers shall not, and the number of passengers thus carried shall not be so great as to, interfere with the view of the driver.

PART 9 - TRAILERS AND ARTICULATED UNITS

9.00 TRAILERS.

9.01. TRAILERS NOT PERMITTED. A passenger stage or trolley coach shall not be operated or driven in service with any trailer or other vehicle attached thereto.

9.10 ARTICULATED UNITS.

9.11. ARTICULATED UNITS - PERMISSION REQUIRED. Every passenger stage corporation and street railroad corporation desiring to use articulated units must first secure permission from this Commission before putting any such vehicle into service.

PART 10 - BRAKES

10.00 BRAKES GENERALLY ON PASSENGER STAGES AND TROLLEY COACHES.

10.01. SERVICE BRAKES. Every passenger stage and trolley coach shall be equipped with efficient service brakes adequate to control the movement of and to stop and to hold stationary such vehicle.

10.02. AUXILIARY (PARKING) BRAKES. Every passenger stage and trolley coach shall be equipped with a mechanical hand operated auxiliary brake which shall employ a ratchet and pawl or other effective locking and releasing mechanism. Such brake shall be capable of holding the vehicle stationary in any situation it is likely to encounter.

10.03. WHEN SERVICE AND AUXILIARY BRAKES CONNECTED. If the two separate means of applying the service and auxiliary brakes are connected in any way they shall be so designed and constructed that the failure of any one part of the operating mechanism shall not leave the vehicle entirely without brakes.

10.04. AUXILIARY BRAKES ON DRIVE SHAFT. If mechanically practicable, auxiliary brakes located on the drive shaft must be on that portion of said shaft directly connected to the differential.

- 10.05. BRAKES TO BE OPERATIVE. All brakes shall be in a satisfactory and effective operating condition at all times the vehicle is in service.
- 10.06. REDUCING BRAKING EFFORT ON FRONT WHEELS. A suitable and satisfactory means may be used to reduce the braking effort on the front wheels of the vehicle, provided that the front wheel brakes shall not be made inoperative.
- 10.20 BRAKES GENERALLY ON PASSENGER STAGES AND TROLLEY COACHES.
- 10.21. SAFETY VALVES AND PRESSURE GAUGES REQUIRED. Every service brake installation actuated by compressed air shall be equipped with a safety valve and pressure gauge in accordance with Sections 10.22 to 10.31, inclusive.
- 10.22. SAFETY VALVE - TYPE REQUIRED. The safety valve shall be of reliable and satisfactory construction and maintained in an efficient working condition at all times.
- 10.23. SAFETY VALVE - UNINTERRUPTED CONNECTION REQUIRED. The safety valve shall be installed so as to have an uninterrupted connection with the air reservoir or tank first in line with the air compressor.
- 10.24. SAFETY VALVE - DISCHARGE CAPACITY. The safety valve shall have a discharge capacity of not less than the maximum pressure output of the air compressor.
- 10.25. SAFETY VALVE - REGULATING LIMITS. The safety valve shall be so designed and adjusted that it will open and discharge the air at a pressure of not to exceed five (5) pounds per square inch above the working pressure of the tank or reservoir, and close and reseal itself at a pressure of not to exceed five (5) pounds per square inch below said working pressure of the tank or reservoir.

10.26. PRESSURE GAUGE - TYPE REQUIRED. The pressure gauge shall be of reliable and satisfactory construction and maintained in an efficient working condition at all times.

10.27. PRESSURE GAUGE - UNINTERRUPTED CONNECTION REQUIRED. The pressure gauge shall be installed so as to have an uninterrupted connection with the air reservoir or tank.

10.28. PRESSURE GAUGE - LOCATION. The pressure gauge shall be installed and maintained in such a location as to be clearly and readily visible to the driver from the driving position at all times.

10.29. LOW AIR PRESSURE WARNING SIGNAL. Every passenger stage and trolley coach shall be equipped with a sound alarm or a distinctive red light signal readily visible to the driver, which will give a satisfactory warning when the air pressure drops to not less than 55 pounds per square inch.

10.30. PNEUMATIC SYSTEM - CHECK VALVE REQUIRED. A check valve shall be installed and properly maintained in the air supply piping between the air compressor and the first air reservoir or tank.

10.31. OBSTRUCTIVE DEVICES IN AIR LINES. Any valve or other device which could in any manner obstruct the free flow of compressed air through the air supply pipe line, particularly between the main air reservoir and the brake application valve, and between the brake application valve and the brake chamber, shall not be permitted without the prior permission of this Commission.

10.40 VACUUM BRAKE SYSTEMS ON PASSENGER STAGES AND TROLLEY COACHES.

10.41. VACUUM GAUGES REQUIRED. Service brakes actuated by vacuum power shall be equipped with a vacuum gauge in accordance with Sections 10.42 to 10.47, inclusive.

10.42. VACUUM GAUGE - TYPE REQUIRED. The vacuum gauge shall be of a reliable and satisfactory construction and shall be maintained in an efficient working condition at all times.

10.43. VACUUM GAUGE - UNINTERRUPTED CONNECTION REQUIRED. The vacuum gauge shall be installed so as to have an uninterrupted connection with the vacuum supply.

10.44. VACUUM GAUGE - LOCATION. The vacuum gauge shall be installed and maintained in such a location as to be clearly and readily visible to the driver from the driving position at all times.

10.45. VACUUM SUPPLY TANK - CAPACITY. The vacuum supply tank or cylinder shall be of sufficient capacity to provide enough vacuum power to enable the driver to make at least one complete braking operation, bringing the vehicle to a complete stop, and one operation of the doors, if vacuum controlled, after the motor has stopped running.

10.46. VACUUM SYSTEM - CHECK VALVE REQUIRED. A check valve shall be installed in the vacuum supply piping first in line from the source of the vacuum supply.

10.47. VACUUM - WHEN A BOOSTER ONLY. The provisions of Sections 10.40 to 10.46, inclusive, will not apply when the vacuum supply is used in connection with the braking system for booster purposes only.

10.60 HYDRAULIC BRAKES ON PASSENGER STAGES AND TROLLEY COACHES.

10.61. HYDRAULIC BRAKES - PRESSURE. When hydraulic brakes are used the hydraulic pressure shall be not higher than the manufacturer's rated capacity of the hose connections.

10.70 BRAKE TUBING, BRAKE HOSE AND CONNECTIONS ON PASSENGER STAGES AND TROLLEY COACHES.

10.71. TUBING AND HOSE - ADEQUACY. Brake tubing and brake hose shall be constructed of adequate material to ensure efficient continued functioning in a satisfactory manner.

10.72. TUBING AND HOSE - LENGTH AND FLEXIBILITY. Brake tubing and brake hose installed on vehicles shall be of sufficient length and flexibility to allow or accommodate all normal motions of the vehicle or the part thereof to which they are attached without their being damaged in any way.

10.73. TUBING AND HOSE - CHAFING. Brake tubing and brake hose shall be suitably and satisfactorily protected against chafing or other injury.

10.74. CONNECTIONS - CONSTRUCTION. Connections for compressed air, vacuum, and hydraulic braking systems shall be constructed of adequate material and so designed as to ensure efficient continued functioning.

10.75. CONNECTIONS - LEAKS AND DEFECTS. Connections shall be satisfactorily designed, constructed, installed, and maintained so as to ensure freedom from leaks, constrictions, and other defects.

10.76. DETACHABLE CONNECTIONS. Detachable connections shall be satisfactorily designed, constructed, installed, and maintained so as to ensure against inadvertent or accidental disconnection.

10.90 UNATTENDED PASSENGER STAGES AND TROLLEY COACHES.

10.91. BRAKES MUST BE SET WHEN VEHICLE UNATTENDED. The driver shall not leave the driver's compartment unless and until the auxiliary brake has been securely set, and if the vehicle is to be left unattended, unless and until the motor has been stopped or power turned off and all other reasonably prudent precautions have been taken to prevent the movement of the vehicle.

PART 11 - INSPECTIONS AND EQUIPMENT REPORTS

11.00 INSPECTIONS OF PASSENGER STAGES AND TROLLEY COACHES.

11.01. BY PUBLIC UTILITIES COMMISSION. The duly authorized representative of this Commission shall have the right at all times and shall be allowed to enter into or upon any vehicle for the purpose of ascertaining whether or not these rules are being complied with and observed.

11.02. DUTY OF OWNER AND DRIVER. Every owner, operator or driver of any vehicle shall afford the duly authorized representative of this Commission all reasonable opportunity and facilities to make such an inspection.

11.03. INSPECTIONS - REGULAR SCHEDULE REQUIRED. Every passenger stage corporation and street railroad corporation shall set up and establish a regular schedule of periodic inspections on a mileage or daily basis.

11.04. INSPECTION RECORDS. The inspection records of every passenger stage corporation and street railroad corporation shall be kept on file by said corporations for at least one year and made available, on request, to this Commission or its duly authorized representative.

11.05. OBLIGATION TO ADVISE PUBLIC UTILITIES COMMISSION. Every passenger stage corporation and street railroad corporation shall file with this Commission a report clearly setting forth the basis upon which equipment inspections are made and how these records are maintained. If any change should be made in the basis on which such inspections are to be made or in the manner in which the records are to be maintained this Commission shall be notified immediately.

11.20 EQUIPMENT REPORTS.

11.21. EQUIPMENT REPORTS REQUIRED. Every passenger stage corporation and street railroad corporation shall file with this Commission a separate written report on each vehicle used by such carriers showing full information as to its type and all other characteristics.

11.22. EQUIPMENT REPORT ON NEWLY ACQUIRED VEHICLES. Every passenger stage corporation and street railroad corporation shall file a written report with this Commission on each newly acquired vehicle within ten (10) days after such vehicle is first placed in service.

11.23 FORM OF REPORT. The form of the report required by Sections 11.21 and 11.22 is set forth in Appendix "A" hereof.

11.24. REPORT ON VEHICLES WITHDRAWN FROM SERVICE. If a vehicle is permanently withdrawn from service this Commission shall be notified within ten (10) days after such withdrawal takes place.

11.25. REPORTS ON LEASED VEHICLES. Equipment reports shall be filed with this Commission on leased vehicles unless the period of the lease is for less than ten (10) days.

PART 12 - DRIVERS

12.00 QUALIFICATIONS REQUIRED OF DRIVERS OF PASSENGER STAGES AND TROLLEY COACHES.

12.01. GENERAL PHYSICAL AND MENTAL REQUIREMENTS. Drivers shall not have suffered or have:

- (a) any loss of fingers, hand, arm, foot, or leg;
- (b) any defect, amputation or impairment of fingers, hand, arm, foot, leg or any other member or part of the body likely to interfere with safe driving; or
- (c) any mental, nervous, organic, or functional disease or disorder likely to interfere with safe driving.

12.02. EYESIGHT. Drivers shall have:

- (a) visual acuity (either without glasses or by correction with glasses) of at least 20/40 (Snellen) in one eye, and 20/100 (Snellen) in the other eye;
- (b) form field of not less than 45 degrees in all meridians from point of fixation; and
- (c) ability to readily distinguish red, green, and yellow.

12.03. GLASSES. If glasses are required to meet the requirements of Section 12.02, they shall be worn while driving.

12.04. HEARING. Drivers shall have adequate hearing, which shall be determined by the standard tests used for that purpose.

12.05. MINIMUM REQUIREMENTS BEFORE DRIVING. A passenger stage corporation or a street railroad corporation shall not require or permit any person to drive, and a person shall not drive, any passenger stage or trolley coach, unless such person so driving possesses the minimum qualifications set forth in Sections 12.01 to 12.04, inclusive.

12.06. PHYSICAL EXAMINATION - CERTIFICATE REQUIRED. On and after January 1, 1951 every passenger stage corporation and street railroad corporation shall have in their files a certificate of physical examination signed by a qualified doctor of medicine, for every new driver entering their employ, certifying that said doctor has examined such driver and found him to meet satisfactorily the qualifications set forth in Sections 12.01 to 12.04, inclusive.

12.07. PHYSICAL EXAMINATION CERTIFICATE - WHEN TO BE FILED. The physical examination certificate shall be filed with the carrier within ten (10) days of the new driver's entering said carrier's employ.

12.08. NEW DRIVER DEFINED. For the purposes of Section 12.06, a new driver shall be deemed to be any driver applying for employment as a driver who is unable to furnish a certificate of physical examination showing that he has been examined and qualified as required by Section 12.06 within one year prior to the date of his application for employment.

12.09. PERIODICAL RE-EXAMINATION REQUIRED. Drivers shall be re-examined in the same manner as provided in Section 12.06 at not less than two-year intervals to ascertain whether they still meet the qualification requirements of Sections 12.01 to 12.04, inclusive.

12.10. RECOMMENDED PHYSICAL EXAMINATION FORM. A recommended physical examination form is set forth in Appendix "B" hereof.

12.11. USE OF LIQUORS, NARCOTICS, OR DRUGS. Any person addicted to the use of narcotics or habit-forming drugs, or the excessive use of alcoholic beverages or liquors, shall not be hired nor remain employed as a driver.

12.20 OTHER DRIVER QUALIFICATION REQUIREMENTS.

12.21. DRIVING SKILL. Every driver shall have competency by reason of experience or training, or both, to safely drive the type vehicle he is employed to and does drive.

12.22. KNOWLEDGE OF RULES AND REGULATIONS. Every driver shall have a thorough working knowledge of the Vehicle Code of the State of California and of the rules and regulations issued by this Commission pertaining to the operation and driving of vehicles.

12.23. AGE OF DRIVERS. A driver of a passenger stage or a trolley coach shall be not less than 21 years of age.

12.24. KNOWLEDGE OF ENGLISH. Every driver shall be able to speak, read, and write the English language.

12.25. CARRIERS SHALL INSTRUCT DRIVERS. Every passenger stage corporation and street railroad corporation shall so instruct and educate their drivers that they shall have a full and complete understanding of the rules and regulations of this Commission and of the Vehicle Code.

12.26. DRIVER TRAINING PROGRAMS RECOMMENDED. It is strongly recommended that all passenger stage corporations and street railroad corporations, either singly or collectively, establish comprehensive driver training programs, the objectives of which shall be to thoroughly train drivers in the operation of the vehicles to be driven; acquaint drivers with their responsibilities and duties; improve the drivers' compliance with all applicable rules, regulations and laws; and thereby show said drivers the importance of, and inculcate in them a desire to observe, the fundamental precepts and practices of safe driving.

12.30 DUTIES OF DRIVERS OF PASSENGER STAGES AND TROLLEY COACHES.

12.31. WHILE VEHICLE IN MOTION. Drivers shall not conduct any transaction while the vehicle being driven is in motion if such transaction should require either the removal of both hands from the steering wheel or interfere with the proper observation of traffic or safe operation of the vehicle.

12.32. UNNECESSARY CONVERSATION. Drivers shall not carry on unnecessary conversation with anyone while the vehicle is in motion.

12.33. SMOKING BY DRIVERS. Drivers shall not smoke or use tobacco in any manner or form during the time they are driving the vehicle.

12.34. DOORS TO BE CLOSED WHILE VEHICLE IN MOTION. Drivers shall not start the vehicle until the doors have been closed and shall not open the doors until the vehicle has been stopped.

12.35. ALCOHOLIC BEVERAGES - USE BY DRIVERS FORBIDDEN. Drivers shall not go on duty, and passenger stage corporations and street railroad corporations shall not knowingly permit drivers to go on duty, if such drivers have been drinking or are under the influence of an alcoholic beverage or liquor of any kind. Drivers shall not drink any such beverage or liquor while on duty.

12.36. DRIVERS' DUTY TO DRIVE SAFELY. Drivers at all times shall drive or operate vehicles in a safe, prudent, and careful manner, with due regard to traffic conditions on the highway or road as well as to the surface and width thereof, and in no event in such a manner as to endanger the safety of persons or property.

12.37. DRIVERS' DUTY TO OBSERVE RULES AND REGULATIONS.

Drivers shall at all times observe all applicable provisions of the Vehicle Code and these rules and regulations.

12.38. DUTY OF DRIVERS TO DETERMINE IF EQUIPMENT IN GOOD WORKING ORDER. A driver shall not drive any vehicle unless he has first satisfied himself that the following required parts and accessories are in good working order:

- Lighting devices and reflectors.
- Brakes, both service and auxiliary
(by making standard tests of each).
- Brake Gauge.
- Horn.
- Windshield wipers.
- Rear vision mirrors.
- Tires.
- Steering mechanism.

12.39. WHEN DRIVER FINDS EQUIPMENT IN BAD ORDER. In the event a driver cannot satisfy himself that the equipment and accessories of a vehicle are in good working order, then a properly qualified responsible company representative shall make certain that said equipment and accessories are in good working order before the vehicle is allowed to be driven in service.

12.40. DRIVING WHILE ILL OR FATIGUED FORBIDDEN. A vehicle shall not be driven by any driver while his ability or alertness is so impaired through fatigue, illness, or any other cause, such as would make it unsafe for him to drive or continue to drive a vehicle, and he shall not be required, or knowingly be permitted to drive, while in such a condition, except in case of grave emergency where the hazard to passengers would be increased by observance of the foregoing provisions.

PART 13 - HOURS OF SERVICE OF DRIVERS
AND DRIVERS' LOGS

13.00 DEFINITIONS OF WORDS AND PHRASES AS USED IN THIS PART.

13.01. "ON DUTY". A driver is on duty from the time he begins to work or is required to be in readiness to work until the time he is relieved from work and all responsibility for performing work.

13.02. "DRIVE OR OPERATE". The term "drive or operate" includes all time spent on a moving vehicle and any interval not in excess of 10 minutes in which a driver is on duty but not on a moving vehicle.

13.03. "COMPUTING AN INTERVAL IN EXCESS OF 10 MINUTES." For the purpose of computing an interval in excess of 10 minutes, all stops made in any one village, town or city may be computed as one if the driver has not driven or operated the vehicle more than 10 miles in such village, town or city.

13.04. "WEEK". The term "week" means any period of 168 consecutive hours beginning at the time the driver reports for duty as defined in Section 13.01.

13.05. "24 CONSECUTIVE HOURS". The term "24 consecutive hours" means any such period starting at the time the driver reports for duty, as defined in Section 13.01.

13.10 HOURS OF SERVICE OF DRIVERS OF PASSENGER STAGES AND TROLLEY COACHES.

13.11. HOURS OF SERVICE PER WEEK. Except as provided in Section 13.12, passenger stage corporations and street railroad corporations shall not permit or require any driver in their employ to remain on duty, as defined in Section 13.01, for a total of more than 60 hours in any week, as defined in Section 13.04.

13.12. WHEN 70 HOURS PER WEEK PERMITTED. Passenger stage corporations and street railroad corporations operating vehicles on every day of the week may permit drivers in their employ to remain on duty for a total of not more than 70 hours in any period of 192 consecutive hours.

13.13. HOURS OF SERVICE PER 24 CONSECUTIVE HOURS. Except as provided in Sections 13.16, 13.18, and 13.19, passenger stage corporations and street railroad corporations shall not permit or require any driver in their employ to drive or operate for more than 10 hours in the aggregate in any period of 24 consecutive hours, unless such driver be off duty for 8 consecutive hours during or immediately following the 10 hours aggregate driving and within said period of 24 consecutive hours; nor, in any event, to be on duty as defined in Section 13.01 (to drive or operate in conjunction with any other work) for more than 16 hours in any 24 consecutive hours as defined in Section 13.05.

13.14. EIGHT CONSECUTIVE HOURS OFF DUTY ESSENTIAL. In any event a driver shall have at least eight (8) undisturbed consecutive hours of off-duty rest between any two 10-hours of driving whether either 10-hours of driving is consecutive or in the aggregate.

13.15. TIME REQUIRED TO REACH RELIEF POINT IN URBAN SERVICE. In urban service, if a driver has completed 10 hours of service in accordance with Section 13.13 and is at other than a regularly established relief point, the time required to reach said relief point, provided it does not exceed one hour, shall not be counted in computing the hours of service set forth in Sections 13.11, 13.12 and 13.13.

13.16. HOURS OF SERVICE UNDER ADVERSE CONDITIONS. In case of snow, sleet, fog, or other adverse weather conditions; or in case the highways are covered with snow or ice; or of the presence of unusual road and traffic conditions, a driver may be permitted and required to drive or operate a vehicle for not more than 12 hours in the aggregate in any period of 24 consecutive hours in order to complete his run, without being off duty for a period of 8 consecutive hours as provided in Section 13.13, and this longer period of driving is permitted even though the conditions named herein are known to the employer before the trip is begun.

13.17. IMMEDIATE REPORT REQUIRED WHEN DRIVING EXCEEDS 10 HOURS. If a driver is permitted or required under the provisions of Section 13.16 to drive in excess of 10 hours in the aggregate in any 24-hour period without being off duty for a period of 8 consecutive hours during or immediately following the period of 10 hours driving and within said period of 24 consecutive hours, a report on Form 4 as shown in Appendix "C" hereof, must be made immediately to this Commission, and such report shall contain a full and correct statement of the condition which necessitated the longer period of driving.

13.18. HOURS OF SERVICE UNDER EMERGENCY CONDITIONS. In the case of any emergency a driver may complete his run without being in violation of the provisions of these hours of service regulations if such run reasonably could have been completed without such violation.

13.19. EXEMPTION WHEN PROVIDING RELIEF. These hours of service regulations shall not apply to any carrier when transporting passengers for the purpose of providing relief in case of earthquake, flood, fire, famine, drought, epidemic, pestilence or other calamitous visitation or disaster.

13.20. MONTHLY REPORT OF EXCESS HOURS REQUIRED. Every passenger stage corporation and street railroad corporation shall make a monthly report to this Commission prior to the 15th day of each succeeding month of every instance where a driver has been required or permitted to be on duty or to drive or operate for hours in excess of those prescribed in this part, and shall explain fully the reasons for and circumstances surrounding such violations. Such reports shall be in writing and sworn to, and shall be substantially as shown in Appendix "C".

13.50 DRIVER'S LOG FOR DRIVERS OF PASSENGER STAGES AND TROLLEY COACHES.

13.51. DRIVER'S LOG REQUIRED. Every passenger stage corporation and street railroad corporation shall require that a driver's log, in duplicate, shall be kept by every driver in their employ who operates a vehicle engaged in the transportation of passengers.

13.52. CONTENTS OF DRIVER'S LOG. Entries in a driver's log shall be made by the driver, and shall show the place of origin and destination of the trip, the times of reporting for duty and of going off duty, the periods of driving or operating and other work, and any other information found desirable.

13.53. URBAN SERVICE EXEMPT. The provisions of Sections 13.51 and 13.52 shall not apply to any driver engaged in the transportation of passengers in urban service provided said driver is employed by a carrier who maintains records which show for each such driver, the total number of hours of driving per day, the total number of hours on duty per day, and the total number of hours on duty per week.

13.54. FORM OF DRIVER'S LOG. The form of a driver's log shall be the same as that prescribed by the Interstate Commerce Commission, a reproduction of which is set forth in Appendix "C" together with instructions for use of said log.

13.55. EFFECT OF COMPLIANCE WITH INTERSTATE COMMERCE COMMISSION REGULATIONS. Compliance with Rule 5 (a) of Part 5 of the Interstate Commerce Commission's Motor Carrier Safety Regulations shall be deemed compliance with Sections 13.51 to 13.54, inclusive, but shall not relieve the carrier from the obligation of complying with Sections 13.11 to 13.20, inclusive.

PART 14 - PASSENGERS

14.00 SMOKING BY PASSENGERS ON PASSENGER STAGES AND TROLLEY COACHES.

14.01. PIPES AND CIGARS PROHIBITED. A passenger shall not smoke or carry a lighted pipe or cigar on any passenger stage or trolley coach.

14.02. CIGARETTES - WHEN PERMITTED. A passenger shall not smoke or carry a lighted cigarette on any passenger stage or trolley coach except in those areas designated for smoking purposes.

14.10 EJECTION OR REFUSAL OF PASSENGERS OF PASSENGER STAGES AND TROLLEY COACHES.

14.11. WHEN PASSENGERS MAY BE EJECTED OR REFUSED. Any passenger who is under the influence of intoxicating liquor or narcotics, or who is acting or behaving in a boisterous or disorderly manner, or who is using profane or obscene language, may be ejected from or refused admittance to any passenger stage or trolley coach by the driver or other duly authorized representative of the carrier.

14.12. WHERE PASSENGERS MAY BE EJECTED. If it should become necessary to eject a passenger as authorized in Section 14.11, such ejection shall be made only at a point or place where there are proper accommodations.

PART 15 - TRANSPORTATION OF PROPERTY ON PASSENGER STAGES AND TROLLEY COACHES

15.00 FREIGHT, BAGGAGE AND EXPRESS.

15.01. QUANTITY TO BE CARRIED. Passenger stage corporations and street railroad corporations and their drivers shall not permit the carrying of any greater quantity of freight, express

or baggage in passenger stages and trolley coaches than can be safely and conveniently carried without causing discomfort or unreasonable annoyance to passengers.

15.02. DEPRIVING PASSENGER OF SEAT PROHIBITED. The quantity and location of freight, baggage or express carried on a vehicle shall not be such as to deprive a passenger of, or exclude a passenger from, a seat.

15.03. BAGGAGE CHECKS REQUIRED. Every passenger stage corporation and street railroad corporation, when taking possession of a passenger's baggage, shall give such passenger, if requested to do so, a baggage check which will enable the carrier, upon surrender of the check, to identify and deliver such passenger's baggage.

15.10 FIREARMS AND DANGEROUS ARTICLES.

15.11. CARRYING LOADED FIREARMS PROHIBITED. Except as provided in Section 15.12, passenger stage corporations and street railroad corporations and their drivers shall not knowingly permit any person carrying any loaded firearm to board or remain in or upon any passenger stage or trolley coach.

15.12. EXCEPTIONS TO SECTION 15.11. Section 15.11 shall not apply to:

- (a) sheriffs, constables, marshals, police officers, and other duly authorized peace officers;
- (b) any person summoned by a peace officer to assist in making arrests or preserving the peace, while such person so summoned is actually engaged in assisting such officer;
- (c) members of the National Guard or armed services of the United States while on duty; and
- (d) the guards or messengers of common carriers, banks, or financial institutions, while actually employed in and charged with responsibility concerning the shipment, transportation or delivery of any moneys, treasure, bullion, bonds, or things of value.

15.13. FILMS. Any passenger stage corporation or street railroad corporation may transport motion picture and photographic film when packed in suitable safety containers.

15.14. OTHER DANGEROUS ARTICLES. A passenger stage corporation or street railway corporation shall not transport explosives, inflammables, or other dangerous articles likely to endanger the safety of passengers, nor shall either of them knowingly permit any passenger to carry any such article.

15.20 ANIMALS.

15.21. TRANSPORTATION OF ANIMALS MAY BE REFUSED. A passenger stage corporation and street railroad corporation may refuse to transport dogs or other animals except "seeing eye dogs" when accompanied by their blind masters or trainers.

15.22. ANIMALS TRANSPORTED TO BE MUZZLED OR CRATED. Dogs, including "seeing eye dogs", and other animals, when transported, shall be muzzled or securely crated in such a manner as to eliminate the possibility of injury to passengers.

PART 16 - GRADE CROSSINGS AND DRAWBRIDGES

16.00 RULES AND REGULATIONS APPLICABLE AT GRADE CROSSINGS AND DRAWBRIDGES.

16.01. RESPONSIBILITY OF DRIVERS. Every driver of a passenger stage or a trolley coach is charged with the responsibility of exercising great care and every due precaution to make certain that every grade crossing or drawbridge can be safely negotiated before driving a vehicle over such crossing or drawbridge.

16.02. SPEED LIMIT ON APPROACHING GRADE CROSSINGS AND DRAWBRIDGES. When driving a passenger stage or a trolley coach the driver shall approach every railroad and street railway grade crossing and every drawbridge, during the last one hundred (100) feet, at a speed of not to exceed twenty-five (25) miles per hour.

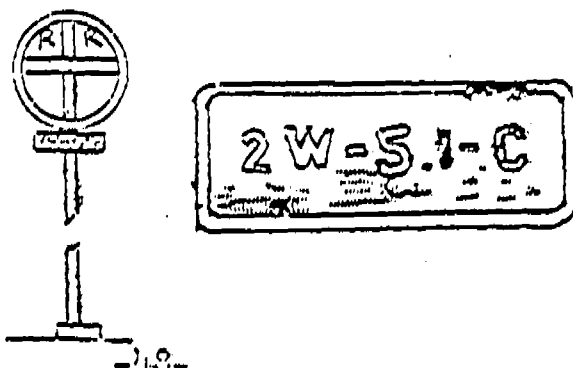
16.03. STOP REQUIRED AT GRADE CROSSING. Except as otherwise hereinafter provided, every driver of a passenger stage or a trolley coach, upon approaching any highway-railroad grade

crossing, shall bring any such vehicle being driven by him to a full stop at a point from which said driver can see clearly the railroad track in both directions, but in any event such stop shall be made within fifty (50) feet and not less than ten (10) feet from the nearest rail of such crossing. After making the required stop the driver shall not start to drive over such a crossing until he has listened for the sound of, and looked in both directions along the track for the approach of, any train, and further, until every due precaution has been taken by the driver to ascertain that the course is clear and that the crossing can be negotiated safely.

16.04. WHEN STOP NOT REQUIRED AT GRADE CROSSINGS. The full stop required by Section 16.03 shall not be required:

- (a) At a street railway crossing within a business or residential district;
- (b) at a railroad grade crossing protected by a watchman or traffic officer on duty directing traffic, or by a traffic-control "Stop and Go" signal (not railroad flashing signal), giving positive indication to approaching vehicles when to proceed.

16.05. EXEMPT GRADE CROSSINGS. Drivers of passenger stages and trolley coaches shall not be required to make the full stop specified in Section 16.03 at grade crossings at which the exempt sign (reproduced below) has been installed with the approval of this Commission. Stops shall be made, however, when a train is approaching or occupying the crossing, or when, for any reason, the driver cannot see or read such sign from the driver's position.



16.06. SPEED AND CAUTION AT EXEMPT CROSSINGS. The provisions of Section 16.05 shall not relieve a driver while negotiating exempt grade crossings from full compliance with Sections 16.01 and 16.02.

16.07. GEAR CHANGING ON CROSSINGS PROHIBITED. After making a stop at any railroad grade crossing, in all instances where a gear change can be made at the option of the driver, the crossing shall be made only in such a gear as will make unnecessary any, and there shall be no, changing of gears while traversing such crossing.

PART 17 - ACCIDENT REPORTS

17.00 REPORTING OF ACCIDENTS BY PASSENGER STAGE CORPORATIONS AND STREET RAILROAD CORPORATIONS.

17.01. ACCIDENT REPORTS CONFIDENTIAL. Accident reports and supplemental reports filed with this Commission by passenger stage corporations and street railroad corporations in compliance with this part shall be without prejudice to such corporations or any individual so reporting and shall be for the confidential use of the Commission in analyzing accidents and making further investigations and reports. Such accident reports shall not be open to public inspection and shall not be used as evidence in any trial, civil or criminal, arising out of an accident.

17.02. REPORTABLE ACCIDENTS. Every passenger stage corporation and street railroad corporation shall report to this Commission in the manner hereinafter prescribed in this part every accident in which a passenger stage or trolley coach operated by either of said corporations is involved and from which there results an injury to or the death of any person, or property

damage to any and all vehicles or other property involved to an apparent extent of \$100.00 or more.

17.03. MANNER OF REPORTING ACCIDENTS. A detailed report of each reportable accident shall be made in duplicate by every passenger stage corporation and street railroad corporation on Form 16, "Report of Stage or Bus Accident". The original of such report shall be mailed to this Commission as soon as possible after the occurrence of an accident, but in any event within 30 days from the last day of the month in which the accident occurred. The duplicate accident report shall be retained in the files of the reporting carrier.

17.10 FATAL ACCIDENTS - HOW REPORTED BY PASSENGER STAGE CORPORATIONS AND STREET RAILROAD CORPORATIONS.

17.11. FATAL ACCIDENTS - IMMEDIATE NOTICE REQUIRED. Whenever the reportable accident results in the death of any person at the time of the accident or within 24 hours thereafter, the carrier immediately shall transmit notice of such death by telegraph or telephone to the Commission's office in San Francisco or Los Angeles. Such notice shall contain information as to the date and the time of the accident, the exact location, the type of vehicle involved, the number of persons killed and injured, and the name and address of the carrier.

17.12. DEATHS OCCURRING BEFORE FILING FORM 16 REPORT. In addition to the requirements of Section 17.11 all deaths shall be reported on Forms 16 whether they occur at the time of the accident or subsequently if such deaths occur prior to the filing of said accident report form.

17.13. DEATHS OCCURRING AFTER FILING FORM 16 REPORTS. Whenever the death of any person results from an accident after the

carrier has submitted the Form 16 report of such accident to the Commission, notice of such death in writing shall be given to the Commission as soon as possible after such death is known to the carrier, with sufficient information to identify the accident from which the death resulted.

17.20 OTHER REQUIREMENTS IN REPORTING ACCIDENTS.

17.21. COMMISSION TO BE PROMPTLY NOTIFIED OF INVESTIGATIONS OR HEARINGS. If any investigation or hearing is to be held at which testimony or statements of employees or witnesses will be taken, notice of the time and place thereof shall be given this Commission sufficiently in advance thereof to enable the Commission or its authorized representatives to attend.

17.22. DUTY OF CARRIER TO ASSIST IN THE INVESTIGATION. Passenger stage corporations and street railroad corporations shall make available to the duly authorized representative of the Commission, all records and information which in any way pertain to any reportable accident, and shall afford all reasonable assistance in the investigation thereof.

17.23. OBTAINING OF ACCIDENT REPORT FORM 16. For the purpose of compliance with this part every passenger stage corporation and street railroad corporation shall keep on hand an adequate supply of Form 16, "Report of Stage or Bus Accident" to enable prompt reporting of accidents. A supply of this form may be obtained from this Commission at either its office in San Francisco or Los Angeles.

17.24. WHERE REPORTS ARE TO BE FILED. Except as provided in Section 17.11 accident reports shall be made to or filed with this Commission's San Francisco office.

PART 18 - SERVICE REGULATIONS

18.00 REQUIREMENTS AS TO DISPLAY OF COMPANY NAME, SIGNS, AND NUMBERS.

18.01. VEHICLE NUMBERS REQUIRED. Every passenger stage corporation and street railroad corporation shall assign an identifying number to each passenger stage or trolley coach. Such number shall be painted on or otherwise permanently attached to the rear and each side of the exterior of each such vehicle in figures at least four (4) inches in height made with a 3/4 inch stroke. The Commission shall be notified promptly in the event any such number is changed.

18.02. NAME OF CARRIER TO BE DISPLAYED ON VEHICLE. A passenger stage or a trolley coach shall not be operated in service unless there is painted or displayed on the rear and on each side of each such vehicle the name or trade name of the passenger stage corporation or street railroad corporation in whose service the vehicle is operating. The letters of the name shall be sufficiently large as to be easily readable at a distance of not less than 100 feet. However, the provisions of this section shall not apply to vehicles temporarily leased by carriers for a period of less than 30 days.

18.03. ROUTE AND DESTINATION SIGNS REQUIRED. Every passenger stage and trolley coach shall display a destination sign visible from the front of each such vehicle, and in addition, when operating in urban service, shall display a route letter or number on both the front and the right-hand side of each of such vehicles near the entrance door.

18.04. SIGNS REQUIRED WHEN OPERATING IN SECTIONS. Except in urban service, passenger stages, operating in two or more

sections on any one schedule with the loaded sections going through and not stopping to pick up waiting passengers, shall display a sign on each section, except the one which will stop and receive passengers, indicating that another section is following. The provisions of this section shall not apply to passenger stages operating in tandem and making stops generally, at alternate pickup points.

18.10 STATION FACILITIES AND REST STOPS OF PASSENGER STAGE CORPORATIONS.

18.11. STATION FACILITIES REQUIRED. Every passenger stage corporation shall provide and maintain rest rooms and other facilities at sufficiently frequent intervals at stations along the traveled route to meet adequately and comfortably the needs of passengers.

18.12. STATION FACILITIES TO BE PROPERLY MAINTAINED. Rest rooms and other facilities at stations shall be maintained in a clean and sanitary condition at all times.

18.13. ILLUMINATION OF STATION FACILITIES. Rest rooms and other facilities at stations for the accommodation of passengers shall be adequately illuminated.

18.14. REST STOPS REQUIRED. Every passenger stage, unless equipped with toilet facilities, shall make rest stops at adequately equipped rest stations at intervals of not to exceed two hours and forty-five minutes of travel. Such stops shall be for a period of not less than five (5) minutes. This section does not apply to urban service.

18.20 INTERRUPTION OF SERVICE.

18.21. INTERRUPTIONS OF SERVICE TO BE REPORTED. Every passenger

stage corporation and street railroad corporation shall report promptly in writing to this Commission every interruption of regular service likely to continue for more than twenty-four (24) hours. A notice of such interruption shall be sent to each agency station along the route involved. Such report and notice shall contain a full statement of the cause of the interruption and an estimate of its probable duration.

PART 19 - TIMETABLES

19.00 GENERAL RULES AND REGULATIONS CONCERNING TIMETABLE FILINGS.

19.01. TIMETABLE FILING REQUIRED. Except as provided in Section 19.04, every passenger stage corporation shall publish and file with this Commission three (3) copies of each timetable as provided in this part.

19.02. TIMETABLE FILINGS - LETTER OF TRANSMITTAL. Every timetable transmitted to this Commission for filing shall be accompanied by a letter of transmittal. If an acknowledgment of receipt of a timetable is desired the letter of transmittal shall be sent in duplicate, and one copy showing date of receipt by the Commission will be returned to the sender.

19.03. FILINGS WITH CONNECTING CARRIERS. Concurrently with the filing with this Commission, every passenger stage corporation shall file a copy of each timetable with each connecting carrier with which either joint rates or interline ticket arrangements exist.

19.04. URBAN SERVICE EXEMPTED. Passenger stage corporations shall be exempt from the requirements to publish and file timetables for those schedules operating in urban service, as that

term is defined in Section 2.04, provided such carrier files with this Commission a statement in triplicate listing those operations, routes, or schedules considered as coming within this exemption.

19.05. TIMETABLES MUST BE POSTED. Copies of timetables shall be posted and kept open for public inspection at the principal offices of each passenger stage corporation and at each of its agency stations.

19.06. SCHEDULES REQUIRING EXCESSIVE SPEEDS PROHIBITED. The schedule of operation as contained in any timetable shall provide ample time to permit all operations to be carried on at a lawful speed at all times.

19.07. TIMETABLES SHALL BE ADHERED TO. Except as otherwise permitted by this part, timetables shall be substantially adhered to at all times.

19.20. TIMETABLES - FORM, SIZE AND CONTENTS

19.21. SIZE. Timetables shall be 8½ x 11 inches in size.

19.22. QUALITY OF PAPER. The paper used for timetables shall be opaque and of good quality.

19.23. PRINTED OR TYPED. Timetables shall be printed, typewritten, or mimeographed and shall be legible throughout.

19.24. NUMBER OF PAGES. Timetables may consist of a title page and any number of additional pages.

19.25. NAME OF CARRIER TO BE SHOWN. The name under which a passenger stage corporation is operating shall be shown on the title page and on each page of each timetable and shall be the

same as that appearing on its tariffs filed with this Commission.

19.26. ONLY ONE TIMETABLE IN EFFECT AT ONE TIME. Only one timetable shall be in effect at any one time.

19.27. NUMBERING. The timetables of each carrier shall be numbered consecutively, beginning with No. 1. Each re-issued timetable shall show directly below its number the number of the timetable which it cancels and supersedes; for example

"Timetable No. 2
cancels
Timetable No. 1"

19.28. DATE ISSUED AND DATE EFFECTIVE. The date issued shall be shown on the left-hand side and the date effective on the right-hand side of the title page and each succeeding page.

19.29. POINTS BETWEEN WHICH APPLICABLE. The major termini or points between which the timetable applies shall be shown on the title page.

19.30. ISSUING OFFICER. The name, title and address of the person issuing the timetable on behalf of the carrier shall be shown on the title page.

19.31. CONTENTS OF TIMETABLE. The timetable shall show:

- (a) The time of ARRIVAL and DEPARTURE from principal termini, except in "on call" service.
- (b) The time of DEPARTURE from points intermediate to principal termini, except in "on call" service.
- (c) The frequency of service, i.e. Daily; Daily Except Sunday; Monday through Friday; and other similar provisions.

(d) Distance in miles between points shown.

(e) Restrictions in service or operative rights, if any exist.

19.32. AUTHORITY FOR ISSUANCE. The title page of the first timetable filed shall contain a reference to the decision number pursuant to which the filing is being made.

19.33. SUGGESTED FORM OF TIMETABLE. Suggested forms of timetables are shown in Appendix "D" hereof.

19.40 TIMETABLE CHANGES AND REVISIONS.

19.41. PRIOR NOTICE REQUIRED. At least five (5) days prior to the effective date of any change or revision of the schedule in any timetable, other than one involving a reduction in service, a written notice of such change shall be filed with the Commission and a copy thereof posted at all agency stations along the route involved or affected and in each passenger stage operating over said route.

19.42. CHANGES RESULTING IN REDUCTION IN SERVICE. At least ten (10) days prior to the effective date of any change or revision in the schedule of any timetable which would result in any reduction in service, a written notice of the proposed change shall be filed with this Commission and a copy of such notice shall be posted in each agency station along the route and in each passenger stage serving such route. Upon the expiration of said ten (10) days' notice the change may be put into effect, unless, in the event of a protest being filed or for any other cause deemed good and sufficient, this Commission should require the carrier to file a formal application requesting the prior authority of the Commission before making such change.

possession and use of which has been acquired by virtue of a lease arrangement unless the driver thereof is under the complete supervision, direction and control of such lessee passenger stage corporation.

APPENDIX "A"
PUBLIC UTILITIES COMMISSION
STATE OF CALIFORNIA
 STATE BUILDING, SAN FRANCISCO

Passenger Stage Equipment Record, G.O. No. 98

Code No. _____ Date in Service _____ Filing Date _____

Corporate Name _____ Address _____

Company Coach No. _____ Manufacturer Chassis Serial No. _____

Type _____ Year Built _____ Manufactured by _____

New _____ Second Hand _____ Leased _____ Leased from _____

SEATS	Seating Capacity	NUMBER OF SEATS		No. of Berths	DOORS	Entrance	Exit	Emergency										
		Cross	Longitude		LOCATION OF													
OVER ALL SIZE	Length	Width	Height	SIZE	X	X	X											
WEIGHT (LBS.)	Front	Rear	Total	NO. OF LEAVES														
WHEEL BASE	Type Drive			TYPE OF CONTROL			XXXXXX											
TIRE SIZE	Front	Rear	No. Tires	SENSITIVE EDGES (No.)	XXXXXX			XXXXXX										
STEPS	Entrance	Exit	Coach Unladen Tires Fully Inflated	DRIVER ALARM	XXXXXX													
HEIGHT FROM GROUND				AISLE SPACE TO	XXXXXX	XXXXXX												
AISLE	Minimum Headroom		Width	ENGINE	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td>HHP</td> <td>No. Cyl</td> <td>Bore</td> <td>Stroke</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>					HHP	No. Cyl	Bore	Stroke					
		HHP		No. Cyl	Bore	Stroke												
				FUEL	Gas	Butane	Diesel											
				FUEL	Total Capacity	Number Tanks	Location of											
	Heating System		Ventilating System	TANKS														
				BRAKES	Service Brake	Auxiliary Brake												
INTERIOR LIGHTS	Number of Dome Lights		Candle Power Each	TYPE														
				WHEELS APPLIED TO														
TAIL PIPE LOCATION				LOCATION OF DRUM	XXXXXX													

Fill in for Second Hand Equipment Only

Previous owner _____ Purchased from _____

Approximate mileage to date of purchase _____

Approximate general physical condition at time of purchase _____

APPENDIX "B"

STANDARD PHYSICAL EXAMINATION FORM FOR DRIVERS

Be sure to record an answer to each question. When negative or positive so state.

PERSONAL AND MEDICAL HISTORY

Name in full _____ Age last birthday _____
 Color _____ Marital Status _____ S M W D
 Address: Street _____ City _____ State _____
 Usual occupation _____ Years experience as operator of commercial motor vehicles _____

RECORD OF PHYSICAL FINDINGS
 General Appearance and Development:

Good _____ Fair _____ Poor _____ Height _____ Weight _____
 Head:
 Eyes: For distance {without glasses } Right 20/_____
 {with glasses if worn} Left 20/_____
 Evidence of disease or injury: Right _____ Left _____
 Color Vision (Lantern) _____

Ears: Hearing, 20 ft.: Right ear _____/20, Left ear _____/20. Disease or injury _____
 Mouth _____ Throat _____
 Thorax:
 Heart _____ If organic disease is present, is it fully compensated? _____
 Blood pressure (sitting): Systolic _____ Diastolic _____
 Pulse: Before exercise _____ After 2 minutes rest _____
 Lungs _____

Abdomen:
 Scars _____ Abnormal masses _____ Tenderness _____
 Hernia: Yes _____ No _____ If so, where? _____
 Is truss worn? _____

Genito-Urinary:
 Scars _____ Urethral Discharge _____

Reflexes:
 Romberg _____

Pupillary _____ Light R _____ I _____ Accommodation: R _____ I _____

Knee Jerks:
 Right: Normal _____ Increased _____ Absent _____
 Left: Normal _____ Increased _____ Absent _____

Extremities:
 Upper _____ Lower _____
 Spine _____

Laboratory findings if tests are indicated:
 Urine: Sp. Gr. _____ Alb. _____ Sug. _____
 Other _____

HISTORY OF PAST ILLNESSES
 (When positive insert date)

Tuberculosis _____ Dysentery _____ Paralysis _____
 Pleurisy _____ Hemorrhoids _____ Diabetes _____
 Hemoptysis _____ Syncope _____ Syphilis _____
 Peptic Ulcer _____ High Blood Pressure _____ Gonorrhea _____
 Pneumonia _____ Epilepsy or Fits _____ Hematuria _____

History of hospitalization _____ Have you other illnesses, injuries, or operations _____

PHYSICIAN'S CERTIFICATE

This is to certify that I have this day examined _____ and find him

(physically fit, physically fit only when wearing glasses, physically unfit and disqualifying condition has been discussed with appl.)
 to perform the usual duties incident to employment as a driver of passenger stages or trolley coaches. This certificate is based upon
 information obtained in the making of a physical examination in accordance with the regulations of the California Public Utilities
 Commission for the qualification of drivers and the standard form recommended for such examination. Record of his examination is
 as stated above.

Date _____ Place _____ Signed _____
 (Examining physician)
 Address _____
 Signature _____

APPENDIX - C Page 1

DRIVER'S DAILY LOG												ORIGINAL - File each day at home terminal for one year			
(One calendar day = 24 hours)															
(Month)	(Day)	(Year)	(Total mileage today)						(Vehicle or State license number)						
I certify these entries are true and correct:															
(Name of Carrier)						(Driver's signature in full)									
(Main Office Address)						(Home Terminal Address)									
MID-NIGHT															
1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11												Total Hours			
1: OFF DUTY															
2: SLEEPER BERTH															
3: DRIVING															
4: ON DUTY (Not Driving)															
MID-NIGHT															
1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11															
REMARKS															
												6098			
Check the time and enter name of place you reported and were released from work and when and where each change of duty occurred. Explain emergencies as provided in															
FROM:						TO:									
(Starting point or place)						(Destination or turn around point or place)									
USE TIME STANDARD AT HOME TERMINAL															

DRIVER'S DAILY LOG												ORIGINAL - File each day at home terminal for one year			
(One calendar day = 24 hours)															
10	21	50	201						(Vehicle or State license number)						
I certify these entries are true and correct:															
XYZ Lines						<i>John Doe</i>									
(Name of Carrier)						(Driver's signature in full)									
San Francisco						San Jose									
(Main Office Address)						(Home Terminal Address)									
MID-NIGHT															
1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11												Total Hours			
1: OFF DUTY															
2: SLEEPER BERTH															
3: DRIVING															
4: ON DUTY (Not Driving)															
MID-NIGHT															
1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11															
REMARKS															
<div style="display: flex; justify-content: space-around; width: 100%;"> S.F. S.F. S.F. S.F. S.F. </div>															
Check the time and enter name of place you reported and were released from work and when and where each change of duty occurred. Explain emergencies as provided in												6098			
FROM: <i>San Jose</i>						TO: <i>P. F.</i>									
(Starting point or place)						(Destination or turn around point or place)									
USE TIME STANDARD AT HOME TERMINAL															

APPENDIX "C" (Contd.)

INSTRUCTIONS FOR USE OF DRIVER'S LOG

NOTE CAREFULLY -- Drivers and carriers will be held responsible for the proper maintenance of the daily logs. Failure to maintain these logs throughout the daily operation or failure to fill out any applicable entries of the prescribed form or failure to file copies of such logs at driver's home terminal will constitute a violation of the Commission's rules and regulations.

1. (a) Every carrier subject to these regulations shall require that a driver's daily log in duplicate be maintained by each driver on the form prescribed by the Commission and in accordance with these instructions.

(b) The driver shall forward each day the original of the log to his home terminal address. Where a driver is employed by more than one carrier during a calendar day, he shall furnish each carrier with a copy of the log. The driver of a leased vehicle shall file the original copy of the log with each of the carriers for which service is performed.

(c) The original copies of the logs shall be retained by the carrier for a period of one year. The duplicate copies of the logs are the driver's personal records and not vehicle records, and are to be kept in his possession while on duty and driving for a period of one month.

2. The time standard at the driver's home terminal shall be used in preparing the driver's daily log. The log shall be prepared, maintained and submitted for a 24-hour calendar day beginning at midnight and ending at midnight of the same day.

3. Carrier's name and main office address may be filled in by an authorized official of the carrier. All other entries shall be made by the driver submitting the log.

4. The entries shall indicate:

- (a) The month, day and year for which the log is submitted.
- (b) Total mileage traveled for the day covered by the log.
- (c) The carrier's truck or tractor number or state license number on the same vehicle, entry of one license number will be sufficient.
- (d) The name of the carrier and its main office address for which driving is performed. In case of a driver of a leased vehicle, the name shown shall be the carrier to which the vehicle is leased.
- (e) The driver whose activities are covered by the daily log shall certify to the correctness of the log by signing his name in full together with his home terminal address.

APPENDIX "C" (Contd.)

- (f) Indicate in the proper line of the graphic chart of the log, by drawing a pencil line between the time markers nearest the actual time, the elapsed period or periods during the 24 hours of the calendar day, as follows:

Line 1, Off Duty - The time the driver is relieved from work and all responsibility for performing work, except the time spent resting in a sleeper berth.

Line 2, Sleeper Berth - The time spent resting in a sleeper berth.

Line 3, Driving - All time spent on a moving vehicle driving, riding or deadheading, including all regular and incidental stops not in excess of 10 minutes. Under "Remarks" give specific reasons that required driving over 10 hours, without 8 consecutive hours off duty during or immediately following 10 hours of driving.

Line 4, On Duty - The time which a driver is loading or unloading vehicles, making out reports and any other work that is not driving a vehicle, riding or deadheading, including any regular or incidental stops made for meals, servicing of vehicle, pickup and delivery service, breakdown, blow-outs, and similar occurrences, in excess of 10 minutes.

Remarks (Last Line) -

- (1) Explain any emergency that caused delay such as "Bridge impassable at Sacramento on U.S. 50 necessitating detour (or turn-around)." The time or period of delay shall be entered in the proper line (Line 3 or 4, or both) depending on the duty status during the period of the emergency.
 - (2) Give specific reasons that required driving over 10 hours without 8 consecutive hours off duty during or immediately following 10 hours of driving. The time should not be checked or entered in this line (remarks), but should be included in "Line 3 - Driving."
 - (3) Check the time and write the name of the place where each change of duty occurred, such as the time and place of reporting for work, starting to drive, stopped driving for over 10 minutes, started to drive again, other similar changes, and finally when and where released from work.
- (g) To the right of each line entry of the graphic chart (Lines 1,2,3 and 4) and under column "Total Hours" enter the hours and minutes for each line. The sum of all the entries in this column should total 24 hours.
- (h) Enter the point or place where a trip began and stopped or the point of origin and final destination or furthest turn-around point. In case final destination can not be reached during the calendar day for which log is submitted and it is intended that the driver continue to final destination, the destination shown shall be the final destination. On the following day's log the original previous day's starting point and final destination shall be shown. In case a driver begins and stops his trip at the same point or place, the destination shown shall be the furthest point reached before the vehicle starts on its return trip to the terminal.

APPENDIX "C" (Contd.)

(Forms 2, 3, and 4 may be typed, mimeographed, or printed. Paper of letterhead size should be used.)

Form 2

CALIFORNIA PUBLIC UTILITIES COMMISSION

Report for Month of _____, 19__

HOURS OF SERVICE REPORT
(For use in reporting excess hours only)

(Name of Carrier) (Address)

TO THE
CALIFORNIA PUBLIC UTILITIES COMMISSION

(Name, title, and address of person sending this report)

OATH

State of _____ }
County of _____ } ss:
Town of _____ }

_____, being duly sworn, deposes and says that this recapitulation and the _____ sheets annexed hereto constitute a full and true report, according to his best knowledge, information, and belief, of all hours of the drivers of said carrier, or of the carrier himself if an owner-driver, in excess of those permitted in Sections 13.11, 13.12 and 13.13, except as permitted in Section 13.16, for the month of _____, 19__, together with the reasons for and circumstances surrounding such excess hours, and further that all drivers in the employ of the said carrier, or the carrier himself, if an owner-driver, have filed properly executed driver's daily logs; and that these statements are made in compliance with the Hours of Service Regulations, Part 13 of General Order No. 98.

SUBSCRIBED AND SWORN TO BEFORE ME THIS _____ day of _____, 19__.

Total number of drivers on payroll during month	Total
Regular _____	_____
Relief _____	_____
Extra _____	_____
Total _____	_____

APPENDIX "C" (Contd.)

Form 3

CALIFORNIA PUBLIC UTILITIES COMMISSION
CARRIER'S MONTHLY REPORT OF EXCESS HOURS

Month of _____
 Year _____

Name of Carrier _____ Address _____
 Driver _____ Driver's home terminal _____

EXCESS DAILY HOURS

Enter check against proper date in each instance in which a driver drove or operated a motor vehicle for more than 10 hours in the aggregate in any period of 24 consecutive hours without 8 consecutive hours off duty during or immediately following the 10 hours aggregate driving and within such period of 24 consecutive hours, except that instances in which hours of driving in excess of 10, but not in excess of 12, occur by reason of permission given under Section 13.16, shall be reported on Form 4.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

EXCESS WEEKLY HOURS

This driver was on duty in excess of 60 hours in one or more periods of 168 consecutive hours as follows:

	<u>Begin</u>	<u>End</u>	<u>Begin</u>	<u>End</u>	<u>Begin</u>	<u>End</u>	<u>Begin</u>	<u>End</u>
Date								
Hour	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Hour	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Excess in period	-----		-----		-----		-----	

Statement of circumstances surrounding excess hours. (Note.--Identify by dates as given in tabulation above):

Note.--Carriers subject to the 70-hour provision of Section 13.12 shall report on the basis of the excess occurring in one or more periods of 192 consecutive hours.

APPENDIX "C" (Contd.)

Form 4

CALIFORNIA PUBLIC UTILITIES COMMISSION

REPORT ON DRIVING HOURS

(Section 13.17)

INSTRUCTIONS:

This form is to be used only in instances in which use is made of Section 13.16; that is, when driving in excess of 10 hours but not in excess of 12 hours occurs without the driver being off duty for 8 consecutive hours during or immediately following the 10-hour period. It is to be mailed within 48 hours after the close of any day on which such a run is completed to the office of the California Public Utilities Commission. The facts shall be clearly and accurately stated.

If hours of driving exceed the daily limitation prescribed by Section 13.13 or those permitted by Section 13.16, or if hours on duty exceed those prescribed by Sections 13.11 and 13.12, the report of such excess hours shall be made on Forms 2 and 3 instead of Form 4.

Name of Carrier _____

Address of Carrier (city only) _____

Date of Report _____

Name of Driver	Description of run		Total driving time (hours and minutes)	Conditions which necessitated use of Section 13.16 (Describe specifically)
	Run began at Date and Place Date and Hour	Run ended at Date and Place Date and Hour		
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:
:	:	:	:	:

SPECIMEN FORM

For instructions see Part 19 of General Order No. 98

JOHN DOE

d.b.a.

BLANK STAGE LINE

Supplement No. 3 (Show number)

To Time Table No. (Show number)
(Indicate whether freight or passenger)

ISSUED: (Show date)

EFFECTIVE: (Show date)

** John Doe doing business as Blank Stage Line having sold all right, title and interest in said stage truck line hereby withdraw and cancel all time schedules issued and in effect therefor.
*(Change wording to fit circumstances.)

Issued in compliance with Decision No. _____,
dated _____, on Application No. _____.

Issued by _____

Title _____

Address _____

If service is temporarily suspended use following language:

Service between _____ and _____
suspended from effective date of this supplement until
_____ 19____, as authorized by Decision No. _____
of California Railroad Commission Application No. _____.

File in triplicate.

SPECIMEN FORM

For instructions see Part 19 of General Order No. 98

JOHN DOE

d.b.a.

BLANK STAGE LINE

Original Title Page to
Timetable No. 1
Issued - (show date)

Effective - (Show date)

 INDEX

Section No. 1

Martinez
Bonicia Arsenal

Section No. 2

Martinez - Concord

*Issued in compliance with Decision No. ___ of the Railroad Commission of the State of California, dated _____, on Application No. _____.

*To be shown in appropriate section and on title page only in the first filing which is made to comply with decision cited.

Issued by:

JOHN DOE, Owner
Business Address

NOTE: (If any restrictions exist in the operative right affecting the points scheduled, they must be stated in appropriate section.)

(If issued by an agent show owner's name and agent's name and business address.)

JOHN DOE
d.b.a.
BLANK STAGE LINE

Original Section No. 1 to
Timetable No. 1
Issued - (show date)

Effective - (show date)

MARTINEZ-BENICIA

SCHEDULE NOS.		2	4	6	8
FREQUENCY		XS&H	Dly	Dly	Dly
MLS	STATIONS	AM	AM	AM	PM
0.0	Martinez (Ferry & Ward)	Lv	7:10		
0.1	Martinez (PGL Depot)	Lv	5:53	7:12	
0.2	Martinez (SP Depot)	Lv	5:55	7:15	9:10 11:10
0.7	Benicia Ferry Slip	Lv	6:15	7:35	9:30 11:28
1.7	Benicia (1st & H)	Lv	6:20	7:40	9:50 ----
2.2	Benicia (SP Depot)	Ar	----	----	9:55 ----
4.4	Benicia Arsenal	Ar	6:25	7:45	11:33
			AM	AM	AM PM

BENICIA-MARTINEZ

SCHEDULE NOS.		1	3	5	7
FREQUENCY		XS&H	Dly	Dly	Dly
MLS	STATIONS	AM	AM	AM	PM
0.0	Benicia Arsenal	Lv	6:25	8:10	
---	Benicia (SP Depot)	Lv	----	----	10:00
2.7	Benicia (1st & H)	Lv	----	8:15	10:25
---	Benicia Arsenal	Lv	----	----	#10:27 12:45
4.2	Martinez (SP Depot)	Ar	6:50	8:40	10:50 f
4.3	Martinez (PGL Depot)	Ar	6:53		10:52 f
4.4	Martinez (Ferry & Ward)	Ar	6:55		10:55 1:25
			AM	AM	AM PM

- After leaving Benicia Arsenal at 10:27 a.m. schedule operates to Benicia (1st & H Streets) when passengers for that point.

f - Flag Stop.

S&H - Sundays and holidays only.

XS&H - Daily except Sundays and holidays.

* - Rest stop.

Dly - Daily

JOHN DOE
d.b.a.
BLANK STAGE LINE

Original Section No. 2 to
Timetable No. 1
Issued - (show date)

Effective - (show date)

CONCORD - MARTINEZ

SCHEDULE NOS.		23	25	27	29	31
FREQUENCY		XS&H	XS&H	XS&H	XS&H	XS&H
ROUTE			A	A	B	B
NIS	STATIONS	AM	AM	PM	PM	PM
0	Concord	Lv 7:30	10:15	2:15	5:05	6:15
	Avon Heights	Lv f	f	f	f	f
	Golinda	Lv f	f	f	f	f
	Avon	Lv 7:40	-----	-----	-----	-----
2	Pacheco	Lv -----	f	f	f	f
5	Mountain View	Lv f	f	f	f	f
7	Martinez	Ar 7:55	10:40	2:40	5:30	6:40
		AM	AM	PM	PM	PM

MARTINEZ - CONCORD

SCHEDULE NOS.		20	22	24	26	28
FREQUENCY		XS&H	XS&H	XS&H	XS&H	XS&H
ROUTE		B	B	B	A	A
NIS	STATION	AM	AM	PM	PM	PM
0	Martinez	Lv 7:00	9:30	1:30	4:40	5:30
2	Mountain View	Lv f	f	f	f	f
5	Pacheco	Lv f	f	f	-----	f
	Avon	Lv -----	-----	-----	4:55	-----
	Golinda	Lv f	f	f	f	f
	Avon Heights	Lv f	f	f	f	f
7	Concord	Ar 7:25	9:55	1:55	5:00	5:50
		AM	AM	PM	PM	PM

A - Via Pacheco Blvd., Brown Street, Alhambra Street and Ward Street
B - Via Pacheco Blvd., Jones Street, Pine Street and Ward Street

f - Flag Stop

-End-

PARTIAL INSTRUCTIONS TO BE FOLLOWED
WHEN ISSUING SUPERSEDING TITLE PAGE
OR SECTIONS TO SECTIONAL FORM OF TIMETABLE

Examples of numbering to be used:

JOHN DOE
d.b.a.
BLANK STAGE LINE

1st Revised Title Page
Cancels
Original Title Page
Timetable No. 1

Issued (Show date)

Effective (Show date)

JOHN DOE
d.b.a.
BLANK STAGE LINE

1st Revised Section No. 1
Cancels
Original Section No. 1
Timetable No. 1

Issued (Show date)

Effective (Show date)

If new section is to be added, it will take next original section number in sequence and must be shown on a new title page INDEX.

Use letter size paper of good quality.