

Decision No. 47907

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 PACIFIC GREYHOUND LINES, for a new)
 certificate of public convenience)
 and necessity in clarification and) Application No. 31883
 correction of, and in lieu of, all)
 operating authority heretofore)
 issued to applicant.)

Douglas Brookman and Earl A. Bagby, for applicant.
Warren P. Marsden, for the State of California Department
 of Public Works, Division of Highways, interested party.
James K. Gibson, for the Commission's staff.

O P I N I O N

In the above-entitled application, as amended, Pacific Greyhound Lines seeks a new certificate of public convenience and necessity which would be commensurate with but supersede all of its existing intrastate operative authorities presently described in approximately 400 decisions and orders of the Commission. Applicant requests that the new certificate clarify and precisely define its operative rights. It also requests that the new certificate be issued in loose-leaf form, separate and detached from this opinion and order and authorizing it to conduct service as a passenger stage corporation for the transportation of passengers, their baggage, and shipments of express weighing not to exceed 100 pounds each on passenger carrying vehicles.

A public hearing was held in this proceeding before Commissioner Potter and Examiner Paul at San Francisco on November 21 and December 13, 1951, at which time oral and documentary evidence was received and the matter was submitted.

Applicant does not seek any material or reasonably controversial modifications of its existing operative authorities, except in a few instances hereinafter discussed.

There was no protest to the granting of the application. However, the Division of Highways of the Department of Public Works took the position that there should be and requested the Commission to impose a restriction in the contemplated certificate which would provide that no stops be made by applicant's equipment on urban freeways for the purpose of picking up or discharging traffic and that stops on rural freeways should be limited to points where there is ample sight distance and legal access to the freeway. It also urged that similar restrictions with respect to the termini of such freeways should be inserted in the interest of public safety. (1)

A witness for the Division of Highways gave certain reasons which, in his opinion, justify imposition of the suggested restrictions. He stated that a freeway is distinguishable from a conventional highway by the full or partial control of access to the freeway. A full freeway is distinguishable from a limited freeway by complete control of access to the full freeway. All intersecting roads cross or enter it by means of grade separation structures. A full freeway is the type of facility generally constructed in urban areas. The records of the Division of Highways indicate that the over-all accident record on full freeways is approximately 50 per cent less than such record of all highways in

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- (1) The Division of Highways first suggested that the certificate contain a provision substantially in the following language:

"When a prescribed route or segment thereof in an urban area is over a full or limited State freeway, passengers, baggage or express may not be received or discharged at any point on the through lanes or shoulders of the freeway; and in a rural area may be received or discharged only at points where clearly defined public or private roads intersect the freeway at grade."

Later in the hearing, however, the Division suggested an alternative general restriction as hereinafter discussed.

the rural state highway system and the fatality rate has been 80 per cent lower. Of the accidents which still occur on full freeways, 53 per cent are of the rear-end or overtaking type, largely due to vehicles following too closely and to lack of alertness by the following driver. This latter type of accident can be minimized by keeping traffic flowing smoothly and prohibiting all except emergency stops. This prohibition has been placed into effect on full freeways whenever traffic conditions have warranted such action. The witness stated that traffic volume on urban freeways, as a rule, is much higher than in rural areas and the stopping of buses thereon has a tendency to slow down other traffic, causing delays and congestions, and increases the accident hazards. He said the shoulders of freeways are not ordinarily designed to withstand repeated starting and stopping of heavy vehicles.

Originally, applicant proposed no restrictions in regard to its use of freeways, other than by definition of "alternate routes". An amendment to the application offered the following suggested restriction:

"When a prescribed route or segment thereof is over a freeway, passengers, baggage or express may not be received or discharged at either termini of such freeway, if to do so requires the stopping of the bus on the freeway."

However, during the hearing, applicant requested that neither such restriction nor any other restriction be included in the certificate sought. The witness for applicant stated that on all of its freeway operations certificated by the Commission where restrictions had been imposed prohibiting pickup or discharge of traffic on the freeway, such restrictions are proposed to be continued by designating such freeway routes as "alternate routes". Applicant defines an alternate route as follows:

"Routes hereinafter designated as 'alternate routes' are routes which are in addition to the authorized regular routes between the named termini and are authorized for operating convenience, to be operated at the option of the applicant provided, however, no service may be rendered to or from any intermediate point or points thereon."

Applicant contends, therefore, that the imposition of any specific restriction regarding freeways is needless. It further contends that there is no justification to impose such restriction on other freeways over which it now operates without restriction due to the fact that access to or from full freeways, as defined by the Division of Highways, is impossible for passengers. By way of illustration, applicant pointed out that it has long conducted operations over the Golden Gate and San Francisco Bay Bridges, their approaches and distribution structures, where stopping is neither permitted nor performed by it, although no restriction is contained in its certificate. The witness stated that stops are never made to pick up or discharge traffic under hazardous conditions. On portions of the Bayshore freeway, Caluenga Pass freeway, and other freeways which were established on applicant's routes where it had and still has full authority to make intermediate stops, such stops have been discontinued where the freeway has been constructed to full freeway standards.

The witness for the Division of Highways admitted that the Division knew of no instance where applicant has stopped its stages on freeways in such manner as to require corrective attention in the interest of safety. However, the Division finally suggested a general restriction in applicant's certificate prohibiting stopping on any freeways, with exceptions where a need to stop might be shown. Applicant voiced an objection thereto as being needless, arbitrary, and anticipatory of unknown future conditions. Such a restriction, applicant contends, could operate to deprive it

automatically of a right to perform service along a particular highway whenever designated as a freeway by the Division of Highways. Applicant also contends that in every instance where any such restriction is advisable it is either already specifically provided or is included in its proposed certificate. This contention is not disputed by the Division.

While the witness for the Division of Highways was of the opinion that the stopping on freeways to pick up or discharge passengers by applicant would directly affect the flow of traffic thereon and tend to increase hazards, there was no evidence to support such opinion.

It is our judgment that it is not in the public interest to impose a general restriction affecting the use of freeways as suggested by the Division of Highways. The Commission should not anticipate what will be the requirements in this regard with respect to any highway hereafter to be denominated a "freeway" and over which applicant may then have or may thereafter seek operative authority. The Commission has in the past imposed and will continue in the future to impose such regulations in the interest of safety of motor vehicle operations falling within its jurisdiction as may from time to time be found to be required. It appears that in applicant's proposal, after considering the definition of "alternate routes", it is neither necessary nor advisable to further restrict the authority of applicant by a general restriction as proposed by the Division of Highways. This conclusion is not to be construed as limiting the authority of the Commission in any manner to impose such restrictions hereafter on service to or from points located on freeways and limited access highways as the Commission may find to be necessary.

Applicant now regularly serves the community of Orangevale on Greenback Lane. This lane extends from Folsom through Orangevale to a point on U. S. Highway 40 at Florida Inn. Applicant requests that the regular route through Orangevale be changed to an alternate route. Under applicant's proposal as previously observed, no local service shall be given on routes designated as alternate routes. Designation of the route through Orangevale as an alternate route would deprive that community of service by applicant. As justification therefor, witnesses for applicant stated there was confusion and some doubt as to the existence of appropriate authority to serve Orangevale; that applicant now operates only one schedule a day serving that point, and that the approximate daily traffic from Orangevale amounts to only five or six passengers.

In 1941 applicant was authorized to acquire the operative rights in the Sacramento, Orangevale, Folsom and Placerville territory from Tahoe Greyhound Lines (Decision No. 34891, Application No. 34660). An examination of the tariffs of applicant and its predecessors, with respect to Orangevale, shows that applicant has continued fares to and from that point since acquisition of that operative right. Likewise, Orangevale has appeared as a tariff point in the tariffs of approximately seven predecessors of applicant since June, 1919 with the possible exception of the period from June, 1920 to April, 1923. Whether applicable fares existed to and from Orangevale during that period would depend, in large part, upon the routing observed by the carrier. It has been shown continuously as a named fare point in tariffs of applicant and its

(2)
 predecessors since the latter date. Thus it appears that applicant and its predecessors for many years, at least by tariff publication and operations, have asserted they have an operative right to serve Orangevale. By virtue of such long operations, under a color of operative authority, it is our judgment and we find that applicant should not be allowed to discontinue service to and from Orangevale at this time. If applicant is of the opinion that it possesses no operative right to serve Orangevale and desires authority to abandon that service, it should file an appropriate application. By so doing, the directly interested public would have notice thereof and an opportunity to be heard. The order following will continue applicant's route of operation through Orangevale as a regular route.

Applicant's present operative rights require through passenger stage service over four different routes in the San Francisco Bay area as shown in the margin.
 (3)

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- (2) In March, 1920 Stuart and Douglass were authorized by the Commission to acquire from Smith, Zurfluh and Antichi, doing business as United Stage Company, a passenger stage operative right between Sacramento and Placerville and intermediate points. Orangevale was named as a point of service in the tariffs of the United Stage Company. Thereafter, in November, 1920 Douglass and the administratrix of the estate of Stuart were authorized to transfer that operative right to A. L. Richardson (Decision No. 8327, Application No. 6160) and were required to file a copy of a bill of sale therefor. The bill of sale was executed on November 17, 1920 by said administratrix and R. O. Douglass, which stated, among other things, that thereby the operative rights and business of the United Stage Company between Sacramento and Placerville via Orangevale and Folsom were transferred to A. L. Richardson pursuant to orders of the Superior Court of the State of California and of the Railroad Commission. Orangevale did not appear as a named point in Richardson's tariffs until May, 1923.
- (3) (a) Between San Francisco, Stinson Beach and Bolinas. (Three round-trip schedules daily except Sundays and holidays.) (Decision No. 36712, November 23, 1943. 45 CRC 33, 46.)
- (b) Through passenger stage service between Sausalito, Tiburon and Belvedere. (Decision No. 26596, December 4, 1933, Application No. 18959.)
- (c) At least one through daily passenger stage schedule each way between San Francisco and Calistoga. (Decision No. 23244, December 31, 1930. 35 CRC 667, 687.)
- (d) Through passenger stage service between San Francisco and Santa Cruz. (Decision No. 23244, December 31, 1930. 35 CRC 667, 687.)

In the original application no provision was made for the retention of those requirements. However, by amendment it is proposed to continue the present requirement to operate through service between San Francisco, Stinson Beach and Bolinas. There is no proposal to continue similar requirements for through service over the other three routes. Applicant contends that requirements of that type are service regulation matters and should not be fixed in a certificate.

We are not in accord with that contention. As a rule, matters of service and schedules by passenger stages are governed by general orders of the Commission. Situations may and do arise, as in those here considered, which cannot be adequately regulated by such general orders and, where it is shown to be in the public interest, appropriate provisions are made by special orders in decisions of the Commission.

The original certificates for a through service between the points involved were issued to meet public convenience and necessity existing at that time. We find it to be inappropriate to eliminate those requirements on the basis suggested by applicant. Any change can be made upon a showing that the public would not be adversely affected. There is no evidence here in that regard. We find that the requirements for through operations between the points discussed should be continued in the form set forth in Appendix A of the order herein.

As noted above, applicant seeks a single new certificate to clarify whatever ambiguities exist in its present operative rights. Applicant's present basic certificate (Decision No. 23244) was issued in December, 1930. The witness for applicant stated that since then there have been many changes in alignments and designations of highways it uses which do not always coincide with the description

in the operative authority. Applicant has acquired numerous operative rights, either by purchase or direct grant, many of which overlap other rights held in 1930 or later acquired. The witness said that much confusion exists from a lack of a standard of uniformity in the wording, phraseology and consistent definition of terms used in authorizing different operations; from duplication of rights arising from purchases of rights of other carriers; from modifications of former grants which in some cases have included or excluded portions of other operative rights; from the practice of including in each succeeding grant of authority specific restrictions directly or by reference to some former decision and from the Commission's practice of issuing certified copies of decisions instead of certificates of public convenience and necessity in a form which can be kept current.

In the Commission's judgment the confusion of meaning and intent of the many certificates issued to or acquired by applicant, said by the witness to exist, has been largely the product of applicant's failure to request an up-to-date new certificate at appropriate intervals. Where ambiguities and uncertainties have existed, as asserted, their clarification can be accomplished readily by appropriate application to the Commission. Applicant is not required to rely upon its own construction of the meaning of the orders issued by the Commission. Where frequent and continuing changes, extensions and additions to operative rights occur, that condition cannot be permanently eliminated by the issuance of a new certificate either in the present form used by the Commission or by the form suggested by applicant.

The witness objected to the Commission's present practice of making findings in orders applicable only with respect to termini and intermediate points authorized to be served and then in an

appended "service regulation" to specify the route to be used. In his opinion, failure to include the route within the findings is in error, serves no useful purpose and tends to more confusion. He questioned the legality of such practice and contended that "passenger stage corporations", as defined in the Public Utilities Code, require certification over routes, when defined, as well as between the points authorized to be served.

We are not in accord with the contention that the law requires that findings of public convenience and necessity include the routes as well as the points of service when the routes are set forth only in "service regulations" of the Commission's orders. The statute is in the alternative and is satisfied if the certificate applies to the termini and intermediate points only. The Commission may and, as a rule, does order that certain routes be used in serving the points certificated. Routes described in "service regulations" of the Commission's orders may be extended, in slight degrees, altered, changed or modified without necessarily affecting the certificate. That is one of the reasons for inclusion of routes in "service regulations". Such regulations are procedural in nature and not substantive. Where routes of operation are set forth in the "certificate" portion of an order, any change of such routes also constitutes a change of the "certificate".

Applicant seeks the new certificate in a loose-leaf form. The Commission is requested to make appropriate findings of public convenience and necessity as to the proposed routes as well as between the termini and intermediate points, subject to applicable conditions, and follow such findings with an order directing its secretary to issue the new certificate to applicant in consonance with such findings instead of issuing a certified copy of the opinion and order. Applicant desires that the suggested form of certificate

shall constitute the entire and exclusive evidence of its operative authority. It would be separate and detached from this decision. Applicant's witness asserted that the proposed certificate, being in a loose-leaf form, comparable to that used in tariff publications, would be easily amended to keep it current and foreclose reference to former opinions and orders of the Commission or to the application in order to determine the meaning or the effect of such amendments. He suggested that, based upon a finding and order of the Commission, amendments to the certificate could be accomplished by the issuance of substitute sheets by the secretary of the Commission. They, unless otherwise provided, would thereby be subject to all the restrictions, limitations, privileges or conditions expressed in the certificate, thus avoiding needless repetition. In this manner, reroutings, modifications, changes, or extensions of the operation to other points could be authorized without further certification. The witness said that this method would obviate reviewing the many existing decisions creating applicant's operative rights in order to construe properly the authorities granted.

While the Commission has long followed the practice and may, under appropriate conditions, authorize minor reroutings and other changes or adjustments in operative rights by specific modifications, it may not under the statute authorize service to, from or between points without issuing a certificate based upon a finding of public convenience and necessity.

In respect to the recommendation of applicant's witness that the Commission authorize its secretary to issue a separate certificate of public convenience and necessity and also to issue substitute sheets containing amendments thereof, we see no advantage in such a revolutionary change in the Commission's method of issuing certificates. Such procedure would be of questionable legality.

However, we do see some merit in a loose-leaf form of a certificate issued by the Commission in those situations where it appears to be desirable. This would apply only to those operations of considerable magnitude, such as applicant's, and in which there are rather constant changes and modifications of the operation. Of the many certificated intrastate operators most of them hold operative authorities created by relatively few decisions. It is our opinion that the future will disclose the desirability for applicant to apply for new certificates superseding those currently effective at those intervals when they have reached a volume which impedes ready reference and clear understanding.

In consonance with the foregoing a certificate will be granted to applicant in the order of this decision attached to which will be Appendix A, in loose-leaf form, categorically setting forth all the points and routes of operation together with all of the restrictions, limitations and privileges applicable thereto.

We see no need to discuss in detail the numerous modifications which have been made in the various proposals of applicant with respect to its suggested form of certificate, restrictions and descriptions of routes. It might be pointed out, however, that there have been eliminated from the proposed express restriction in said Appendix A certain provisions which are covered by general orders of the Commission. We see no need to duplicate those provisions in this decision. There has been some modification of the numbering system of routes proposed by applicant in order to make for better flexibility if amendments should be necessary. For the sake of brevity there has been considerable modification of language used.

After full consideration of applicant's request and the evidence of record, the Commission finds that public convenience and necessity require the issuance to Pacific Greyhound Lines of a new certificate authorizing service as a passenger stage corporation

to, from and between all points in the State of California and over the routes as specified in paragraph (1) of the order herein.

Based upon the evidence of record it is further found that the public interest requires the restatement of authority to the Pacific Greyhound Lines for the operation of passenger stage equipment in excess of 35 feet in length but not more than 40 feet in length and in excess of 96 inches but not exceeding 104 inches in width as more particularly set forth in paragraph (2) of the order herein.

O R D E R

A public hearing having been held in the above-entitled matter and based upon the conclusions and findings in the foregoing opinion,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Pacific Greyhound Lines, a corporation, authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers, baggage and express between the termini and all points intermediate thereto and over the routes as described and specified in Appendix A which is attached hereto and, by this reference, made a part hereof and subject to the privileges, restrictions, limitations and specifications contained therein. Service under this certificate shall be conducted as a single, consolidated and unified operation.

(2) That Pacific Greyhound Lines is hereby authorized to operate passenger stage equipment in excess of 35 feet but not more than 40 feet in length and in excess of 96 inches but not exceeding 104 inches in width between the points and over the routes as more particularly described and specified in said Appendix A.

(3) That the certificate of public convenience and necessity granted in paragraph (1) of this order is not in addition to nor an enlargement of applicant's existing operative rights but is commensurate therewith and all presently existing certificates of public convenience and necessity or other passenger stage operative rights held by applicant are hereby revoked and annulled together with any and all authorities heretofore granted for the operation of passenger stage equipment of excess length or width.

(4) That, in providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

- a. Applicant shall file a written acceptance of the certificate herein granted within a period not to exceed thirty (30) days after the effective date hereof.
- b. Applicant shall comply with the provisions of General Orders Nos. 79, 80 and 98 by filing in triplicate, and concurrently making effective, appropriate tariffs and timetables satisfactory to the Commission within thirty (30) days after the effective date hereof and on not less than one (1) day's notice to the Commission and the public.
- c. Within thirty (30) days after the effective date hereof applicant shall file with the Commission twenty (20) sets of maps drawn to an indicated scale upon sheets of paper 8 1/2 x 11 inches in size. Upon each set of maps there shall be delineated in a distinctive manner all routes, by classes, and principal points which applicant is authorized to serve. Each sheet of each set of maps in addition to the foregoing shall also show the name of applicant, a designation of the route group to which it relates, proper orientation and other information essential to a clear understanding of the map.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 3rd day of November, 1952.

R. D. [Signature]
Justin J. [Signature] PRESIDENT
Harold A. [Signature]
[Signature]
[Signature]
 COMMISSIONERS

APPENDIX A

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to

Decision No. 47907

in

Application No. 31883.

Showing certificated points and routes of operation to be served by Pacific Greyhound Lines together with specifications, exceptions, restrictions, limitations and privileges applicable thereto.

All amendments to this Appendix A will be made as revised pages or added original pages.

Effective as shown by Decision No. 47907

Issued by Public Utilities Commission of the State of California

CORRECTION NUMBER CHECKING SHEET

This appendix is issued in loose-leaf form. All amendments thereof will be issued as loose-leaf revised or added pages. All revised pages or added pages will show correction numbers consecutively in the lower left hand corner. These correction numbers should be checked below on this checking sheet before pages are filed.

Upon receipt of revised or added pages a check mark must be placed opposite the correction number corresponding to number shown at lower left hand corner of the new page. If correction numbers are properly checked, as received, check marks will appear in consecutive order with no omissions. However, if check marks indicate that a correction has not been received, an immediate request therefor should be made.

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National City - 17.13	Quincy - 2.05
Needles - 18.01	Red Bluff - 1.01, 2.01
Newhall - 13.07	Redlands - 18.02, 18.11
Newhall Ranch - 13.01, 15.04	Redondo Beach - 16.01
Newport Beach - 17.03	Redwood City - 14.01, 14.42
Niland - 18.15, 18.18	Richmond - UR-9, 5.01, 5.03
North Hollywood - 13.08	Rio Nido - 9.02
North Sacramento - 3.01	Riverside - 17.10, 17.11, 18.08
Norwalk - 17.05	Roseville - 2.01, 3.01
Oakland - UR-7, 5.03, 11.02, 12.01	Sacramento - UR-10, 2.11, 3.01, 3.03, 4.01, 10.01
Ocean Park - 16.02	Salinas - UR-11, 14.01, 14.24, 14.26, 14.28
Oceanside - 17.02	San Anselmo - 9.10, 9.11, 9.12
Ontario - 18.02, 18.07	San Bernardino - 18.01, 18.09
Orcutt - 15.02	San Diego - UR-12, 17.02, 17.09, 17.13, 17.15, 17.18, 17.19
Orinda - 11.02	San Fernando - 13.01
Orland - 1.01, 1.02	San Francisco - UR-13, 5.01, 9.01, 14.01, 14.02, 14.08, 14.09
Oroville - 2.03, 2.05, 2.07, 2.10	San Francisco Muni. Airport - 14.02
Oxnard - 15.07, 15.09, 15.11	San Gregorio - 14.08
Pacoima - 13.01, 13.10	
Palm City - 17.13	
Palmdale - 13.12	
Palm Springs - 18.13	
Palo Alto - 14.01, 14.06, 14.43	
Parks Airforce Base - 12.24	
Pasadena - 18.01	
Paso Robles - 13.03, 13.06, 14.01	
Patterson - 12.10, 12.14	

APPENDIX A - PACIFIC GREYHOUND LINES -

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San Joaquin Bridge - 10.05, 12.01	Susanville - 2.12
San Jose - UR-14, 12.08, 14.01, 14.02	Taft - 13.17
San Luis Obispo - 14.01, 14.31, 15.01	Tahoe City - 3.04, 3.05
San Mateo - 12.04, 14.01, 14.35, 14.37, 14.38	Tahoe Valley Jct. - 3.03, 3.05
San Rafael - 9.01, 9.10	Temecula - 17.09
San Pedro - 16.07	Tiburon - 9.18
San Pedro Jct. - 16.01, 16.07	Tiburon Wye - 9.01, 9.16, 9.17
Santa Ana - UR-16, 17.04, 17.05	Torrance - 16.01
Santa Barbara - 15.01	Tracy - UR-19, 12.01, 12.09
Santa Clara - 14.01, 14.07	Truckee - 3.01
Santa Cruz - UR-17, 14.08, 14.09, 14.11, 14.13, 14.16	Tulare - 13.01, 13.04
Santa Fe Springs - 17.05	Tulclake - 2.12
Santa Maria - 15.01	Tuolumne - 12.16
Santa Monica - UR-6, 15.07, 16.01, 16.02	Turlock - 12.01, 12.14
Santa Paula - 15.04	Tustin - 17.04
Santa Rosa - 7.02, 7.03, 8.01, 8.05, 9.01, 9.02, 9.03	Ukiah - 8.01
San Ysidro - 17.13, 17.17	Upper Lake - 6.01
Saratoga - 14.11	U. S. Naval Test Station - 13.15
Saticoy - 15.05, 15.06	U.S.N. Aux. Air Station - 17.20, 17.23
Saugus - 13.07, 13.12	Vacaville - 1.03, 4.04
Seausalito - 9.21	Vallejo - UR-20, 4.07, 7.01
Sebastopol - 9.06, 9.09	Van Nuys - 13.16
Selma - 13.01, 13.04	Venice - 16.02
Shellville - 7.03, 7.06, 7.10, 7.11	Ventura - 15.01, 15.04
Sonoma - 7.03	Victorville - 18.01
Sonora - 12.16	Visalia - 13.04, 13.05
Soquel - 14.13	Visalia Airport - 13.01, 13.05
South Lomita - 16.01, 16.06	Walnut Creek - 11.02, 11.07
South San Francisco - 14.02, 14.32, 14.33	Walteria - 16.06
Stockton - UR-18, 10.01, 10.02, 11.01	Watsonville - 14.13, 14.17, 14.18, 14.19, 14.20
Sunnyvale Jct. - 14.01, 14.06, 14.11	Watsonville Jct. (S.P.) - 14.22
	Wood - 1.01, 1.02
	West Los Angeles - UR-6, 13.10

APPENDIX A - PACIFIC GREYHOUND LINES -

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Wilmington - 16.01, 16.10

Windsor - 8.03

Winters - 1.03

Woodland - 1.01, 2.11

Yosemite Jct. - 12.16, 12.21

Yreka - 1.01

Yuba City - 2.01, 2.11

Yuma, Ariz. - 18.14

SECTION 1 - INTERCITY ROUTES AND SPECIAL RESTRICTIONS

ROUTE GROUP 1

- 1.01 - Between the Oregon-California State Line north of Yreka and Davis Junction:

From the point where U. S. Highway 99 intersects the Oregon-California State Line, over U. S. Highway 99 to Red Bluff, thence over U. S. Highway 99W to Davis Junction, serving Southern Pacific rail stations at Hornbrook and Hilt.

- 1.02 - Between the Oregon-California State Line north of Dorris and Weed:

From the point where U. S. Highway 97 intersects the Oregon-California State Line, over U. S. Highway 97 to junction U. S. Highway 99 (Weed).

- 1.03 - Between Dunnigan and Vacaville:

From Dunnigan, over California Highway 21 to Vacaville.

- 1.04 - Between West Woodland and Winters Junction:

From West Woodland, over direct unnumbered highway to Winters Junction, to be operated as an alternate route.

- 1.05 - Between Yreka and Grenada Junction:

From Yreka, over unnumbered highway via Montague and Grenada to junction U. S. Highway 99 (Grenada Junction).

SPECIAL RESTRICTIONS

- S-1.01 - No local service shall be rendered between Winters and Sacramento.
- S-1.02 - Only summer-season service is authorized between Dunnigan and Vacaville over California Highway 21.
- S-1.03 - No express may be transported between Yreka and Grenada Junction over the route via Montague and Grenada.

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ROUTE GROUP 2

2.01 - Between Red Bluff and Roseville:

From Red Bluff, over U. S. Highway 99E to Roseville.

2.02 - Between Chico and Orland:

From Chico, over California Highway 32 to junction unnumbered highway, thence over unnumbered highway via Hamilton City and Mills Orchard to junction California Highway 32, thence over California Highway 32 to Orland.

2.03 - Between Savona and Oroville:

From Savona, over unnumbered highway to Oroville.

2.04 - Between Durham and Durham Junction:

From Durham, over unnumbered highway to Durham Junction, to be operated as an alternate route.

2.05 - Between the Nevada-California State Line east of Purdy, and Oroville:

From the point where U. S. Highway 395 intersects the Nevada-California State Line, over U. S. Highway 395 to junction California Highway 24 (Hallelujah Junction), thence over California Highway 24 to Oroville.

2.06 - Between Sloat and Sloat Junction:

From Sloat, over unnumbered highway to junction California Highway 24 (Sloat Junction).

2.07 - Between Oroville and Oroville Wye:

From Oroville, over California Highway 24 to junction unnumbered highway, thence over unnumbered highway to junction U. S. Highway 99E (Oroville Wye).

2.08 - Between Biggs Junction and Gridley Junction:

From Biggs Junction, over unnumbered highway via Biggs and Gridley to junction U. S. Highway 99E (Gridley Junction).

2.09 - Between Richvale and Biggs:

From Richvale, over unnumbered highway to Biggs, to be operated as an alternate route.

2.10 - Between Oroville and Marysville:

From Oroville, over California Highway 24 to Marysville, to be operated as an alternate route.

2.11 - Between Yuba City and Sacramento:

From Yuba City, over California Highway 24 to Sacramento.

2.12 - Between the Oregon-California State Line north of Tulolake and Susanville:

From the point where California Highway 139 contacts the Oregon-California State Line, over California Highway 139 to junction U. S. Highway 299, thence over U. S. Highway 299 to junction U. S. Highway 395, thence over U. S. Highway 395 to junction California Highway 36, thence over California Highway 36 to Susanville.

2.13 - Between Johnstonville and California-Nevada State Line east of Purdy:

From Johnstonville, over U. S. Highway 395 to the point where said highway intersects the California-Nevada State Line.

SPECIAL RESTRICTIONS

S-2.01 - No local service shall be rendered:

- (a) Between Chico and Sacramento via the route generally following U. S. Highway 99E and U. S. Highway 40 through either Biggs, Gridley or Oroville Wye.
- (b) Between the territory Chico-Tudor Junction via either Biggs, Gridley or Oroville Wye, on the one hand, and Sacramento, on the other hand, via Woodland.

S-2.01 (contd)

- (c) Between Chico and Tudor Junction via the route generally following U. S. Highway 99E through either Biggs, Gridley or Oroville Wye.
- (d) Between the territory Tudor Junction-Yuba City-Marysville, on the one hand, and Sacramento, on the other hand, via either Woodland or Marysville.
- (e) Between points located on U. S. Highway 99E and U. S. Highway 40, between Chico and Sacramento, both points inclusive, via Oroville and Robinson's Corner.
- (f) Between San Francisco or Oakland, on the one hand, and points on the route Marysville-Sacramento via U. S. Highways 99E and 40, both termini excluded, on the other hand.
- (g) Between the territory Stockton-Lodi-Woodbridge, on the one hand, and points between Yuba City-Marysville and Sacramento on U. S. Highways 99E and 40, both termini included, on the other hand, provided that this restriction shall not prohibit service between the two above specified territories when interchange is made at Sacramento with an authorized local carrier over U. S. Highways 99E and 40 between Yuba City and Sacramento.

ROUTE GROUP 3

- 3.01 - Between the Nevada-California State Line east of Floriston and Sacramento:

From the point where U. S. Highway 40 intersects the Nevada-California State Line, over U. S. Highway 40 to northerly junction with North Sacramento Freeway, (North Freeway Junction) thence over former U. S. Highway 40 via North Sacramento to southerly junction with North Sacramento Freeway, (South Freeway Junction) thence over U. S. Highway 40 to Sacramento, including necessary deviation therefrom to serve Colfax and Auburn.

- 3.02 - Between North Freeway Junction and South Freeway Junction:

From the northerly junction of former U. S. Highway 40 and North Sacramento Freeway (North Freeway Junction), over U. S. Highway 40 (North Sacramento Freeway) to southerly junction with former U. S. Highway 40 (South Freeway Junction), to be operated as an alternate route.

- 3.03 - Between the Nevada-California State Line east of Lakeside and Sacramento:

From the point where U. S. Highway 50 intersects the Nevada-California State Line, over U. S. Highway 50 to junction former U. S. Highway 50 (East Folsom Junction); thence over former U. S. Highway 50 via Folsom and Nimbus to junction present U. S. Highway 50 (West Folsom Junction), thence over present U. S. Highway 50 to Sacramento.

- 3.04 - Between the Nevada-California State Line at Cal-Neva and Tahoe City:

From the point where California Highway 39 contacts the Nevada-California State Line, over California Highway 39 to junction California Highway 89 (Tahoe City).

- 3.05 - Between Truckee and Tahoe Valley Junction:

From Truckee, over U. S. Highway 40 to junction California Highway 89 (Tahoe Junction), thence over California Highway 89 to junction U. S. Highway 50 (Tahoe Valley Junction).

3.06 - Between Diamond Springs Crossroads and El Dorado Junction:

From Diamond Springs Crossroads, over unnumbered highway via Diamond Springs and El Dorado to junction U. S. Highway 50 (El Dorado Junction).

3.07 - Between Folsom and Florida Inn:

From Folsom, over unnumbered highway (Greenback Lane) via Orangevale to junction U. S. Highway 40 (Florida Inn).

3.08 - Between East Folsom Junction and West Folsom Junction:

From the junction of present U. S. Highway 50 and former U. S. Highway 50 east of Folsom (East Folsom Junction), over present U. S. Highway 50 to junction with former U. S. Highway 50 west of Nimbus (West Folsom Junction), to be operated as an alternate route.

3.09 - Between Mills and Mather Field:

From Mills, over unnumbered highway to Mather Field, to be operated on call for 25 or more adult fares.

SPECIAL RESTRICTIONS

S-3.01 - On the following routes, scheduled service shall be operated during the season extending approximately from June 10 to September 10 of each year. Service in Special Operations may be conducted throughout the year:

- (a) Between the Nevada-California State Line east of Lakeside, and Placerville. (Part of route 3.01, supra).
- (b) Between Truckee and Tahoe City. (Part of route 3.03, supra).
- (c) Between Tahoe City and Tahoe Valley Junction. (Part of route 3.05, supra).

Provided that over the aforesaid route between the Nevada-California State Line east of Lakeside, and Placerville, scheduled service shall be resumed during the remainder of the year with not less than one round trip per week if and when justified by traffic demands.

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- S-3.02 - No service shall be rendered to or from Roseville, nor to or from points intermediate to Roseville and Sacramento, except for traffic originating at or destined to points east of Roseville or north of Chico.
- S-3.03 - No express shall be transported between Mills and Mather Field.

ROUTE GROUP 4

4.01 - Between Sacramento and Crockett Junction:

From Sacramento, over U. S. Highway 40 to North Fairfield Junction, thence over former U. S. Highway 40 via Fairfield to West Fairfield Junction, thence over U. S. Highway 40 to Crockett Junction.

4.02 - Between South Davis and Woodland Junction:

From South Davis, over authorized urban routes for the City of Davis to junction U. S. Highway 99W, thence over U. S. Highway 99W to Davis Junction, thence over unnumbered highway via Winters Junction to junction U. S. Highway 40 (Woodland Junction).

4.03 - Between Milk Farm and Midway:

From Milk Farm, over unnumbered highways and authorized urban routes for the City of Dixon to junction U. S. Highway 40 (Midway).

4.04 - Between East Vacaville and West Vacaville:

From East Vacaville, over unnumbered highway via Vacaville to junction U. S. Highway 40 (West Vacaville).

4.05 - Between North Fairfield Junction and West Fairfield Junction:

From junction of former U. S. Highway 40 and present U. S. Highway 40 north of Fairfield (North Fairfield Junction), over U. S. Highway 40 (Fairfield Freeway) to junction with former U. S. Highway 40 west of Fairfield (West Fairfield Junction), to be operated as an alternate route.

4.06 - Between Cordelia Junction and Napa Wye:

From Cordelia Junction, over California Highway I2 to Junction California Highway 29 (Napa Wye), to be operated as an alternate route.

4.07 - Between East Vallejo, and Morrow Cove Junction:

From East Vallejo, over authorized urban routes for the City of Vallejo to Sonoma Boulevard, thence over Sonoma Boulevard to junction U. S. Highway 40 (Morrow Cove Junction).

4.08 - Between Crockett Junction and Crockett:

From Crockett Junction, over unnumbered highway to
Crockett.

ROUTE GROUP 5

5.01 - Between Crockett Junction and San Francisco:

From Crockett Junction, over U. S. Highway 40 to San Pablo Junction, thence over authorized urban routes for the City of Richmond to Carlson Boulevard, thence over Carlson Boulevard to Junction U. S. Highway 40 (West El Cerrito), thence over U. S. Highway 40 (East Shore Boulevard) to East Bay Traffic Distribution Structure, thence over San Francisco-Oakland Bay Bridge to San Francisco.

5.02 - Between San Pablo Junction and junction of U. S. Highway 40, and MacDonald Avenue:

From San Pablo Junction, over U. S. Highway 40 to junction MacDonald Avenue, to be operated as an alternate route.

5.03 - Between Richmond and Oakland:

From Richmond, over authorized urban routes for the City of Richmond to MacDonald Avenue and U. S. Highway 40, thence over U. S. Highway 40 to North El Cerrito, thence over San Pablo Avenue (U. S. Highway BUS 40) to Oakland.

5.04 - Between North El Cerrito and West El Cerrito:

From North El Cerrito, over U. S. Highway 40 to West El Cerrito, to be operated as an alternate route.

ROUTE GROUP 6

6.01 - Between Upper Lake and Calistoga:

From Upper Lake, over California Highway 29 to Calistoga.

6.02 - Between Clear Lake Oaks and Middletown:

From Clear Lake Oaks, over California Highway 20 to junction California Highway 53 (Williams Junction), thence over California Highway 53 to Middletown.

6.03 - Between Lower Lake Junction and Lower Lake:

From Lower Lake Junction, over unnumbered highway via Springs Junction to Lower Lake.

6.04 - Between Springs Junction and Middletown:

From Springs Junction, over unnumbered highway via Seigler Springs to Middletown.

SPECIAL RESTRICTIONS

S-6.01 - On the following routes, summer-season service only is authorized:

- (a) Between Clear Lake Oaks and Lower Lake via Williams Junction (part of Route 6.02).
- (b) Between Lower Lake Junction and Middletown via Hobergs (part of Route 6.01).
- (c) Between Springs Junction and Middletown via Seigler Springs (part of Route 6.04).

S-6.02 - On the following routes, winter-season service only is authorized:

- (a) Between Lower Lake and Middletown via California Highway 53 (part of Route 6.02).
- (b) Between Lower Lake Junction and Springs Junction (part of Route 6.03).

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ROUTE GROUP 7

7.01 - Between Calistoga and Vallejo:

From Calistoga, over California Highway 29 to Vallejo.

7.02 - Between Calistoga and Mark West Road Junction:

From Calistoga, over unnumbered highway via Mark West Springs to U. S. Highway 101 (Mark West Road Junction).

7.03 - Between Santa Rosa and Shellville:

From Santa Rosa, over California Highway 12 to Warfield, thence over unnumbered highway via Glen Ellen, Madrone, Hanna Center School, and Agua Caliente to Agua Caliente Junction, thence over California Highway 12 to Verano, thence over unnumbered highway via El Verano to El Verano Junction, thence over California Highway 12 to Shellville.

7.04 - Between Warfield and Agua Caliente Junction:

From Warfield, over California Highway 12 to Agua Caliente Junction, to be operated as an alternate route.

7.05 - Between Verano and El Verano Junction:

From Verano, over California Highway 12 to Verano Junction, to be operated as an alternate route.

7.06 - Between Shellville and Ignacio:

From Shellville, over California Highway 37 to junction U. S. Highway 101 (Ignacio).

7.07 - Between Napa and Four Corners:

From Napa, over California Highway 12 to Vineburg Junction, thence over unnumbered highway via Vineburg to junction California Highway 12 (Four Corners).

7.08 - Between Shellville and Petaluma:

From Shellville, over unnumbered highway via Lakeville to Petaluma, to be operated as an alternate route.

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7.09 - Between Vineburg Junction and Shellville:

From Vineburg, over California Highway 12 to junction California Highway 37 (Shellville), to be operated as an alternate route.

SPECIAL RESTRICTIONS

S-7.01 - At least one through daily passenger stage schedule shall be operated each way between Calistoga and San Francisco.

ROUTE GROUP 8

- 8.01 - Between the Oregon-California State Line north of Smith River and Santa Rosa:

From the point where U. S. Highway 101 intersects the Oregon-California State Line, over U. S. Highway 101 to North Santa Rosa Junction, thence over former U. S. Highway 101 to Santa Rosa.

- 8.02 - Between the Oregon-California State Line north of Hazelview and Crescent City:

From the point where U. S. Highway 199 intersects the Oregon-California State Line, over U. S. Highway 199 to Crescent City.

- 8.03 - Between North Windsor and East Windsor:

From North Windsor, over unnumbered highway via Windsor, to be operated on call for five or more adult fares.

- 8.04 - Between Mark West Corners and Fulton Corners:

From Mark West Corners, over unnumbered highway via Fulton to Fulton Corners, to be operated on call for five or more adult fares.

- 8.05 - Between North Santa Rosa Junction and South Santa Rosa Junction:

From North Santa Rosa Junction, over U. S. Highway 101 (Santa Rosa Freeway) to junction with former U. S. Highway 101 (South Santa Rosa Junction), to be operated as an alternate route.

ROUTE GROUP 9

9.01 - Between Santa Rosa and San Francisco:

From Santa Rosa, over former U. S. Highway 101 to junction U. S. Highway 101 (South Santa Rosa Junction), thence over U. S. Highway 101 to San Francisco, including necessary deviation therefrom to serve San Rafael.

9.02 - Between Santa Rosa and Monte Rio:

From Santa Rosa, over California Highway 12 to East Graton Junction, thence over unnumbered highway via Graton to North Graton Junction, thence over California Highway 12 to Forestville, thence over unnumbered highway via Mirabel Park, Korbels Ranch and Rio Nido to Guerneville, thence over California Highway 12 to junction unnumbered highway south of Guerneville, thence over unnumbered highway to Monte Rio.

9.03 - Between Santa Rosa and North Graton Junction:

From Santa Rosa, over College Avenue and unnumbered highway via Souza's Corner to North Graton Junction, to be operated as an alternate route.

9.04 - Between Forestville and Guerneville:

From Forestville, over California Highway 12 to Guerneville, to be operated as an alternate route.

9.05 - Between Korbels Ranch and Santa Nella:

From Korbels Ranch, over unnumbered highway to Santa Nella, to be operated as an alternate route.

9.06 - Intentionally left blank.

9.07 - Between East Graton Junction and North Graton Junction:

From East Graton Junction, over California Highway 12 to North Graton Junction, to be operated as an alternate route.

- 9.08 - Intentionally left blank.
- 9.09 - Between Sebastopol and Cotati:
From Sebastopol, over unnumbered highway to junction U. S. Highway 101 (Cotati).
- 9.10 - Between San Rafael and Corte Madera Road Junction:
From San Rafael, over unnumbered highway via San Anselmo, Kentfield Corners, and Corte Madera to Corte Madera Road Junction.
- 9.11 - Between Inverness and San Anselmo:
From Inverness, over unnumbered highway to Point Reyes Station, thence over California Highway 1 to Olema, thence over unnumbered highway via Tocaloma, Lagunitas and Manor to Fairfax, thence over Sir Francis Drake Boulevard to San Anselmo.
- 9.12 - Between Landsdale and San Anselmo:
From Landsdale, over San Anselmo Avenue to San Anselmo.
- 9.13 - Between Kentfield Corners and Greenbrae:
From Kentfield Corners, over Sir Francis Drake Boulevard to junction U. S. Highway 101 (Greenbrae).
- 9.14 - Between Mill Valley and Manzanita:
From Mill Valley, over Blithedale Avenue to Alto, thence over unnumbered highway via Tamalpais High School to junction California Highway 1 (Tamalpais Valley Junction), thence over California Highway 1 to junction U. S. Highway 101 (Manzanita).
- 9.15 - Between Mill Valley and Tamalpais High School:
From Mill Valley, over Miller Avenue to Tamalpais High School.
- 9.16 - Between Alto and Tiburon Wye:
From Alto, over unnumbered highway to junction U. S. Highway 101 (Tiburon Wye).

9.17 - Between Tiburon Wye and Belvedere:

From Tiburon Wye, over unnumbered highway via Belvedere Junction to Belvedere.

9.18 - Between Belvedere Junction and Belvedere:

From Belvedere Junction, over unnumbered highway via Tiburon to Belvedere.

9.19 - Between Bolinas and Tamalpais Valley Junction:

From Bolinas, over unnumbered highway to junction California Highway 1, thence over California Highway 1 to Stinson Beach, thence over unnumbered highway via Bootjack, Alpine Lodge and Muir Woods Junction to junction California Highway 1 (Dias Ranch), thence over California Highway 1 to Tamalpais Valley Junction.

9.20 - Between Stinson Beach and Muir Woods Junction:

From Stinson Beach, over California Highway 1 to junction Frank Valley Road (Muir Beach), thence over Frank Valley Road via Muir Woods to Muir Woods Junction.

9.21 - Between Waldo Junction and Fort Baker Junction:

From Waldo Junction, over unnumbered highway via Sausalito to Fort Baker Junction.

9.22 - Between Fort Bragg and Petaluma:

From Fort Bragg, over California Highway 1 to Valley Ford Junction, thence over unnumbered highway via Two Rock to Petaluma.

SPECIAL RESTRICTIONS

S-9.01 - On the following route, summer-season service only is authorized:

(a) Between Sebastopol and Cotati (Route 9.09):

- S-9.02 - The free transportation of baggage locally between San Francisco and points in Marin County, and locally within Marin County, shall be limited to hand baggage carried by the passenger.
- S-9.03 - Applicant shall maintain and operate daily, except Sundays and holidays, three round-trip schedules between San Francisco and Bolinas, providing through service between said points without transfer.
- S-9.04 - Through passenger stage service between Sausalito, Tiburon and Belvedere without transfer shall be operated unless extreme conditions warrant transfer at Tiburon Wye.

ROUTE GROUP 10

10.01 - Between Sacramento and Manteca:

From Sacramento, over U. S. Highway 99 to North Stockton Junction, thence over former U. S. Highway 99 via Stockton business district to South Stockton Junction, thence over U. S. Highway 99 to Manteca, including necessary deviation therefrom to serve Galt.

10.02 - Between Galt Junction and Stockton:

From Galt Junction, over unnumbered highway (Lower Sacramento Road) via Woodbridge, West Lodi and Henderson to Stockton.

10.03 - Between West Lodi and East Lodi:

From West Lodi, over unnumbered highway through Lodi to East Lodi.

10.04 - Between North Stockton Junction and South Stockton Junction:

From North Stockton Junction, over U. S. Highway 99 to South Stockton Junction, to be operated as an alternate route.

10.05 - Between Stockton and San Joaquin Bridge:

From Stockton, over U. S. Highway 50 to junction California Highway 120 (San Joaquin Bridge).

10.06 - Between French Camp Junction and Turner Station:

From French Camp Junction, over unnumbered highway via French Camp and Hedgeside to Junction U. S. Highway 99 (Turner Station).

10.07 - Between Stockton and Hedgeside:

From Stockton, over unnumbered highway (Sharps Lane) to Hedgeside.

10.08 - Between Hedgeside and West Manteca:

From Hedgeside, over unnumbered highway (Durham Ferry Road) to junction California Highway 120 (West Manteca), to be operated as an alternate route.

10.09 - Between West Lathrop and Wiggins Corner:

From junction of Lathrop Road and U. S. Highway 50 (West Lathrop), over Lathrop Road to McKinley Avenue to Louise Avenue to junction U. S. Highway 50 (Wiggins Corner), to be operated on call for 25 or more adult fares.

ROUTE GROUP 11

11.01 - Between Franklin Canyon Junction and Stockton:

From the junction of U. S. Highway 40 and California Highway 4 (Franklin Canyon Junction), over California Highway 4 to Martinez Junction, thence over unnumbered Highway via Martinez, Port Chicago and Pittsburg to Antioch, thence over California Highway 4 to Stockton.

11.02 - Between Oakland and Willow Pass Junction:

From Oakland, over unnumbered highway (Broadway) to junction California Highway 24 (Temescal Junction), thence over California Highway 24 to junction California Highway 4 (Concord Junction), thence over California Highway 4 to Camp Stoneman Junction, thence over unnumbered highway to Willow Pass Junction.

11.03 - Between Berkeley and Temescal Junction:

From Berkeley, over California Highway 24 to Temescal Junction.

11.04 - Between Martinez Junction and Concord Junction:

From Martinez Junction, over California Highway 4 to Concord Junction, to be operated as an alternate route.

11.05 - Between Martinez and Acalanes Junction:

From Martinez, over unnumbered highway (Pleasant Hill Road) to junction California Highway 24 (Acalanes Junction).

11.06 - Between Port Chicago and Concord:

From Port Chicago, over unnumbered highway via Clyde to Concord.

11.07 - Between Walnut Creek and Danville:

From Walnut Creek, over California Highway 21 to Danville.

- 11.08 - Between Pittsburg and Camp Stoneman:
From Pittsburg, over unnumbered highway to Camp Stoneman.
- 11.09 - Between Camp Stoneman and Concord:
From Camp Stoneman, over Donovan Road to junction Marsh Creek Road (Donovan Road Junction), thence over unnumbered highway to Concord.
- 11.10 - Between Borden Junction and Byron:
From Borden Junction, over unnumbered highway to Byron.
- 11.11 - Between Camp Stoneman Junction and Camp Stoneman:
From Camp Stoneman Junction, over California Highway 4 to Camp Stoneman, to be operated as an alternate route.
- 11.12 - Between Camp Stoneman and Antioch:
From Camp Stoneman, over California Highway 4 to Antioch, to be operated as an alternate route.
- 11.13 - Between Byron and Byron Road Junction:
From Byron, over Byron Road to Byron Road Junction, to be operated as an alternate route.
- 11.14 - Between Danville and Dublin:
From Danville, over California Highway 21 to Dublin, to be operated as an alternate route.

SPECIAL RESTRICTIONS

- S-11.01 - No local service shall be rendered between Sacramento, on the one hand, and the territory Port Chicago-Camp Stoneman-Antioch, on the other hand, via Martinez.
- S-11.02 - No local service shall be rendered between Oakland and Temescal Junction.

- S-11.03 - No local service shall be rendered between Berkeley and Temescal Junction.
- S-11.04 - No local service shall be rendered between Pittsburg and Camp Stoneman.
- S-11.05 - The following restriction applies only to schedules which have point of origin or point of destination in San Francisco, on the one hand, and the territory Temescal Junction-Walnut Creek, on the other hand. On such schedules, no local passengers destined to or from San Francisco, shall be transported from or to points in the territory:
- (a) The intersection of Twentieth Street and Broadway (this point excluded) to Temescal Junction (this point included);
 - (b) The intersection of MacArthur Boulevard and Grove Street (this point excluded) to the intersection of MacArthur Boulevard and Broadway (this point included).
- S-11.06 - The authorized alternate route between Danville and Dublin (Route 11.14) is to be operated only in connection with service to and from Camp Stoneman.

ROUTE GROUP 12

12.01 - Between San Francisco and Fresno:

From San Francisco, over San Francisco-Oakland Bay Bridge to Oakland, thence over authorized urban routes for Oakland to Fourteenth Street to Hayward, thence over city streets to junction U. S. Highway 50 (Hayward Junction), thence over U. S. Highway 50 to West Freeway Junction, thence over unnumbered highway via Livermore to East Freeway Junction, thence over U. S. Highway 50 to junction California Highway 120 (San Joaquin Bridge), thence over California Highway 120 to junction U. S. Highway 99 (Manteca), thence over U. S. Highway 99 to Fresno.

12.02 - Between Oakland and Castro Valley:

From junction of Fourteenth Street to High Street, over High Street to junction Foothill Boulevard, thence over Foothill Boulevard to junction U. S. Highway 50, thence over U. S. Highway 50 to Castro Valley, to be operated as an alternate route.

12.03 - Between the junction of East Fourteenth Street and Castro Valley Road and junction of Castro Valley Road and U. S. Highway 50:

From junction of East Fourteenth Street and Castro Valley Road, over Castro Valley Road to junction U. S. Highway 50, to be operated as an alternate route.

12.04 - Between San Mateo and Hayward:

From San Mateo, over Hayward-San Mateo Toll Bridge and thence over unnumbered highway via Mt. Edon to Hayward, to be operated as an alternate route.

12.05 - Between Dublin and Pleasanton:

From Dublin, over unnumbered highway via Castlewood Corners to Pleasanton.

12.06 - Between Santa Rita and Pleasanton:

From Santa Rita, over unnumbered highway to Pleasanton, to be operated as an alternate route.

- 12.07 - Between West Freeway Junction (Livermore) and East Freeway Junction (Livermore):

From West Freeway Junction, over U. S. Highway 50 to East Freeway Junction, to be operated as an alternate route.

- 12.08 - Between Livermore and San Jose:

From Livermore, over unnumbered highway via Pleasanton to Sunol Junction, thence over California Highway 21 to Warm Springs, thence over California Highway 17 to San Jose.

- 12.09 - Between Tracy and Modesto:

From Tracy, over U. S. Highway 50 to junction California Highway 33 (Westside Junction), thence over California Highway 33 to junction California Highway 132 (Vernalis Junction), thence over California Highway 132 to Modesto.

- 12.10 - Between Vernalis Junction and Los Banos:

From Vernalis Junction, over California Highway 33 to junction unnumbered highway (Volta Junction), thence over unnumbered highway to junction California Highway 152 (Los Banos).

- 12.11 - Between Gilroy and Fresno:

From Gilroy, over California Highway 152 to junction California Highway 33 (Wheel Inn), thence over California Highway 33 to junction California Highway 180 (Mendota), thence over California Highway 180 to Fresno.

- 12.12 - Between Kerman and Kerman Junction:

From Kerman, over unnumbered highway to junction California Highway 180 (Kerman Junction).

- 12.13 - Between Wheel Inn and Merced:

From junction California Highway 152 and California Highway 33 (Wheel Inn), over California Highway 152 to junction unnumbered highway (El Nido Junction), thence over unnumbered highway via El Nido to Merced.

- 12.14 - Between Patterson and Turlock:

From Patterson, over Las Palmas Avenue to junction Glendora Highway, thence over Glendora Highway to Turlock.

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12.15 - Intentionally left blank.

12.16 - Between Manteca and Tuolumne:

From Manteca, over California Highway 120 to junction California Highway 108 (Yosemite Junction), thence over California Highway 108 to Soulsbyville Junction, thence over unnumbered highway via Soulsbyville and Ralph Station to Tuolumne.

12.17 - Between Soulsbyville Junction and Pinecrest:

From Soulsbyville Junction, over California Highway 108 to Strawberry, thence over unnumbered highway to Pinecrest.

12.18 - Between Sullivan Creek and Ralph Station:

From Sullivan Creek, over unnumbered highway to Ralph Station, to be operated as an alternate route.

12.19 - Between Strawberry Junction and Strawberry:

From Strawberry Junction, over unnumbered highway via Old Strawberry to Strawberry to be operated on call for 5 or more adult fares.

12.20 - Between Pinecrest Junction and Pinecrest:

From Pinecrest Junction, over unnumbered highway to Pinecrest, to be operated as an alternate route.

12.21 - Between Yosemite Junction and Mather:

From Yosemite Junction, over California Highway 120 to Mather.

12.22 - Between Oakland Camp Junction and Oakland Recreation Camp:

From Oakland Camp Junction, over unnumbered highway to Oakland Recreation Camp, to be operated on call for 25 or more fares.

12.23 - Between Berkeley Camp Junction and Berkeley Recreation Camp:

From Berkeley Camp Junction over unnumbered highway to Berkeley Recreation Camp, to be operated on call for 25 or more fares.

- 12.24 - Between Woods Corner and Parks Airforce Base - Main Gate:
From Woods Corner, over Daugherty Road to Parks Airforce Base - Main Gate.
- 12.25 - Between Hayward and Hayward Junction:
From Hayward, over A Street to Redwood Road to junction U. S. Highway 50 (Castro Valley), thence over U. S. Highway 50 to Hayward Junction.
- 12.26 - Between West Dublin Junction and East Dublin Junction:
From the junction of former U. S. Highway 50 and relocated U. S. Highway 50 west of Dublin (West Dublin Junction), over former U. S. Highway 50 to junction with relocated U. S. Highway 50 east of Dublin (East Dublin Junction).
- 12.27 - Between the junction of Oak Street and Sixth Street, Oakland, and junction of Lewelling Boulevard and East 14th Street, Hayward:
From the junction of Oak Street and Sixth Street, over East Shore Freeway to junction Washington Avenue, thence over Washington Avenue to Lewelling Boulevard to junction East 14th Street, to be operated as an alternate route.

SPECIAL RESTRICTIONS

- S-12.01 - On other following routes, summer-season service only is authorized:
- (a) Between Soulsbyville Junction and Pinecrest (Route 12.17);
 - (b) Between Strawberry Junction and Strawberry (Route 12.19);
 - (c) Between Pinecrest Junction and Pinecrest (Route 12.20);
 - (d) Intentionally left blank;
 - (e) Between Yosemite Junction and Mather (Route 12.21);

S-12.01 (Continued)

(f) Between Oakland Camp Junction and Oakland
Recreation Camp (Route 12.22);

(g) Between Berkeley Camp Junction and Berkeley
Recreation Camp (Route 12.23).

S-12.02 - No local service shall be rendered between Hayward and
Castro Valley.

ROUTE GROUP 13

13.01 - Between Fresno and Los Angeles:

From Fresno, over U. S. Highway 99 to Los Angeles.

13.02 - Between Fresno and Coalinga:

From Fresno, over California Highway 41 to Junction Mountain View Avenue (Elmwood), thence over Mountain View Avenue to Carruthers, thence over Marks Avenue to junction Mt. Whitney Avenue, thence over Mt. Whitney Avenue via Riverdale to junction Fresno-Coalinga Road, thence over Fresno-Coalinga Road to junction California Highway 33, thence over California Highway 33 to junction California Highway 198, thence over California Highway 198 to Coalinga.

13.03 - Between Elmwood and Paso Robles:

From Elmwood, over California Highway 41 to Paso Robles, to be operated as an alternate route.

13.04 - Between Selma and Tulare:

From Selma, over unnumbered highway via Parlior, Reedley, Dinuba, Crossi and Visalia to Tulare.

13.05 - Between Visalia and Visalia Airport:

From Visalia, over California Highway 198 to junction U. S. Highway 99 (Visalia Airport).

13.06 - Between Famoso and Paso Robles:

From Famoso, over U. S. Highway 466 to junction California Highway 41 (Cottonwood Pass Junction), thence over California Highway 41 to Paso Robles.

13.07 - Between Newhall Ranch and junction U. S. Highways 6 and 99:

From Newhall Ranch, over U. S. Highway 99 to junction unnumbered highway (formerly U. S. Highway 99), thence over unnumbered highway via Saugus and Newhall to junction U. S. Highway 6 (South Saugus Road Junction), thence over U. S. Highway 6 to junction U. S. Highway 99.

13.08 - Between Burbank Junction and Hollywood:

From junction of U. S. Highway 99 and Lankershim Boulevard (Burbank Junction), over Lankershim Boulevard to junction U. S. Highway 101 (Universal City Junction), thence over U. S. Highway 101 (Cahuenga Boulevard) to Hollywood.

13.09 - Between Victory Drive Junction and junction of Castelar Street and Sunset Boulevard:

From Victory Drive Junction, over Victory Drive to junction Riverside Drive, thence over Riverside Drive to junction North Figueroa Street, thence over North Figueroa Street to junction Castelar Street, thence over Castelar Street to junction Sunset Boulevard, to be operated as an alternate route.

13.10 - Between Pacoima and West Los Angeles:

From the junction of Van Nuys Boulevard and U. S. Highway 99 (Pacoima), over Van Nuys Boulevard to junction U. S. Highway 101 (East Sherman Oaks), thence over U. S. Highway 101 to junction California Highway 7 (West Sherman Oaks), thence over California Highway 7 to junction California Highway 66 (West Los Angeles).

13.11 - Between junction of Van Nuys Boulevard and Oxnard Street and junction of Oxnard Street and Lankershim Boulevard:

From junction of Van Nuys Boulevard and Oxnard Street, over Oxnard Street to junction Lankershim Boulevard.

13.12 - Between the Nevada-California State Line north of Coleville and Saugus:

From the point where U. S. Highway 395 intersects the Nevada-California State Line, over U. S. Highway 395 to Inyokern, thence over unnumbered highway to junction U. S. Highway 6 (Inyokern Junction), thence over U. S. Highway 6 to North Saugus Road Junction, thence over unnumbered highway to Saugus.

13.13 - Between North June Lake Junction and South June Lake Junction:

From North June Lake Junction, over unnumbered highway via Carsons Camp and June Lake to South June Lake Junction.

13.14 - Between Brown Junction and Inyokern Junction:

From junction U. S. Highway 395 and U. S. Highway 6 (Brown Junction), over U. S. Highway 6 to Inyokern Junction, to be operated as an alternate route.

13.15 - Between United States Naval Test Station and Inyokern:

From United States Naval Test Station, over unnumbered highway to Inyokern.

13.16 - Between North Saugus Road Junction and South Saugus Road Junction:

From North Saugus Road Junction, over U. S. Highway 6 to South Saugus Road Junction, to be operated as an alternate route.

13.17 - Between Gilroy and Maricopa Junction:

From Gilroy, over U. S. Highway 101 to junction California Highway 25, thence over California Highway 25 to junction California Highway 198, thence over California Highway 198 to junction California Highway 33 (Coalinga), thence over California Highway 33 to junction California Highway 166 (Maricopa); thence over California Highway 166 to junction U. S. Highway 99 (Maricopa Junction).

SPECIAL RESTRICTIONS

S-13.01 - The authority herein granted to conduct operations between Famoso and Paso Robles (Route 13.6) is subject to lease thereof to Orange Belt Stages, Inc., heretofore approved by the Commission.

S-13.02 - Summer-season service only is authorized between North June Lake Junction and South June Lake Junction via June Lake (Route 13.13).

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ROUTE GROUP 14

14.01 - Between San Francisco and San Luis Obispo:

From San Francisco, over U. S. Highway 101 to San Luis Obispo.

14.02 - Between San Francisco and San Jose:

From San Francisco, over By-Pass U. S. Highway 101 to junction of former By-Pass U. S. Highway 101 (Freeway Junction), thence over former By-Pass U. S. Highway 101 via South San Francisco and San Francisco Municipal Airport to junction present By-Pass U. S. Highway 101 (Airport Overpass), thence over By-Pass U. S. Highway 101 to junction First Street, San Jose, thence over First Street to San Jose.

14.03 - Between the junction of By-Pass U. S. Highway 101 and First Street, San Jose, and Edenvale Junction:

From the junction of By-Pass U. S. Highway 101 and First Street, San Jose, over By-Pass U. S. Highway 101 to junction U. S. Highway 101 (Edenvale Junction), to be operated as an alternate route.

14.04 - Between Freeway Junction and Airport Overpass (via Freeway):

From junction of former By-Pass U. S. Highway 101 and present By-Pass U. S. Highway 101, north of South San Francisco (Freeway Junction), over present By-Pass U. S. Highway 101 to junction former By-Pass U. S. Highway 101 (Airport Overpass), to be operated as an alternate route between said termini and to or from intermediate access highways.

14.05 - Intentionally left blank.

14.06 - Between Palo Alto and Sunnyvale Junction via Mountain View:

From Palo Alto, over Alma Street and Alma Road to Mountain View, thence over Front Street to Evelyn Avenue to Sunnyvale, thence over unnumbered highway to junction U. S. Highway 101 (Sunnyvale Junction).

14.07 - Between Agnew Junction and Santa Clara:

From the junction of By-Pass U. S. Highway 101 and Santa Clara-Agnew Road (Agnew Junction), over Santa Clara-Agnew Road to junction U. S. Highway 101 (Santa Clara), to be operated as an alternate route.

14.08 - Between San Francisco and Santa Cruz:

From San Francisco, over California Highway 1 to junction of former California Highway 1 (San Gregorio Junction), thence over former California Highway 1 through Pescadero to junction California Highway 1 (Pescadero Junction), thence over California Highway 1 to Santa Cruz.

14.09 - Between San Francisco and Santa Cruz (Skyline Route):

From San Francisco, over California Highway 1 to junction California Highway 5 (Skyline Junction), thence over California Highway 5 to junction California Highway 9 (Saratoga Gap), thence over California Highway 9 to Santa Cruz.

14.10 - Between San Mateo and Half Moon Bay:

From San Mateo, over unnumbered highway (Crystal Springs Road) to junction California Highway 5 (Crystal Springs Dam), thence over California Highway 5 to Half Moon Bay Junction, thence over unnumbered highway to junction California Highway 1, thence over California Highway 1 to Half Moon Bay.

14.11 - Between Sunnyvale Junction and Santa Cruz:

From junction U. S. Highway 101 and California Highway 9 (Sunnyvale Junction), over California Highway 9 to Saratoga, thence over unnumbered highway to Los Gatos, thence over California Highway 17 to Santa Cruz.

14.12 - Between Felton and Camp Evers:

From junction California Highway 5 and unnumbered highway (Felton), over unnumbered highway via Mt. Hermon to junction California Highway 17 (Camp Evers).

14.13 - Between Santa Cruz and Monterey:

From Santa Cruz, over California Highway 1 to junction Morrissey Boulevard, thence over former California Highway 1 via Sequel to Rob Roy Junction, thence over California Highway 1 to Monterey.

14.14 - Between Capitola and Sequel:

From Capitola, over Bay Avenue to Porter Street to junction former California Highway 1, thence over former California Highway 1 to Sequel.

14.15 - Between Capitola and Capitola Avenue Junction:

From Capitola, over Capitola Avenue to junction former California Highway 1 (Capitola Avenue Junction).

14.16 - Between Santa Cruz and Rob Roy Junction:

From Santa Cruz, over Sequel Avenue to Morrissey Boulevard to junction with California Highway 1, thence over California Highway 1 to Rob Roy Junction.

14.17 - Between Rob Roy Junction and Watsonville via Freedom:

From Rob Roy Junction, over unnumbered highway via Freedom to Watsonville.

14.18 - Between Rob Roy Junction and Watsonville via Camp McQuaide:

From Rob Roy Junction, over unnumbered highway via Camp McQuaide to Watsonville, to be operated on call for 25 or more adult fares.

14.19 - Between Watsonville and Gilroy:

From Watsonville, over California Highway 152 (Hecker Pass Highway) to Gilroy.

14.20 - Between Hollister and Watsonville:

From Hollister, over California Highway 156 to junction U. S. Highway 101 (Chittenden Road Junction), thence over unnumbered highway via Chittenden to Watsonville.

14.21 - Between Chittenden and Pajaro:

From Chittenden, over unnumbered highway via Aromas to Pajaro.

14.22 - Between Watsonville Junction Intersection and Watsonville Junction Southern Pacific Station:

From Watsonville Junction Intersection over unnumbered highway to Watsonville Junction Southern Pacific Station, to be operated on call for 10 or more adult fares.

14.23 - Between Castroville and Prunedale:

From Castroville, over unnumbered highway to junction U. S. Highway 101 (Prunedale).

14.24 - Between Castroville and Salinas:

From Castroville, over unnumbered highway via Cooper to Salinas.

14.25 - Between Castroville Junction and Del Monte Junction Southern Pacific Station:

From Castroville Junction, over unnumbered highway to Del Monte Junction Southern Pacific Station, to be operated on call for 10 or more adult fares.

14.26 - Between Salinas and Pacific Grove:

From Salinas, over unnumbered highway via Riverside and Del Monte to Monterey, thence to Pacific Grove.

14.27 - Between Fort Ord Junction and Marina:

From Fort Ord Junction, over unnumbered highway through Fort Ord via River Junction, to junction California Highway 1 (Marina).

14.28 - Between Salinas and River Junction:

From Salinas, over unnumbered highway (Salinas-Blanco Road) to River Junction, to be operated as an alternate route.

14.29 - Between Seaside Junction and Castroville Road Junction:

14.29 (contd.)

From Seaside Junction, over unnumbered highway (Castroville Road) via Del Monte Race Track to Castroville Road Junction, to be operated on call for 10 or more adult fares.

14.30 - Between Monterey and Carmel:

From Monterey, over California Highway 1 to Carmel, to be operated on call for 25 or more adult fares.

14.31 - Between Camp San Luis Obispo and San Luis Obispo:

From Camp San Luis Obispo, over California Highway 1 to San Luis Obispo.

14.32 - Between South San Francisco and Orange Avenue Junction:

From South San Francisco, over Grand Avenue to Orange Avenue to U. S. Highway 101 (Orange Avenue Junction), to be operated as an alternate route.

14.33 - Between South San Francisco and junction San Mateo Avenue and U. S. Highway 101:

From South San Francisco, over Linden Avenue to San Mateo Avenue, thence over San Mateo Avenue to junction U. S. Highway 101.

14.34 - Between San Bruno Junction and San Bruno:

From junction of San Bruno Avenue and By-Pass U. S. Highway 101 (San Bruno Junction), over San Bruno Avenue to junction U. S. Highway 101 (San Bruno).

14.35 - Between East Broadway and San Mateo:

From junction of Broadway and By-Pass U. S. Highway 101 (East Broadway), over Broadway to California Drive to San Mateo Drive to Fourth Avenue, San Mateo.

14.36 - Between Burlingame and Burlingame Junction:

From Burlingame, over Howard Avenue to junction U. S. Highway 101 (Burlingame Junction).

- 14.37 - Between junction San Mateo Drive and Baldwin Avenue and junction Ellsworth Avenue and Fourth Avenue, San Mateo:

From junction of San Mateo Drive and Baldwin Avenue, over Baldwin Avenue to Ellsworth Avenue to Fourth Avenue, San Mateo.

- 14.38 - Between East San Mateo and San Mateo Junction:

From junction of Third Avenue and By-Pass U. S. Highway 101 (East San Mateo), over Third Avenue to Delaware Street to Fourth Avenue to junction U. S. Highway 101 (San Mateo Junction).

- 14.39 - Between Bay Meadows Junction and Hillsdale Junction:

From junction of Hillsdale Avenue and By-Pass U. S. Highway 101 (Bay Meadows Junction), over Hillsdale Avenue to junction U. S. Highway 101 (Hillsdale Junction), serving Bay Meadows Race Track, to be operated on call for 25 or more adult fares.

- 14.40 - Between Belmont Junction and Belmont:

From junction of Ralston Avenue and By-Pass U. S. Highway 101 (Belmont Junction), over Ralston Avenue to Belmont.

- 14.41 - Between San Carlos Junction and San Carlos:

From junction of East San Carlos Avenue and By-Pass U. S. Highway 101 (San Carlos Junction), over East San Carlos Avenue to San Carlos, to be operated as an alternate route.

- 14.42 - Between North Redwood City and junction of Brewster Avenue and U. S. Highway 101, Redwood City:

From junction of Brewster Avenue and By-Pass U. S. Highway 101 (North Redwood City), over Brewster Avenue to junction U. S. Highway 101, Redwood City.

- 14.43 - Between Bellhaven and Palo Alto:

From junction of Willow Road and By-Pass U. S. Highway 101 (Bellhaven), over Willow Road to Middlefield Road to Lytton Avenue to Alma Street, Palo Alto, to be operated as an alternate route.

- 14.44 - Between Creek Junction and Southern City Limits of Palo Alto:

From junction of Palo Alto Avenue and U. S. Highway 101 (Creek Junction), over Palo Alto Avenue to Alma Street to Southern City Limits of Palo Alto, en route to Mountain View.

- 14.45 - Between Embarcadero Junction and Embarcadero Corners:

From junction of Embarcadero and By-Pass U. S. Highway 101 (Embarcadero Junction), over Embarcadero to U. S. Highway 101 (Embarcadero Corners), to be operated as an alternate route.

- 14.46 - Between North Mayfield and Mayfield:

From junction of By-Pass U. S. Highway 101 and Colorado Avenue (North Mayfield), over Colorado Avenue to Alma Street to California Avenue to U. S. Highway 101 (Mayfield), to be operated as an alternate route.

- 14.47 - Between Moffett Field and Mountain View:

From North Gate, Moffett Field, over unnumbered highway to By-Pass U. S. Highway 101, thence over Moffett Boulevard to Mountain View, to be operated on call for 25 or more adult fares.

- 14.48 - Between Mountain View and Mountain View Junction:

From Mountain View, over Castro Street to junction U. S. Highway 101 (Mountain View Junction).

- 14.49 - Between junction By-Pass U. S. Highway 101 and Matilda Avenue and Sunnyvale:

From junction of By-Pass U. S. Highway 101 and Matilda Avenue, over Matilda Avenue to Sunnyvale.

- 14.50 - Between San Gregorio Junction and Pescadero Junction:

From San Gregorio Junction, over California Highway 1 to Pescadero Junction, to be operated as an alternate route.

SPECIAL RESTRICTIONS

S-14.01 - On the following routes, summer-season service only is authorized:

- (a) Between San Francisco and Santa Cruz via Skyline Boulevard (Route 14.09);
- (b) Between Half Moon Bay and Davenport (part of Route 14.08).

S-14.02 - No local service may be rendered between:

- (a) U. S. Veterans Hospital No. 24 and Palo Alto.
- (b) Monterey and Carmel.
- (c) Los Gatos and Santa Cruz.
- (d) Santa Cruz and Boulder Creek over California Highway 9.

S-14.03 - The free transportation of baggage of passengers locally between San Francisco and San Jose and intermediate points shall be restricted to hand baggage carried by the passengers.

S-14.04 - No local tariff shall be published naming a fare between Oakland, on the one hand, and Palo Alto, Los Gatos or Santa Cruz, on the other hand; nor between Oakland, on the one hand, and San Jose and Los Angeles via San Jose, both points and all points intermediate thereto inclusive, on the other hand, with routing via San Francisco in each instance.

S-14.05 - The authorized service between Santa Cruz and Boulder Creek over California Highway 9 and between Felton and Camp Evers is suspended until August 1, 1954, but is subject to restoration if, prior to August 1, 1954, Daryl R. Druhe discontinues or abandons the passenger stage service authorized by Decision No. 43035, as amended by Decision No. 47087, in Applications Nos. 30020 and 30021.

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- S-14.06 - Over the authorized route between Camp San Luis Obispo and San Luis Obispo (Route 14.31) operating authority is limited to Special Operations only for the transportation of passengers and their baggage between Camp San Luis Obispo and San Luis Obispo and intermediate points, on the one hand, and other points in California authorized to be served by applicant, on the other hand.
- S-14.07 - Through passenger stage service shall be provided between San Francisco and Santa Cruz.

ROUTE GROUP 15

15.01 - Between San Luis Obispo and Los Angeles:

From San Luis Obispo, over U. S. Highway 101 to Los Angeles.

15.02 - Between Orcutt Junction and Las Cruces:

From Orcutt Junction, over unnumbered highway to Orcutt, thence over California Highway 1 to Harriston Station, thence over San Antonio Creek Road to boundary of and entering Camp Cooke Military Reservation en route to Camp Cooke Main Gate, thence leaving Camp Cooke Main Gate over highways of the Camp Cooke Military Reservation and Lompoc-Casmalia Road to Buellton Junction, thence over California Highway 1 to Las Cruces.

15.03 - Between Buellton Junction and Buellton:

From Buellton Junction, over unnumbered highway to junction California Highway 150, thence over California Highway 150 to Buellton, to be operated as an alternate route.

15.04 - Between Ventura and Newhall Ranch:

From Ventura, over California Highway 126 to Junction U. S. Highway 99 (Newhall Ranch).

15.05 - Between Saticoy Junction and junction of California Highway 126 and Saticoy Avenue:

From junction California Highway 126 and Wells Road (Saticoy Junction), over Wells Road to Saticoy, thence over Telephone Road to Saticoy Avenue, thence over Saticoy Avenue to junction California Highway 126.

15.06 - Between El Rio and Saticoy:

From El Rio, over unnumbered highway to Saticoy, to be operated as an alternate route.

15.07 - Between North Oxnard and Hollywood:

From junction U. S. Highway 101 and Alternate U. S. Highway 101 (North Oxnard), over Alternate U. S. Highway 101 to Santa Monica, thence over U. S. Highway 66 to Hollywood.

15.08 - Between El Rio and El Rio Crossing:

From El Rio, over unnumbered highway to junction Alternate U. S. Highway 101 (El Rio Crossing).

15.09 - Between Oxnard and Camarillo:

From Oxnard, over unnumbered highway via Todd to Camarillo.

15.10 - Between the junction of Fifth Street and Lewis Road and Camarillo State Hospital:

From the junction of Fifth Street and Lewis Road, over Lewis Road and State Hospital Road to Camarillo State Hospital.

15.11 - Between junction of Wooley Road and Alternate U. S. Highway 101 and Port Hueneme:

From the junction of Wooley Road and Alternate U. S. Highway 101, over Wooley Road to Ventura Road to Pleasant Valley Road to San Pedro Street to Clara Street to Pacific Street to Main Street to Port Hueneme, to be operated on call for 25 or more adult fares.

15.12 - Between junction of Alternate U. S. Highway 101 and Hueneme Road and Port Hueneme:

From the junction of Alternate U. S. Highway 101 and Hueneme Road, over Hueneme Road to Brand Street to Market Street to Main Street to Port Hueneme, to be operated on call for 25 or more adult fares.

15.13 - Between Santa Maria and Camp Cooke:

From Santa Maria, over Main Street to junction Santa Maria-Camp Cooke Army Access Road, thence over said Army Access Road to boundary of Camp Cooke Military Reservation en route to Camp Cooke Main Gate.

15.14 - Between Lompoc and Camp Cooke, South Gate:

From Lompoc, over California Highway 1 to junction Central Avenue, thence over Central Avenue to Floradale Avenue to boundary of Camp Cooke Military Reservation en route to Camp Cooke, South Gate.

15.15 - Between Harriston Station and Buellton Junction:

From Harriston Station, over California Highway 1 to Buellton Junction, to be operated as an alternate route.

SPECIAL RESTRICTIONS

- S-15.01 - No local service shall be rendered between Port Hueneme and Oxnard.
- S-15.02 - No express may be transported between Port Hueneme and Oxnard, nor between this territory, excluding Oxnard, and any other points.
- S-15.03 - Intentionally left blank.
- S-15.04 - The operations authorized between the junction of Fifth Street and Lewis Road, and Camarillo State Hospital (Route 15.10), may be conducted on Sundays only. Additional week-day service will be operated only if and when a sufficient demand develops to justify the added service.

ROUTE GROUP 16

16.01 - Between Santa Monica and Long Beach:

From Santa Monica, over Alternate U. S. Highway 101 to junction Manhattan Beach Boulevard (East Manhattan Beach), thence over Manhattan Beach Boulevard to Manhattan Beach, thence over Manhattan Avenue to Hermosa Beach, thence over Hermosa Avenue to Redondo Beach, thence over city streets to junction Alternate U. S. Highway 101 at Redondo Beach, thence over Torrance Boulevard to Torrance, thence over Narbonne Avenue to junction Alternate U. S. Highway 101 (South Lomita), thence over Alternate U. S. Highway 101 to junction Wilmington Boulevard (West Wilmington), thence over Wilmington Boulevard to junction Anaheim Street (Wilmington Junction), thence over Anaheim Street to junction American Avenue, thence over American Avenue to Long Beach.

12.02 - Between Santa Monica and East Venice:

From Santa Monica, over Main Street to junction Washington Boulevard, thence over Washington Boulevard to junction Alternate U. S. Highway 101 (East Venice), to be operated on call for 10 or more adult fares.

16.03 - Between the junction of Alternate U. S. Highway 101 and Manchester Avenue and the junction of California Highway 7 and Alternate U. S. Highway 101:

From junction Alternate U. S. Highway 101 and Manchester Avenue, over Manchester Avenue to junction California Highway 7, thence over California Highway 7 to junction Alternate U. S. Highway 101.

16.04 - Between Inglewood Junction and East El Segundo:

From junction Alternate U. S. Highway 101 and Imperial Boulevard (Inglewood Junction), over Imperial Boulevard to junction Coast Highway, thence over Coast Highway via El Segundo to junction Grand Avenue, thence over Grand Avenue to junction Alternate U. S. Highway 101 (East El Segundo), to be operated on call for 10 or more adult fares.

16.05 - Between East Manhattan Beach and Redondo Beach:

From junction Alternate U. S. Highway 101 and Manhattan Beach Boulevard (East Manhattan Beach), over Alternate U. S. Highway 101 to Redondo Beach, to be operated as an alternate route.

16.06 - Between Redondo Beach and South Lomita:

From Redondo Beach, over Alternate U. S. Highway 101 to junction Narbonne Avenue (South Lomita), to be operated as an alternate route.

16.07 - Between San Pedro Junction and San Pedro:

From junction of Alternate U. S. Highway 101 and Normandie Avenue (San Pedro Junction), over Normandie Avenue to Vermont Avenue to South Harbor City, thence over Gaffey Street to junction Channel Street (Gaffey Junction), thence over Channel Street to junction Wilmington-San Pedro Road, thence over Wilmington-San Pedro Road to San Pedro.

16.08 - Between West Wilmington and the junction of Alternate U. S. Highway 101 and American Avenue:

From West Wilmington, over Alternate U. S. Highway 101 to junction American Avenue, to be operated as an alternate route.

16.09 - Between South Harbor City and Wilmington Junction:

From junction of Vermont Avenue and Anaheim Street (South Harbor City), over Anaheim Street to junction Wilmington Boulevard (Wilmington Junction), to be operated as an alternate route.

16.10 - Between Wilmington and junction of Wilmington-San Pedro Road and Channel Street:

From Wilmington over Avalon Boulevard to Catalina dock, thence over Fries Avenue to B Street to Wilmington-San Pedro Road to junction Channel Street.

16.11 - Intentionally left blank.

- 16.12 - Intentionally left blank.
- 16.13 - Intentionally left blank.
- 16.14 - Between the junction of Century Boulevard and California Highway 7, and Los Angeles International Airport:

From the junction of Century Boulevard and California Highway 7, over Century Boulevard to Skychief Road to Avion Road to Airport Boulevard to the junction of Airport Boulevard and Century Boulevard.

SPECIAL RESTRICTIONS

- S-16.01 - No passengers shall be transported locally between the junction of Century Boulevard and California Highway 7, and Los Angeles International Airport.
- S-16.02 - No passengers shall be transported locally between Los Angeles International Airport and points within the City of Los Angeles.

ROUTE GROUP 17

17.01 - Between Los Angeles and Long Beach:

From Los Angeles, over Sixth Street to San Pedro Street to Avalon Boulevard to Florence Avenue to junction Long Beach Boulevard, thence over Long Beach Boulevard to American Avenue to Long Beach.

17.02 - Between Long Beach and San Diego:

From Long Beach, over Ocean Boulevard to Livingston Drive to Second Street to Seal Beach, thence over Alternate U. S. Highway 101 to junction U. S. Highway 101 (Doheny Park Wye), thence over U. S. Highway 101 to San Diego.

17.03 - Between Newport Beach Junction and Arches:

From Newport Beach Junction, over unnumbered highway via Newport Beach to Arches, to be operated on call for 10 or more adult fares.

17.04 - Between Los Angeles and Doheny Park Wye:

From Los Angeles, over U. S. Highway 101 to junction Alternate U. S. Highway 101 (Doheny Park Wye).

17.05 - Between Los Angeles and Santa Ana:

From Los Angeles, over urban routes to junction Olympic Boulevard (Ninth Street) and Indiana Street, thence over Olympic Boulevard to junction California Highway 26 (Anaheim-Telegraph Road), thence over California Highway 26 to Santa Fe Springs, thence over Norwalk Boulevard to Norwalk, thence over California Highway 10 (Firestone Boulevard) to junction U. S. Highway 101, thence over U. S. Highway 101 to Santa Ana, to be operated as an alternate route.

17.06 - Between Del Mar junction and Del Mar:

From Del Mar Junction, over unnumbered highway via Del Mar Race Track to Del Mar, to be operated as an alternate route to and from Del Mar Race Track.

17.07 - Between La Jolla Junction and Rose Canyon Junction:

From La Jolla Junction, over unnumbered highway via La Jolla and Pacific Beach to junction U. S. Highway 101 (Rose Canyon Junction).

17.08 - Intentionally left blank.

17.09 - Between Anaheim and San Diego:

From Anaheim, over California Highway 18 to junction California Highway 71 (Corona), thence over California Highway 71 to junction U. S. Highway 395 (Elsinore), thence over U. S. Highway 395 to Murrieta, thence over unnumbered highway via Murrieta Hot Springs to Murrieta Hot Springs Junction, thence over U. S. Highway 395 to Fallbrook Junction, thence over unnumbered highway (former U. S. Highway 395) via Fallbrook, Bonsall, Vista, and San Marcos to junction U. S. Highway 395 (Escondido), thence over U. S. Highway 395 to North Camp Elliott Junction, thence over unnumbered highway (former U. S. Highway 395) via Camp Elliott Main Gate to junction U. S. Highway 395 (South Camp Elliott Junction), thence over U. S. Highway 395 to junction Linda Vista Road (Linda Vista Junction), thence over Linda Vista Road and San Diego urban routes to San Diego.

17.10 - Between Riverside and Corona:

From Riverside, over California Highway 18 to Corona.

17.11 - Between Riverside and Elsinore:

From Riverside, over U. S. Highway 60 to junction U. S. Highway 395 (East Riverside), thence over U. S. Highway 395 to Elsinore.

17.12 - Between Murrieta and Murrieta Hot Springs Junction:

From Murrieta, over U. S. Highway 395 to Murrieta Hot Springs Junction, to be operated as an alternate route.

17.13 - Between San Diego and the International Boundary of United States and Mexico:

From San Diego, over U. S. Highway 101 to junction County Road (County Road Junction), thence over County Road to junction Main Street (Otay Junction),

17.13 - (Continued)

thence over Main Street to junction National Avenue (Overhead Bridge), thence over National Avenue to Walnut Avenue to Tiajuana Road, to San Ysidro Boulevard to junction U. S. Highway 101, thence over U. S. Highway 101 to the International Boundary of United States and Mexico (San Ysidro Port of Entry).

17.14 - Between Chula Vista Junction and Otay Junction:

From junction of U. S. Highway 101 and E Street, Chula Vista (Chula Vista Junction), over E Street to junction Third Avenue, thence over Third Avenue, Chula Vista, to Fourth Street, Otay, to Main Street, Otay, thence over Main Street to Otay Junction.

17.15 - Between San Diego and Overhead Bridge:

From San Diego, over urban routes to Harbor Drive to Taft Avenue to Bay Boulevard to Industrial Boulevard to National Avenue to junction Main Street (Overhead Bridge).

17.16 - Between County Road Junction and the International Boundary of United States and Mexico:

From County Road Junction, over U. S. Highway 101 to the International Boundary of United States and Mexico, to be operated as an alternate route.

17.17 - Between Otay and San Ysidro:

From Otay, over Fourth Street to junction County Road, thence over County Road to junction U. S. Highway 101, thence over U. S. Highway 101 to junction Averil Drive, thence over Averil Drive to San Ysidro, to be operated as an alternate route.

17.18 - Between San Diego and El Centro:

From San Diego, over U. S. Highway 80 to El Centro.

17.19 - Between Linda Vista Junction and San Diego:

From Linda Vista Junction, over U. S. Highway 395 and Cabrillo Freeway to San Diego, to be operated as an alternate route.

17.20 - Between Miramar Junction and U. S. Naval Auxiliary Air Station:

From Miramar Junction, over unnumbered highway to Main Gate of U. S. Naval Auxiliary Air Station.

17.21 - Between Fallbrook Junction and Escondido:

From Fallbrook Junction, over U. S. Highway 395 to Escondido, to be operated as an alternate route.

17.22 - Between North Camp Elliott Junction and South Camp Elliott Junction:

From North Camp Elliott Junction, over U. S. Highway 395 to South Camp Elliott Junction, to be operated as an alternate route.

17.23 - Between U. S. Auxiliary Air Station and La Jolla Junction:

From U. S. Auxiliary Air Station, over unnumbered highway to La Jolla Junction, to be operated as an alternate route.

SPECIAL RESTRICTIONS

S-17.01 - No local service shall be rendered between:

- (a) San Diego and El Cajon.
- (b) San Diego and La Jolla.
- (c) San Diego and Old Town.

S-17.02 - No service shall be rendered to or from any point intermediate to Riverside and Corona.

S-17.03 - No passengers may be transported whose point of origin and point of destination are between:

- (a) Applicant's San Diego Terminal, on the one hand, and the intersection of Third Avenue and the southerly City Limits of Chula Vista, on the other hand, except that applicant may transport passengers:
 - (1) Between points north of the intersection of 18th Street and National Avenue in National City, on the one hand, and points on National Avenue south of the intersection of 18th Street, on the other hand, and
 - (2) Between any two points on National Avenue both of which are south of the intersection of 18th Street and National Avenue in National City.
- (b) Applicant's San Diego Terminal and the intersection of 25th Street and Taft Avenue in National City.

ROUTE GROUP 18

- 18.01 - Between Los Angeles and the California-Arizona State Line east of Needles:

From Los Angeles, over urban routes to junction of North Figueroa Street and San Fernando Road, thence over North Figueroa Street to Pasadena Avenue to Mission Street to South Pasadena, thence over Fair Oaks Avenue to Pasadena, thence over Foothill Boulevard to Monrovia, thence via Myrtle Avenue to junction U. S. Highway 66, thence over U. S. Highway 66 to the point where it intersects the California-Arizona State Line.

- 18.02 - Between Los Angeles and the California-Arizona State Line east of Blythe:

From Los Angeles, over urban routes to Macy Street, thence over Macy Street to Mission Road to junction Valley Boulevard (Lincoln Park), thence over Valley Boulevard to junction U. S. Highway 70 (El Monte Junction), thence over U. S. Highway 70 to the point where it intersects the California Arizona State Line.

- 18.03 - Between Lincoln Park and South Alhambra:

From junction of Mission Road and Valley Boulevard (Lincoln Park), over Mission Road to Huntington Drive to Main Street, Alhambra, thence over Main Street to Alhambra, thence over Garfield Avenue to junction Valley Boulevard (South Alhambra).

- 18.04 - Between Los Angeles and El Monte Junction:

From Los Angeles, over urban routes to Aliso Street to Ramona Boulevard to Garvey Avenue (U. S. Highways 60-70-99) to El Monte Junction.

- 18.05 - Intentionally left blank.

- 18.06 - Between the junction of former U. S. Highway 70 and present U. S. Highway 70, east of Ontario, and Colton (via Bloomington):

From junction of former U. S. Highway 70 and present U. S. Highway 70, east of Ontario, over former U. S. Highway 70 via Bloomington to Colton, to be operated on call for 5 or more adult fares.

- 18.07 - Between Pomona and Ontario:

From Pomona, over U. S. Highway 60 to junction Euclid Avenue (Ontario), to be operated as an alternate route.

- 18.08 - Between Ontario and Colton via Riverside:

From Ontario, over U. S. Highway 60 to Riverside, thence over La Cadena Drive to junction U. S. Highway 395, thence over U. S. Highway 395 to Colton.

- 18.09 - Between San Bernardino and Colton:

From San Bernardino, over E Street to junction Colton Avenue (South San Bernardino), thence over Colton Avenue to Colton.

- 18.10 - Between South San Bernardino and San Bernardino Junction:

From the junction of E Street, San Bernardino, and Colton Avenue (South San Bernardino) over E Street to junction U. S. Highway 70 (San Bernardino Junction).

- 18.11 - Between Grand Terrace Junction and Redlands:

From Grand Terrace Junction, over unnumbered highway via Loma Linda and Bryn Mawr to Redlands, to be operated as an alternate route.

- 18.12 - Between Box Springs Junction and Beaumont:

From junction of U. S. Highway 395 and U. S. Highway 60 (Box Springs Junction), over U. S. Highway 60 to junction U. S. Highway 70, thence over U. S. Highway 70 to Beaumont, to be operated as an alternate route.

18.13 - Between Palm Springs Junction and Indio:

From junction of U. S. Highway 70 and California Highway 111 (Palm Springs Junction), over California Highway 111 to Indio.

18.14 - Between Indio and the California-Arizona State Line west of Yuma, Arizona:

From Indio, over U. S. Highway 99 to El Centro, thence over U. S. Highway 80 to the point where it intersects the California-Arizona State Line.

18.15 - Between Niland and Brawley:

From Niland, over California Highway 111 to Brawley.

18.16 - Between El Centro and Midway Well:

From El Centro, over U. S. Highway 99 to Calexico, thence over California Highway 98 to junction U. S. Highway 80 (Midway Well).

18.17 - Between El Centro and Heber:

From El Centro, over State Street to junction Eighth Street, thence over Eighth Street to Date Canal Road to junction County Road (designated as Eleventh Road), thence over County Road to Junction U. S. Highway 99, thence over U. S. Highway 99 to Heber.

18.18 - Between Niland and Coachella:

From Niland, over California Highway 111 to Coachella.

18.19 - Between the junction of McCabe Road and Date Canal Road and California Reception Center:

From the junction of McCabe Road and Date Canal Road, over McCabe Road to California Reception Center.

SPECIAL RESTRICTIONS

- S-18.01 - No local schedules (other than interstate schedules) shall be rendered between San Bernardino and the California-Arizona State Line east of Needles.
- S-18.02 - Between San Bernardino and the California-Arizona State Line east of Needles the transportation of express is restricted to passenger carrying vehicles used in interstate service.

SECTION 2 - URBAN ROUTES

URBAN ROUTE GROUP UR-1

BERKELEY

- UR-1.01 - Over East Shore Boulevard between the northern and the southern city limits of Berkeley.
- UR-1.02 - From junction of University Avenue and East Shore Boulevard, over University Avenue to San Pablo Avenue (West Berkeley).
- UR-1.03 - Over San Pablo Avenue between the northern and the southern city limits of Berkeley.
- UR-1.04 - Between West Berkeley (junction of San Pablo Avenue and University Avenue) and the southern city limits of Berkeley, over the following routes:

Southbound: University Avenue to Milvia Street to Addison Street to the company station at Addison Street and Shattuck Avenue; thence over Addison Street to Oxford Street to Fulton Street to Durant Street to Shattuck Avenue to Adeline Street to the southern city limits of Berkeley.

Northbound: Adeline Street to Greve Street to Center Street to Milvia Street to Addison Street to the company station at Addison Street and Shattuck Avenue; thence over Addison Street to Oxford Street to University Avenue to Curtis Street to Addison Street to San Pablo Avenue to West Berkeley.

- UR-1.05 - Between the company Berkeley station and the eastern city limits of Berkeley, over the following routes:

Eastbound: From the company station at Addison Street and Shattuck Avenue, over Addison Street to Oxford Street to Fulton Street to Durant Avenue to Telegraph Avenue to Ashby Avenue to Tunnel Road to the eastern city limits of Berkeley.

URBAN ROUTE GROUP UR-1

BERKELEY

UR-1.05 (cont'd)

Westbound: Entering Berkeley over the Tunnel Road, thence to Ashby Avenue to Telegraph Avenue to Durant Avenue to Milvia Street to Addison Street to the company station at Addison Street and Shattuck Avenue.

URBAN ROUTE GROUP UR-2

DAVIS

- UR-2.01 - From South Davis, through Davis Subway to junction of "E" Street and First Street, thence over "E" Street to Third Street to the alley east of "G" Street, thence over said alley to Second Street, thence over Second Street to the company terminal at the intersection of Second Street and "G" Street.
- UR-2.02 - From the company terminal at the intersection of "G" Street and Second Street, over Second Street to "B" Street, thence over "B" Street to the city limits of Davis en route to Davis Junction.
- UR-2.03 - From the junction of Third Street and "E" Street, over Third Street to its junction with "B" Street.

URBAN ROUTE GROUP UR-3

DIXON

- UR-3.01 - Entering Dixon southbound from Milk Farm, over unnumbered highway to junction Adams Street, thence over Adams Street to junction "A" Street, thence over unnumbered highway to southwestern city limits of Dixon, en route to Midway.
- UR-3.02 - From the junction of Adams Street and West "A" Street, over West "A" Street to junction U. S. Highway 40 (West Dixon).

URBAN ROUTE GROUP UR-4

GLENDALE

- UR-4.01 - From West Glendale (junction of San Fernando Road and Colorado Street), over Colorado Street to Brand Boulevard to Lomita Avenue, thence over Lomita Avenue to driveway of the company station.
- UR-4.02 - From the company station at junction of Brand Boulevard and Lomita Avenue, over Brand Boulevard to South Glendale (junction Brand Boulevard and San Fernando Road).
- UR-4.03 - From West Glendale, over San Fernando Road (U.S. Highway 99) to South Glendale.

URBAN ROUTE GROUP UR-5

HUNTINGTON PARK

- UR-5.01 - From the junction of Florence Avenue and Rugby Avenue, over Rugby Avenue to the driveway of the company station.
- UR-5.02 - Over the driveway of the company station to the alley between Rugby Avenue and Santa Fe Avenue, thence over said alley to Florence Avenue.

URBAN ROUTE GROUP UR-6

LOS ANGELES AND VICINITY

- UR-6.01 - From the company Santa Monica Station, over Santa Monica Boulevard to Melrose Avenue to Cahuenga Boulevard to the company Hollywood Station at the junction of Selma Avenue and Cahuenga Boulevard.
- UR-6.02 - Leaving the company Hollywood Station located at the junction of Selma Avenue and Cahuenga Boulevard, over the alley to Selma Avenue, thence over Selma Avenue to Cahuenga Boulevard to Sunset Boulevard to Los Angeles Street to the company station at the junction of Sixth and Los Angeles Street.
- UR-6.03 - From the junction of Sixth Street and Wall Street, over Wall Street to Third Street to junction Los Angeles Street.
- UR-6.04 - Entering Los Angeles en route from Glendale over San Fernando Road (U. S. Highway 99), thence over San Fernando Road to Avenue 26 to North Figueroa Street to Castelar Street to Sunset Boulevard.
- UR-6.05 - From the junction of San Fernando Road and Avenue 26, over San Fernando Road to Avenue 20 to Pasadena Avenue to North Broadway to junction Sunset Boulevard.
- UR-6.06 - From the junction of Sixth Street and Maple Avenue, over Maple Avenue to Fifth Street to Los Angeles Street.
- UR-6.07 - From South Westwood Village (junction of Westwood Boulevard and Santa Monica Boulevard), over Westwood Boulevard to Westwood Village.
- UR-6.08 - From the junction of Sixth and Los Angeles Streets, over Sixth Street to San Pedro Street to Avalon Boulevard to Florence Avenue to Long Beach Boulevard.
- UR-6.09 - From the junction of Sixth Street and San Pedro Street, over Sixth Street to Whittier Boulevard (U. S. Highway 101) to Atlantic Avenue.
- UR-6.10 - From the junction of Whittier Boulevard and Boyle Avenue, over Boyle Avenue to Olympic Boulevard (Ninth Street) to Atlantic Avenue to Whittier Boulevard.

- UR-6.11 - From the junction of Eighth Street and Boyle Avenue, over Eighth Street to Olympic Boulevard.
- UR-6.12 - From the junction of Maple Avenue and Fifth Street, over Fifth Street to Towne Avenue to Sixth Street.
- UR-6.13 - From the junction of Santa Monica Boulevard and Sawtelle Boulevard, over Sawtelle Boulevard to Olympic Boulevard to Los Angeles Street to Sixth Street.
- UR-6.14 - From the junction of Los Angeles Street and Aliso Street, over Aliso Street to U. S. Highway 99, en route to Pomona.
- UR-6.15 - From the junction of Aliso Street and Lyons Street, over Lyons Street to Macy Street to Mission Road, en route to Pasadena.
- UR-6.16 - From the junction of Hollywood Freeway and Los Angeles Street, over Hollywood Freeway to its junction with Sunset Boulevard, to be operated as an alternate route.
- UR-6.17 - From the junction of Sunset Boulevard and Hollywood Freeway, over Hollywood Freeway to its junction with U. S. Highway 101 (Cahuenga Boulevard), to be operated as an alternate route.
- UR-6.18 - From the junction of Hollywood Freeway and Western Avenue, over access highways in either direction to and from Western Avenue, thence over Western Avenue to its junction with Sunset Boulevard, to be operated as an alternate route.

URBAN ROUTE GROUP UR-7

OAKLAND

- UR-7.01 - From the southern city limits of Berkeley, over San Pablo Avenue to West Street to Twentieth Street to Castro Street to the rear entrance to the company station.
- UR-7.02 - From the junction of San Pablo Avenue and West Street, over San Pablo Avenue to Twentieth Street to Castro Street.
- UR-7.03 - From the junction of San Pablo Avenue and Castro Street, over Castro Street to the rear entrance to the company station.
- UR-7.04 - From the southern city limits of Berkeley, over Adeline Street to Market Street to San Pablo Avenue.
- UR-7.05 - From the junction of San Pablo Avenue and Twentieth Street, over Twentieth Street to Broadway to the northeastern city limits of Oakland, en route to Lafayette.
- UR-7.06 - From the junction of Broadway and MacArthur Boulevard (U. S. Highway 50), over MacArthur Boulevard and the San Francisco-Oakland Bay Bridge to the western city limits of Oakland, en route to San Francisco.
- UR-7.07 - From the junction of Twentieth Street and San Pablo Avenue, over Twentieth Street to Lakeside Drive to Oak Street to East Fourteenth Street to East Twelfth Street to Fruitvale Avenue to East Fourteenth Street to the southern city limits of Oakland, en route to Hayward.
- UR-7.08 - From the junction of East Twelfth Street and Fruitvale Avenue, over East Twelfth Street to Thirty-Third Avenue to East Fourteenth Street.
- UR-7.09 - From the junction of High Street and East Fourteenth Street, over High Street to Foothill Boulevard to the southern city limits of Oakland, en route to Tracy.

UR-7.10 - Westbound: From the East Bay Distribution Structure, over access highway to Cypress Street, thence over Cypress Street to Seventh Street to junction Seventh Street and Oak Street.

Eastbound: From the junction of Seventh Street and Oak Street, over Oak Street to Eighth Street to Cypress Street to access highway to East Bay Distribution Structure.

UR-7.11 - From the junction of Oak Street and East 14th Street over Oak Street to its junction with Sixth Street.

URBAN ROUTE GROUP UR-8

PITTSBURG

UR-8.01 - Eastbound: From the western city limits of Pittsburg, over Tenth Street to Los Medanos Street to Eighth Street to the company station at the junction of Eighth Street and Railroad Avenue, thence over Railroad Avenue to Tenth Street to Solari Avenue to the eastern city limits of Pittsburg.

Westbound: From the eastern city limits of Pittsburg, over Solari Avenue to Tenth Street to Los Medanos Street to Eighth Street to the company station at the junction of Eighth Street and Railroad Avenue, thence over Railroad Avenue to Tenth Street to the western city limits of Pittsburg.

URBAN ROUTE GROUP UR-9.

RICHMOND

- UR-9.01 - From the junction of U. S. Highway 40 and Extension of Thirteenth Street, over Thirteenth Street Extension to Thirteenth Street to Kearney Street to Tenth Street to MacDonald Avenue to junction U. S. Highway 40 (San Pablo Avenue).
- UR-9.02 - From the junction of San Pablo Avenue and Twenty-Third Street, over Twenty-Third Street to Carlson Boulevard.
- UR-9.03 - From the junction of Twenty-Fourth Street and MacDonald Avenue, over Twenty-Fourth Street to Broadway to Carlson Boulevard.
- UR-9.04 - From the junction of Twenty-Fourth Street and Exchange Place, over Exchange Place to Twenty-Third Street.

URBAN ROUTE GROUP UR-10

SACRAMENTO

UR-10.01 - From and to the northern city limits of Sacramento, en route from and to Auburn,

Inbound: Over U. S. Highway 40 to Twelfth Street to "E" Street to Seventh Street to "L" Street.

Outbound: From Seventh Street and "L" Street, over Seventh Street to "F" Street to Sixteenth Street to U. S. Highway 40 to the northern city limits of Sacramento.

UR-10.02 - From the western city limits of Sacramento near Broderick, en route from Woodland, over the "I" Street Bridge to "I" Street to Seventh Street.

UR-10.03 - From the company station at Seventh and "L" Streets, over Seventh Street to Capitol Avenue to the western city limits of Sacramento, en route to Davis.

UR-10.04 - From Broderick (West Sacramento), over Second Street to junction U. S. Highway 40 (Broderick Junction).

UR-10.05 - From the company station at the junction of Seventh Street and "L" Street, over "L" Street to Alhambra Boulevard to Folsom Boulevard to the city limits of Sacramento, en route to Perkins.

UR-10.06 - From the junction of Alhambra Boulevard and Folsom Boulevard, over Alhambra Boulevard to Stockton Boulevard to the city limits of Sacramento, en route to Stockton.

UR-10.07 - From the junction of "I" Street and Third Street, over Third Street to Capitol Avenue.

UR-10.08 - From the rear entrance to the company station at the junction of Seventh Street and "L" Street, over the alley to "L" Street to Eighth Street to Capitol Avenue to Seventh Street.

UR-10.09 - From the junction of Seventh Street and Capitol Avenue, over Seventh Street to "P" Street to Stockton Boulevard.

URBAN ROUTE GROUP UR-11

SALINAS

- UR-11.01 - Entering Salinas on North Main Street over U. S. Highway 101 en route from San Jose, thence over North Main Street to Monterey Street to Gabilan Street to Salinas Street to the company station.
- UR-11.02 - Entering Salinas on Market Street over the Watsonville-Salinas Road en route from Watsonville, thence over Market Street to Natividad Street to Lincoln Street to Gabilan Street to Salinas Street.
- UR-11.03 - From the company station, to Gabilan Street to Salinas Street to John Street to Abbott Street to the city limits of Salinas, en route to Paso Robles.
- UR-11.04 - Entering Salinas on Central Avenue from the Salinas-Blanco Road en route from Fort Ord, thence over Central Avenue to its junction with Lincoln Street.
- UR-11.05 - From the junction of South Main Street and John Street, over South Main Street to the city limits of Salinas, en route to Monterey.
- UR-11.06 - From the junction of Market Street and Natividad Street, over Natividad Street to the Southern Pacific Salinas Station.

URBAN ROUTE GROUP, UR-12

SAN DIEGO

- UR-12.01 - Entering San Diego en route from Long Beach, over Pacific Highway (U. S. Highway 101) to Broadway to Front Street to "C" Street.
- UR-12.02 - Entering San Diego en route from Escondido, over Linda Vista Road to Morena Boulevard to Taylor Street to San Diego Avenue to La Jolla Avenue to Kettner Boulevard to Broadway.
- UR-12.03 - Entering San Diego en route from El Centro over El Cajon Boulevard (U. S. Highway 80), Normal Street, Washington Street, Cabrillo Freeway, "B" Street, Front Street to junction Front Street and "C" Street.
- UR-12.04 - From the junction of "B" Street and Eleventh Street, over Eleventh Street to "C" Street to junction Front Street and "C" Street.
- UR-12.05 - From the junction of Pacific Highway and Broadway, over Pacific Highway to Harbor Drive to the San Diego city limits, en route to San Ysidro.
- UR-12.06 - From the junction First Avenue and "B" Street, over First Avenue to Market Street to Twelfth Street to National Avenue to the city limits of San Diego, en route to San Ysidro.
- UR-12.07 - From the junction of First Avenue and Broadway, over Broadway to Front Street to Market Street to First Avenue.
- UR-12.08 - From the junction of Fifth Avenue and Market Street, over Fifth Avenue to Harbor Drive.
- UR-12.09 - From the point where U. S. Highway 395 contacts the city limits of the City of San Diego en route from Miramar, over Cabrillo Freeway to its junction with Washington Street.

URBAN ROUTE GROUP UR-13

SAN FRANCISCO

- UR-13.01 - From the Golden Gate Bridge, en route from Marin County, over Richardson Avenue to Lombard Street to Van Ness Avenue to Grove Street to Eighth Street to Mission Street to Seventh Street to Stevenson Street, using both Jessie Street and Stevenson Street to and from the company Seventh Street Terminal.
- UR-13.02 - From the junction of Lombard Street and Van Ness Avenue, over Van Ness Avenue to North Point Street to Columbus Avenue to Bay Street to The Embarcadero, thence over The Embarcadero to the Ferry Building.
- UR-13.03 - Intentionally left blank.
- UR-13.04 - From the San Francisco-Oakland Bay Bridge structure near the junction of Essex Street and Harrison Street en route from Oakland, over Harrison Street to Seventh Street to Mission Street.
- UR-13.05 - From the San Francisco-Oakland Bay Bridge structure near the junction of Essex Street and Harrison Street, over Essex Street to Folsom Street to Eighth Street.
- UR-13.06 - Northbound: From the southern city limits of San Francisco, over Bayshore Boulevard to Augusta Street, thence over Bayshore Freeway to its junction with Vermont Street, thence over Vermont Street to Twenty-Fifth Street to Potrero Avenue to Tenth Street to Harrison Street to Seventh Street.
- Southbound: From the junction of Seventh Street and Harrison Street, over Harrison Street to Tenth Street to Potrero Avenue to the Bayshore Freeway at its junction with Twenty-Fifth Street, thence over Bayshore Freeway to Bayshore Boulevard, to its junction with Augusta Street, thence over Bayshore Boulevard to the southern city limits of San Francisco.
- UR-13.07 - From the junction of Seventh Street and Harrison Street, over Harrison Street to Tenth Street to Potrero Avenue to San Bruno Avenue to Bayshore Boulevard to Bayshore Highway to the southern city limits of San Francisco.

- UR-13.08 - Northbound: From the southern city limits of San Francisco, over Mission Street to its junction with Eighth Street.
- Southbound: From the junction of Eighth and Mission Streets, over Mission Street to its northerly junction with Otis Street, thence over Otis Street to its southerly junction with Mission Street, thence over Mission Street to the southerly city limits of San Francisco.
- UR-13.09 - From the junction of Seventh Street and Howard Street, over Howard Street to South Van Ness Avenue.
- UR-13.10 - From the junction of Grove Street and Van Ness Avenue, over Van Ness Avenue to South Van Ness Avenue to Army Street to Mission Street.
- UR-13.11 - From the junction of South Van Ness Avenue and Army Street, over Army Street to Potrero Avenue.
- UR-13.12 - From the junction of Harrison Street and Seventh Street, over Harrison Street to Tenth Street.
- UR-13.13 - From the junction of Eighth Street and Mission Street, over Eighth Street to Harrison Street.
- UR-13.14 - From the junction of San Bruno Avenue and Alemany Boulevard, over Alemany Boulevard to Junipero Serra Boulevard to the southern city limits of San Francisco.
- UR-13.15 - From the junction of Randall Street and Mission Street, over Randall Street to Bernal Avenue to San Jose Avenue to Mission Street.
- UR-13.16 - From the junction of San Jose Avenue and Sagamore Street, over Sagamore Street to Alemany Boulevard.

URBAN ROUTE GROUP UR-14

SAN JOSE

- UR-14.01 - Entering San Jose, en route from San Francisco, over By-Pass U. S. Highway 101 to North First Street, thence over North First Street to East Taylor Street to North Second Street to East Julian Street to North Fourth Street to East San Fernando Street to West San Fernando Street to San Pedro Street; thence over San Pedro Street to the company station between San Fernando Street and West Santa Clara Street.
- UR-14.02 - Entering San Jose, en route from Santa Clara, over The Alameda, thence over The Alameda to West Santa Clara Street to San Pedro Street to the company station.
- UR-14.03 - Entering San Jose, en route from Livermore, on North Thirteenth Street, thence over North Thirteenth Street to East Santa Clara Street to North Fourth Street.
- UR-14.04 - Leaving the rear entrance to the company station on San Pedro Street, thence over San Pedro Street to San Fernando Street to Market Street to South First Street to U. S. Highway 101, en route to Gilroy.
- UR-14.05 - From the junction of Bayshore Highway and North Fourth Street, over North Fourth Street to East Julian Street.
- UR-14.06 - From the junction of South Fourth Street and East San Fernando Street, over South Fourth Street to East San Carlos Street to South Seventh Street to East San Fernando Street to South Fourth Street.

URBAN ROUTE GROUP UR-15

SAN MATEO-SANTA CLARA COUNTIES

UR-15.01 - Intentionally left blank.

URBAN ROUTE GROUP UR-16

SANTA ANA

- UR-16.01 - Entering Santa Ana en route from Los Angeles over U. S. Highway 101, thence over North Main Street to Washington Street to Spurgeon Street to driveway of the company station.
- UR-16.02 - From the driveway of the company station, over Third Street to Lacy Street to First Street.
- UR-16.03 - From the junction of Spurgeon Street and Third Street, over Spurgeon Street to First Street to U. S. Highway 101, en route to Tustin.
- US-16.04 - From the junction of Washington Street and Spurgeon Street, over Washington Street to Tustin Avenue to First Street (U. S. Highway 101), to be operated as an alternate route.

URBAN ROUTE GROUP UR-17

SANTA CRUZ

- UR-17.01 - Entering Santa Cruz, en route from Boulder Creek, over River Street, thence over River Street to Pacific Avenue to Front Street to the company station.
- UR-17.02 - Entering Santa Cruz, en route from Los Gatos, over Plymouth Street, thence over Plymouth Street to Ocean Avenue to Water Street to Front Street.
- UR-17.03 - Entering Santa Cruz, en route from Watsonville, over Soquel Avenue, thence over Soquel Avenue to Front Street.
- UR-17.04 - Entering Santa Cruz, en route from Davenport, on Mission Street, thence over Mission Street to Laurel Street to Front Street to the company station.
- UR-17.05 - From the junction of Laurel Street and Washington Street, over Washington Street to Southern Pacific Station at junction of Pacific Avenue Extension and Washington Street.
- UR-17.06 - From the junction of Pacific Avenue and Laurel Street, over Pacific Avenue and its extension to Southern Pacific Station at junction of Pacific Avenue and Washington Street, thence over Washington Street to Beach Street to Riverside Avenue to Barson Street to Bixby Street to East Cliff Drive to Murray Street to Seabright Avenue to Soquel Avenue.

URBAN ROUTE GROUP UR-18

STOCKTON

- UR-18.01 - From the northern city limits of Stockton, en route from Lodi via U. S. Highway 99, over Wilson Way to Miner Street to Grant Street to Washington Street to Sutter Street to the entrance to the company station at the junction of Sutter Street and Washington Street.
- UR-18.02 - From the northern city limits of Stockton, en route from Lodi via Lower Sacramento Road, over Pacific Avenue to Harding Way to Hunter Street to Washington Street to Sutter Street.
- UR-18.03 - From the junction of California Street and Washington Street, over California Street to Charter Way to El Dorado Street to the southern city limits of Stockton, en route to Tracy.
- UR-18.04 - From the junction of Charter Way and El Dorado Street, over Charter Way to the western city limits of Stockton, en route to Borden Junction.
- UR-18.05 - From the junction of California Street and Charter Way, over Charter Way to the eastern city limits of Stockton, en route to Manteca.
- UR-18.06 - From the junction of Charter Way and Sharps Lane, over Sharps Lane to the southern city limits of Stockton, en route to Hedgeside.

URBAN ROUTE GROUP UR-19

TRACY

UR-19.01 - From the junction of Parker Avenue and Eleventh Street (U. S. Highway 50), over Parker Avenue to Twelfth Street to driveway of the company station on Eleventh Street, between Parker Avenue and Walnut Street.

URBAN ROUTE GROUP UR-20

VALLEJO

- UR-20.01 - From the northern city limits of Vallejo en route from North Vallejo Wye, over Sonoma Boulevard to the southern city limits of Vallejo.
- UR-20.02 - From the junction of Sonoma Boulevard and Georgia Street, over Georgia Street to Solano Avenue to junction U. S. Highway 40 (East Vallejo).
- UR-20.03 - From the junction of Sonoma Boulevard and Virginia Street, over Virginia Street to Banciforte Street to Maine Street to Marin Street to York Street to Sonoma Boulevard.
- UR-20.04 - From the junction of York Street and Sonoma Boulevard, over York Street to Napa Street to Georgia Street.
- UR-20.05 - From the junction of Maine Street and Sonoma Boulevard, over Maine Street to Sutter Street to Georgia Street.
- UR-20.06 - From the northwestern city limits of Vallejo, over Wilson Way to the Mare Island Causeway, thence over Tennessee Street to Sonoma Boulevard.

SECTION 3 - GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS
AND SPECIFICATIONS.

A. General Express Restriction:

The term "express" as used herein includes all property transported in common carriage except the baggage of passengers.

No shipment of express that weighs in excess of one hundred (100) pounds shall be accepted for transportation, and all express shall be transported on passenger carrying vehicles only, provided that this restriction shall be further subject to any special limitations hereinbefore specifically declared.

The company is relieved from the minimum rate provisions of Decision No. 31606, in Case No. 4246, as amended.

B. General San Francisco-Oakland Bay Bridge Restriction:

Local passengers shall not be transported over the San Francisco-Oakland Bay Bridge, except in equipment at the time being used primarily for the transportation of other than local passengers. The term "local passengers" as used in this paragraph shall be deemed to mean passengers transported via said Bridge who have both point of origin and point of destination within the territory bounded and described as follows:

The North, West and South boundaries of San Francisco; the northern boundary of Richmond; Temescal Junction (this point included) and Hayward Junction (this point excluded).

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C. General Southern California Restriction:

No local service shall be rendered within the territory bounded as follows:

Castellamar, Hollywood, San Fernando, San Bernardino, Riverside, Redlands, Santa Ana, Newport Beach, Long Beach and Santa Monica, nor between any of said points including points intermediate thereto, subject to the following general exceptions:

General Exceptions:

1. Local service may be rendered between Long Beach and Newport Beach and intermediate points.
2. Local service may be rendered between Long Beach, Santa Monica and San Fernando and intermediate points via Redondo Beach and Van Nuys, except that no local service shall be rendered
 - (a) Between points east of Avalon Boulevard in Wilmington, and Long Beach;
 - (b) Between points south of Harbor Boulevard in San Pedro, and points in the City of Long Beach, on through schedules operated via Wilmington-San Pedro Road;
 - (c) Between Garnet Avenue in Redondo Beach, and Center Street in Manhattan Beach, via Manhattan Avenue and Hermosa Avenue;
 - (d) Between East Hermosa Beach (intersection of Pier Avenue and Sepulveda Boulevard in the City of Hermosa Beach), and points within the City of Redondo Beach, via Alternate U. S. Highway 101;
 - (e) Between the intersection of Waterford Street and Sepulveda Boulevard in the City of Los Angeles, and the intersection of Washington Boulevard and Lincoln Boulevard;

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- (f) Between San Fernando and the intersection of Ventura and Van Nuys Boulevards;
 - (g) Between the junction of Alternate U. S. Highway 101 and Manchester Avenue, and the junction of California Highway 7 and Alternate U. S. Highway 101, over Manchester Avenue and California Highway 7;
 - (h) Between the territory between the company terminal at Sixth and Los Angeles Streets, Los Angeles, and the intersection of Lankershim Boulevard and Oxnard Street, on the one hand, and the territory between the intersection of Lankershim Boulevard and Oxnard Street, and the intersection of Van Nuys Boulevard and Oxnard Street, on the other hand.
 - (i) Between the intersection of Lankershim Boulevard and Oxnard Street and the intersection of Van Nuys Boulevard and Oxnard Street, both points inclusive, including intermediate points.
3. Local service may be rendered between Los Angeles and San Fernando, and all intermediate points via Hollywood on through cars destined to or arriving from points north of Saugus, or Oxnard, except between Los Angeles and Hollywood.
4. Service may be rendered between points within said restricted territory, on the one hand, and points without said restricted territory, on the other hand.

D. Routes Within Cities:

1. The right herein granted, in each instance, to serve named termini and intermediate points includes the right to operate to and from the company station or points of passenger pickup and discharge within each city, town or community into or through which an authorized highway route passes, unless otherwise specifically restricted or limited.

2. If the routes to be traversed within any such city, town or community are not specifically described herein, the company shall use the most direct and practical routes to and from the company station or points of passenger pickup and discharge therein.

3. If the routes authorized to be traversed in urban or suburban service are specifically described herein, the following general conditions especially apply thereto:

- (a) The urban routes specifically prescribed herein include urban and suburban routes within or pertinent to the respective areas named, into or through which applicant is authorized to operate in connection with, and as a part of, its authorized intercity service.
- (b) As to each of the areas for which urban routes are specifically prescribed herein, the company may traverse any of such urban routes or combination or combinations of such routes according to reasonable operating requirements, and is, in addition, authorized to turn its motor vehicles at termini or intermediate points either in the intersection of streets or by operating around the blocks contiguous to such intersection in either direction, or in accordance with local traffic regulations.

E. Direction of Route Descriptions:

When route descriptions are given in one direction, they apply to operations in the reverse direction unless otherwise indicated.

F. Regular Routes:

Except as otherwise stated in connection with a specific route description, all routes herein authorized are designated

as "regular routes". "Regular routes" are defined as those which are to be served in accordance with published timetables and tariffs of the company filed with the Commission.

G. Alternate Routes:

Routes hereinafter designated as "alternate routes" are routes which are in addition to the regular routes between the named termini, and are authorized for operating convenience, to be operated at the option of the company, provided, however, no service may be rendered to or from any intermediate point or points thereon.

H. On-Call Service:

The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. Such service is not required to be operated for less than the number of passengers specified in the authorization of such "on-call" service, nor to or from junction points of on-call service routes with regular routes at times other than when there are regular schedules of the company arriving at or departing from the connecting point from or to which the on-call service is to be rendered. The tariffs and time schedules of the company shall show the conditions under which each authorized on-call service will be rendered.

I. Local Service:

The term "local service", unless otherwise specifically modified, means service wherein both the point of origin and the point of destination are at or between the points so specified. When the term "local service" is used to prohibit service between a point, group of points or territory "on the one hand" and a point, group of points or territory "on the other hand", it shall, unless otherwise specifically modified, be construed to apply only in instances where the point of origin is at or within one of the specified points, groups of points or territory, and the point of destination is at or within the other of the specified points, groups of points or territory.

J. Seasonal Service:

The term "summer-season service" when used herein means that the authorized scheduled service is to be operated between the approximate dates of June 10 and September 10 of each year, unless other dates are expressly specified.

The term "winter-season service" when used herein means that the authorized scheduled service is to be operated between the approximate dates of September 10 of each year and June 10 of each following year, unless other dates are expressly specified.

K. Relocated Highways:

For the general operation of its system, on reconstruction or relocation of highways not affecting intermediate tariff points applicant may reroute its operations over such reconstructed or relocated highways, provided that applicant shall first advise the Commission, in writing, of said highway and route change, said notice to be accompanied by a sketch or map showing the highways involved.

L. Special Operations:

The term "special operations" as herein used shall, unless otherwise specifically modified, mean the transportation of groups of passengers pursuant to a common purpose when the fares or charges for such transportation are computed or assessed upon an individual-fare basis. Authority is granted to the company to conduct special operations between the authorized termini and over the authorized routes hereinafter defined, subject to the following conditions:

- (a) The company shall file and publish tariffs in which shall be set forth the fares and charges to be assessed and collected, or the basis for the computation of the same, together with the rules and regulations which govern the application of the same. Such tariffs may provide for non-scheduled special operations being conducted on demand and on specified advance notice; for the advance payment of a minimum of adult fares as a condition precedent upon which the transportation will be afforded, and for exclusive occupancy of the vehicle of transportation by the group being transported.

- (b) Special operations may not be conducted between points or over routes for which operative authority has not been specifically granted, provided that when the point of origin and/or destination of a group moving in special operations shall be at a hotel, resort, athletic field, or other common point of origin or destination within a municipality or within one mile of the route which is herein authorized to be served, the company is authorized to pick up and/or discharge such group of passengers at such common off-route point when the same is incidental to the special operations movement over authorized routes.
- (c) The seasonal service definitions set forth in Part J of this Section 3, do not apply to the conduct of special operations.

M. Motor Coaches of Excess Length and Width:

Applicant may operate motor coaches in excess of thirty-five (35) feet, but not in excess of forty (40) feet, in length, and in excess of ninety-six (96) inches, but not exceeding one hundred and four (104) inches, in width, between points and over routes, including urban-route connections, as follows:

1. Between San Diego and the International Boundary of United States and Mexico:

From San Diego, over U. S. Highway 101 to junction County Road (County Road Junction, thence over County Road to junction Main Street (Otay Junction), thence over Main Street to junction National Avenue (Overhead Bridge), thence over National Avenue to Walnut Avenue to Tiajuana Road, to San Ysidro Boulevard to junction U. S. Highway 101, thence over U. S. Highway 101 to the International Boundary of United States and Mexico (San Ysidro Port of Entry). Length of route: 16.7 miles.

2. Between Chula Vista Junction and Otay Junction:

From junction of U. S. Highway 101 and E Street, Chula Vista (Chula Vista Junction),

over E Street to junction Third Avenue, thence over Third Avenue, Chula Vista, to Fourth Street, Otay, to Main Street, Otay, thence over Main Street, to Otay Junction. Length of route: 5.1 miles.

3. Between San Diego and Overhead Bridge:

From San Diego, over authorized urban routes to Harbor Drive to Taft Avenue to Bay Boulevard to Industrial Boulevard to National Avenue to junction Main Street (Overhead Bridge). Length of route: 10.8 miles.

4. Between County Road Junction and the International Boundary of United States and Mexico:

From County Road Junction, over U. S. Highway 101 to the International Boundary of United States and Mexico. Length of route: 2.0 miles.

5. Between Otay and San Ysidro:

From Otay, over Fourth Street to junction County Road, thence over County Road to junction U. S. Highway 101, thence over U. S. Highway 101 to junction Averil Drive, thence over Averil Drive to San Ysidro. Length of route 4.7 miles.

6. Between U. S. Auxiliary Air Station (formerly Camp Miramar) and San Diego:

From U. S. Auxiliary Air Station, over un-numbered highway to Miramar Junction, thence over former U. S. Highway No. 395 via Camp Elliott to Linda Vista Road, thence over Linda Vista Road to Morena Boulevard to Taylor Street to San Diego Avenue to La Jolla Avenue to Kettner Boulevard to Broadway to Front Street to the company terminal, or from Broadway over First Street to C Street to the company terminal. Length of route: 15.2 miles.

7. Between Linda Vista Junction and San Diego:

From Linda Vista Junction over U. S. Highway No. 395 and Cabrillo Freeway to San Diego. Length of route: 8.3 miles.

8. Between San Diego and Del Mar Race Track:
From San Diego, over U. S. Highway 101 to Del Mar, thence over unnumbered highway to Del Mar Race Track. Length of route: 20.2 miles.
9. Between San Francisco and Belmont:
From San Francisco, over By-Pass U. S. Highway 101 to East San Mateo, thence over Third Avenue to Delaware Street to Fourth Avenue to junction U. S. Highway 101, thence over U. S. Highway 101 to Belmont. Length of route: 24.0 miles.
10. Between San Francisco and San Mateo:
From San Francisco, over U. S. Highway 101 to junction Fourth Avenue, San Mateo. Length of route: 20.6 miles.
11. Between Freeway Junction (north of South San Francisco) and Airport Overpass:
From Freeway Junction (north of South San Francisco), over former U. S. Highway 101 via South San Francisco and San Francisco Municipal Airport to junction By-Pass U. S. Highway 101 (Airport Overpass). Length of route: 5.7 miles.
12. Between East Broadway and San Mateo:
From junction of Broadway and By-Pass U. S. Highway 101 (East Broadway), over Broadway to California Drive to San Mateo Drive to junction Fourth Avenue (San Mateo). Length of route: 3.0 miles.
13. Between junction San Mateo Drive and Baldwin Avenue, and junction of Ellsworth Avenue and Fourth Avenue, San Mateo:
From junction of San Mateo Drive and Baldwin Avenue, San Mateo, over Baldwin Avenue to Ellsworth Avenue to Fourth Avenue. Length of route: 1.0 miles.
14. Between South San Francisco and Orange Avenue Junction:

From South San Francisco, over Grand Avenue to Orange Avenue to U. S. Highway 101 (Orange Avenue Junction). Length of route: 1.5 miles.

15. Between South San Francisco and junction San Mateo Avenue and U. S. Highway 101:

From South San Francisco, over Linden Avenue to San Mateo Avenue to U. S. Highway 101. Length of route: 2.5 miles.

16. Between San Bruno and San Bruno Junction:

From San Bruno, over San Bruno Avenue to junction By-Pass U. S. Highway 101 (San Bruno Junction). Length of route: 1.1 miles.

17. Between Burlingame and Burlingame Junction:

From Burlingame, over Howard Avenue to U. S. Highway 101 (Burlingame Junction). Length of route: 0.5 miles.

18. Between East San Mateo and Belmont:

From East San Mateo, over By-Pass U. S. Highway 101 to junction Ralston Avenue (Belmont Junction), thence over Ralston Avenue to junction U. S. Highway 101 (Belmont). Length of route: 8.7 miles.

19. Between Belmont and Palo Alto:

From Belmont over U. S. Highway 101 to Palo Alto. Length of route: 9.1 miles.

20. Between East San Mateo and junction Brewster Avenue and U. S. Highway 101, Redwood City:

From East San Mateo, over By-Pass U. S. Highway 101 to Brewster Avenue, Redwood City, thence over Brewster Avenue to junction U. S. Highway 101. Length of route: 7.8 miles.

END OF APPENDIX A