

Decision No. 52106**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES )  
 for authority to operate buses in )  
 excess of thirty-five feet in length )  
 and in excess of ninety-six inches in )  
 width in urban and suburban service: )

Application No. 35315

Douglas Brookman and Earl Bagby, for applicant.  
John E. McKirahan and Arthur Weatherby for Contra Costa  
 County Commuters' Association, interested party.  
Dion R. Holm, City Attorney, by Paul L. Beck, interested  
 party.  
Warren P. Marsden, for the Department of Public Works of  
 the State of California, interested party.  
William R. Peters of the Commission's Staff of the  
 Transportation Engineering Division:

O P I N I O N

In this proceeding Pacific Greyhound Lines requests the Commission to authorize it to operate motor coaches in excess of 96 inches but not exceeding 104 inches in width and in excess of 35 feet but not exceeding 40 feet in length. If authorized they would be operated between San Francisco and Antioch and intermediate territory in Contra Costa and Alameda Counties, hereinafter referred to as Contra Costa area, and also between Santa Monica and Long Beach in Los Angeles County.

A public hearing was held before Commissioner Matthew J. Dooley and Examiner Leo C. Paul at San Francisco on March 3, and 7, 1955, and the matter was submitted subject to the filing of briefs which have been received.

We shall first consider the Contra Costa area:

An officer of applicant testified that the equipment presently used in the Contra Costa area is 35 feet in length and 96 inches in width and was constructed about the time of the last war. These units have the conventional type of leaf spring, are without forced ventilation and the seats are rather narrow. In

contrast, the Model 4801 buses proposed to be used, generally referred to as "oversize buses", are equipped with a rubber bellows system of spring suspension which gives a smoother ride. The car being wider is equipped with wider seats. According to the witness, the car with its improved transmission and differential performs better in traffic. This model has a system of forced ventilation and by improved installation has reduced the customary level of noise. The witness said it represents the latest advances in the art of bus design, whereas the buses in present use in the Contra Costa area were constructed upon a design created more than 15 years ago. The new car has five seats more than the equipment now used. It is planned to install 15 units, three of which would be held in reserve. At least one trip in each direction during the morning and evening periods would be made between San Francisco and the Contra Costa area with the new equipment, thereby making available a minimum of 60 more seats each morning and each evening without using additional buses or drivers.

The witness also said there would be no reduction in the number of schedules operating in the Contra Costa area in which traffic is increasing in volume during the peak periods. In order to obtain maximum utilization of the new oversize equipment it would be assigned to basic service which operates during the normal 18- or 19-hour operating day.

The witness also stated that the principal operating route on which oversize equipment would be used extends from San Francisco to Antioch over which a vehicle would travel 47.2 miles. (Exhibit 1 attached to the application - Route No. 37).

Included is the actual distance traveled to and from and in and out of applicant's stations along the route. Several other operating routes of varying lesser lengths would be used between other termini which would be developed by use of differently defined routes or parts thereof according to traffic demands. Segments of the main route No. 37 would be a component of each of these routes. As an example one bus would operate between Berkeley and Martinez via Orinda and Lafayette over Routes 39 and 41 and an intervening segment of Route No. 37, a distance of approximately 23.1 miles. Another operation would be conducted between Danville and Oakland via Walnut Creek over Route No. 40 and a segment of Route No. 37, a distance of approximately 21.76 miles (Exhibits Nos. 10, 12 and 13).

Applicant's operating manager of the Contra Costa area made a test trip over the routes involved in a bus longer than but of the same width as the one proposed to be used. He encountered no highway or traffic conditions which, in his opinion, would be unsatisfactory for safe use by the oversize buses as proposed. He also stated that no route or any combination of routes proposed to be established and used by applicant for such equipment would exceed a total over-all length of 50 miles between bus terminals. It was shown that the Walnut Creek-Danville Highway has two lanes, each of which is 10 feet wide, with shoulders varying from four to six feet in width. The witness was of the impression that the oversize equipment could be operated safely thereover.

Two representatives of the Contra Costa County Commuters' Association testified in support of applicant's request. They described the Contra Costa area development both from a residential and an industrial basis and expressed the needs of the members of their association for transportation between the various points involved. In substance they testified that the central part of

Contra Costa County for many years was agricultural and sparsely settled but with the opening of the Broadway low-level tunnel, about the year 1938, the Contra Costa area became attractive as a place of residence. People began moving to Orinda, Lafayette, Walnut Creek, Danville, Concord, Martinez, their environs and other parts of the area establishing residences in those communities which were in most cases some distance removed from the location of their businesses. Until the time of the Korean War considerable development had occurred, the momentum of which was greatly accelerated at the termination of hostilities and has continued to this date. As an example of the rapidity and expansiveness of the residential development the witness pointed out that the unincorporated community of Pleasant Hill between Concord and Walnut Creek, which had practically no population at the end of the Korean War, now has an estimated population of over 20,000. It covers virtually the entire area intervening between Concord and Walnut Creek. Other communities in that region have shown a similar substantial growth. He pointed out that the residents of the area have their employment or are engaged in various types of business enterprises at San Francisco, Richmond, Pittsburg, Antioch, Oakland and other East Bay points.

One of the witnesses expressed the opinion that if the population of the area increases at the present rate it will have doubled by the year 1970. Characteristically extensive agricultural and orchard areas are being converted to residential use, principally outside unincorporated communities. The witness stated that members of the Contra Costa County Commuters' Association had expressed a desire to have the oversize buses made available for commuting between their homes and places of business. The witness further expressed the opinion that the U. S. Navy Ammunition Magazine in the general area between Concord, Port Chicago and Pittsburg is blocking the development of residential districts.

The whole central part of the Contra Costa area formerly considered rural in character is heavily built up with residences.

In his opinion the residential area extends generally from Lake Temescal near Oakland to and including the Concord area and places beyond Concord, toward Pittsburg and Antioch.

The other witness for the Contra Costa County Commuters' Association in substance stated that the residential increase in central Contra Costa County has been approximately 300 per cent since 1945 and that the population is steadily growing.

He stated that 90 to 95 per cent of the working people of Orinda are employed or engaged in business at San Francisco or Oakland, Orinda being essentially a residential community. The same would apply to the area from Orinda to and including Lafayette. The vicinity of Concord is residential for workers employed not only in the San Francisco Bay Area but also in the industrial areas of Martinez, Crockett, Port Chicago, Pittsburg and Antioch. The witness also said that most of the central portion of Contra Costa County and particularly that part between Concord and Pittsburg has been zoned as "Residential-Agricultural", and is being developed rapidly as a widespread residential area.

Most of the territory between the Naval ammunition depot and Pittsburg has been zoned for industrial use.

An engineer of the Commission's Transportation Division testified that he had examined all of applicant's routes of operations from San Francisco to Antioch involved in this proceeding. He had logged the length of each route under a classification to show the portions within incorporated municipalities, and the portions of the routes over county roads and over State highways outside incorporated cities. (Exhibits Nos. 12 and 13)

The witness established the route mileages from information obtained from the Division of Highways and from the use of a State

owned automobile. The total length of applicant's main route (No. 37) between San Francisco and Antioch is 44.9 miles as measured by the witness between applicant's stations on 7th Street, San Francisco and at Antioch. Of this total mileage, according to Exhibit No. 13, 19.9 miles were within incorporated cities. The remainder, consisting of 16.4 miles of State highway and 8.6 miles of county highways was without incorporated cities.

The next longest route which is between Acalanes Junction and the intersection of Willow Pass Road and the Port Chicago Highway is 21.2 miles of which 3.4 miles are within incorporated cities, the remainder being over county roads. Exhibit No. 13 shows the total mileages of all the routes involved to be 79.8 miles, of which 21.9 miles are State highways without incorporated cities.

The Commission's engineer prepared a comparative specification of the equipment presently used and that proposed to be added to the equipment operating over the routes involved. It shows that the right and left turning radii of the bodies of the equipment presently used and proposed to be used by applicant are 40 feet and 41 feet, respectively. That and other data are shown below.<sup>1</sup>

<sup>1</sup> Exhibit No. 14

COMPARATIVE EQUIPMENT SPECIFICATIONS

	<u>Buses Now Used</u>	<u>Buses Proposed To Be Used</u>
Model	TDM-4506	TDM-4801
Over-all length	35'0"	37'9"
Over-all Width	95 $\frac{1}{2}$ "	101"
Over-all Height	9'0 $\frac{1}{2}$ "	9' 6-7/8"
Front Overhang	80 $\frac{1}{2}$ "	85 $\frac{1}{2}$ "
Rear Overhang	100-3/8"	88-3/4"
Turning Radius	36'6"	36'6"
Wheels - Right	36'6"	36'6"
" - Left	40'0"	41'0"
Body - Right	40'0"	41'0"
" - Left	40'0"	41'0"
Wheelbase	239 $\frac{1}{2}$ "	279"

The witness said that he had ridden over the routes involved in a unit of equipment which is longer than those which applicant proposes to use and found no place on such routes where the use of such equipment would present any traffic difficulties or create a safety hazard. He expressed the opinion that operation of the type of equipment as proposed by applicant would not create a more unsatisfactory traffic condition than that created by the present equipment applicant uses which is 96 inches in width or by other vehicles of similar width using the highways involved.

An engineer in charge of the road inventory section of the highway planning survey of the Division of Highways testified on behalf of the Department of Public Works (hereinafter the latter will be referred to as the Department). He stated that the Division of Highways is engaged in a cooperative project with the Federal Bureau of Public Roads and the various counties of the State of California in making what he referred to as a "rural road inventory". In this work every road open to the public is traversed for the purpose of obtaining physical data to determine the economic development throughout the State along all public roads.

The results of that project along the routes in Contra Costa County involved in this proceeding are reflected on a set of maps introduced as Exhibit No. 11. According to the witness the exhibit intentionally contains no indication of the cultural development within incorporated cities and in so-called delimited areas. In discussing the cultural development along the highways involved, the witness said that in the area extending northerly from Concord to Clyde, a distance of approximately  $1\frac{1}{2}$  to 2 miles, there are but few buildings on the westerly side of the route involved. The opposite side of the route is occupied by a U. S. Naval Magazine. The witness observed that the magazine does not extend to the east or north or west of Clyde but its presence would

preclude the development of that area. He also stated that there is no development west of the highway in the vicinity of Clyde.

However, after an examination of this route between Clyde and the northerly boundary of Concord as shown by Exhibit No. 11, we find as a fact that more than 50 structures are in existence within one-fourth mile of the route. Upon further examination of said Exhibit No. 11 we find as a fact that the U. S. Naval Magazine occupies two large tracts of land connected by a narrow strip about one and one-half miles long. The northerly tract covers the area between Port Chicago and Suisun Bay. It varies in width from one-half to more than three-fourths of a mile and extends along the Bay more than  $2\frac{1}{2}$  miles. The southerly tract likewise covers an extensive area extending from Clyde in a southeasterly direction about  $5\frac{1}{2}$  miles covering the entire area abutting the northeasterly boundary and environs of the city of Concord, effectively blocking the northeasterly expansion of that city at this time. This tract is crossed by applicant's Route No. 37 (California Highway 24) between Concord and Pittsburg. The narrow strip of land connecting the two tracts is used by a private railroad in serving the naval magazine. There is no economic development on the westerly side of this strip. Adjoining the strip on the east is the town of Clyde which extends about one-half of the distance between Port Chicago and the south tract of the naval magazine.

Referring to the area between Port Chicago and Shore Acres the Department's witness said the two-mile stretch of highway is "through open country with the exception of two dwellings in the first mile east of Port Chicago". Within the next one-half mile on this highway there is only one structure, a schoolhouse. However, we find as a fact that Exhibit No. 11 shows about 62 dwellings on connecting roads within one-fourth of a mile of the easterly portion of this highway. We further find from evidence



of record that a considerable portion of the unimproved area in this region between Port Chicago and Pittsburg by county ordinance has been zoned for industrial use.

Applicant's ticket representative at Pittsburg since 1938 was called as a rebuttal witness in connection with the testimony given by the witness for the Department. Applicant's witness testified that for many years there has been a continuing increase and development of industries in the area extending from Port Chicago to Antioch. The major industries are engaged in the manufacture of fibreboard products, glass containers, steel, pottery, chinaware, wood products, chemicals, rubber and other commodities. Several of these industries employ thousands of workmen. He said the principal industry at Port Chicago is the U. S. Naval Magazine sometimes referred to as the Port Chicago Ammunition Center. The witness stated that the present population of Pittsburg is about 16,000 which is a great deal less than the number of persons employed in the various industries referred to. Adjoining Pittsburg is West Pittsburg with a population estimated at 6,000. Many of the employees of these industries reside in West Pittsburg, Pittsburg and Antioch which are within two miles of the major industry which is a plant of the U. S. Steel Company. Many other employees of these industries reside in the Concord and Walnut Creek areas according to the witness. The community of Pleasant Hills, located between Walnut Creek and Concord, during the past five years has increased from a population of less than 1,000 to more than 21,000. It extends more than four miles from Walnut Creek to Concord. According to the witness, Walnut Creek is the largest shopping center for the general area. He said the population of Concord is approximately 19,000 compared to the 12,000 estimate of the Department. The area between Walnut Creek and Danville is experiencing a very rapid housing development to meet the needs of the ever increasing population.

We shall now turn to applicant's request to operate oversize buses between Santa Monica and Long Beach.

As indicated by Appendix A attached to the application, applicant's Route No. 43 is the main route between Santa Monica and Long Beach and for the most part is over Alternate U. S. Highway 101. The length of the route is indicated as 35.7 miles. Applicant's District Superintendent in this area testified that he had logged the entire route between Santa Monica and Long Beach. From this he determined that of the total mileage of 35.7 only 3.02 miles were outside the corporate boundaries of the various municipalities along the route. He stated that an unusual characteristic of the service along this route is the continuous "on" and "off" pattern of traffic. In the words of the witness, ". . . it is on and off all the time changing continuously". He had computed the average length of ride of each passenger to be approximately 10 miles. This traffic pattern is due to the character of the area served which is a mixture of residential, general business, manufacturing and schools. In this territory eight other routes, which vary in length from 1.0 to 9.8 miles, are proposed to be used by applicant. These routes will all be used in combination with the main Route No. 43 between Santa Monica and Long Beach. According to the witness no combination of routes would exceed the length of the main route which is 35.7 miles. According to the witness eight new oversize buses would be used to conduct the proposed operation. The present buses used in this service seat 41 passengers as compared with 50 passengers who would be afforded seats in the new equipment. The witness said this would provide 9 additional seats for passengers now required to stand on each schedule operated with the new equipment. Furthermore, use of the oversize equipment in many cases would obviate the present requirement to operate second sections during heavy traffic or peak periods. The witness stated that the service in this area is characteristically a local service, there being only one so-called "main line"

through schedule operated each day between San Francisco and San Diego via Santa Monica and Long Beach. No oversize equipment would be operated on this "main-line" schedule.

In opposition to applicant's proposal the Department of Public Works introduced evidence through a District Traffic Engineer for District 7 of the Division of Highways at Los Angeles. He had made a general study of the highways and traffic thereover and expressed the opinion that the addition of equipment in excess of 96 inches in width would add to the already highly congested condition of traffic. The more congested portion is between the Los Angeles International Airport and Manhattan Beach which has "extreme peaks" according to the witness. Between 11 and 12 per cent of this traffic consists of trucks and in the opinion of the witness one truck is equivalent to 6 passenger cars in the reduction of the capacity of the highway. He said this congestion would be increased by the addition of buses exceeding 96 inches in width.

The Department's witness described in detail the general characteristics of Alternate U. S. Highway 101 between Santa Monica and Long Beach. This highway through Santa Monica and the City of Los Angeles "is 74 or 76 feet wide". He stated that in the Santa Monica area the highway has a double center stripe and is striped for a 4-lane operation, with lanes 10 feet wide, in addition to a wide area joining the curb for parking. This highway in the Los Angeles portion of the route has the equivalent of three 10-foot lanes in each direction in addition to a parking area parallel to the highway. A portion of this highway along Sepulveda Boulevard consists of a tunnel constructed beneath the Los Angeles International Airport designated by the witness as a dual roadway with approximately 30.40 feet of roadway in each direction. He stated that it is so striped at the present time that the center lanes are 9.6 feet wide. The next adjoining lanes are 10.1 feet and 10.7 feet respectively. He said these are substandard widths

for a 3-lane operation. Emergency parking facilities are provided in the tunnel. Proceeding southerly from the tunnel the highway is 76 feet wide from curb to curb and is striped for two lanes of traffic in each direction. The witness stated that the route from Santa Monica and Long Beach is striped for 10-foot lanes except in the vicinity of Torrance and Hermosa Beach where there are 12- and 14-foot lanes, respectively.

The witness expressed the opinion that the operation of buses having a width in excess of 96 inches on highways having lane widths of only 10 feet creates unsatisfactory traffic conditions from the standpoint of moving large volumes of traffic through a given area at a given time.

Traffic counts were made at various intersections along the route between Santa Monica and Long Beach. These counts varied from 2,600 vehicles eastbound and 19,000 westbound, at Figueroa Street, to 3,000 northbound and 35,000 southbound at the intersection of Sepulveda Boulevard and Imperial Highway.

Adverting to the Contra Costa area of applicant's proposal the assistant engineer of District 4 of the Division of Highways at San Francisco testified for the Department that the average daily traffic for 1954 on the Walnut Creek-Danville highway near Walnut Creek, was approximately 20,000 vehicles. Of these about 6.7 per cent were trucks. This highway consists of two 10-foot lanes. The daily average decreased toward Danville. The witness expressed the opinion that this and similar traffic situations in other parts of the Contra Costa area are very unsatisfactory principally because of the comparatively large number of big trucks on the routes. He predicted that the larger the vehicles become the more unsatisfactory traffic conditions will be because the bulk of the large vehicles makes it difficult for drivers following them to see ahead when trying to pass. He said there is no objection to the use of over-size buses on highways with lanes 12 feet in width such as that between Walnut Creek and Concord.

Applicant and the Department in this proceeding expressed the same opposing views which they expressed in a similar proceeding within the year in regard to the meaning of "urban and suburban service", and the application of the 25-mile and the 50-mile route limitations as prescribed in the applicable provisions of the Vehicle Code (Sections 694 (a) (g) and 697.1.<sup>2</sup> These issues were raised and decided in Decision No. 50748, dated November 4, 1954, in Application No. 35104. We there held that applicant's proposal to extend operations of oversize buses from Dewitt to Novato was "suburban service" within the meaning of that term as defined in Section 694 (g) of the Vehicle Code. It was also there held that

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<sup>2</sup> The applicable provisions of the Vehicle Code read as follows:

694. (Limitations on Width) (a) The total outside width of any vehicle or the load thereon shall not exceed 96 inches, except as otherwise provided in this section.

(g) Motor coaches or buses operated under the jurisdiction of the Public Utilities Commission in urban or suburban service may have a maximum outside width not exceeding 104 inches, when approved by order of the Public Utilities Commission for use on routes designated by it. Motor coaches or buses operated by common carriers of passengers for hire in urban or suburban service and not under the jurisdiction of the Public Utilities Commission may have a maximum outside width not exceeding 104 inches. Urban and suburban service referred to in this chapter means a service performed in urban or suburban areas, or between municipalities in close proximity; provided, however, the one-way route mileage of such service shall not be more than 50 miles; and, provided further, designated motor coach routes over state highways outside limits of incorporated cities where the one-way route mileage is over 25 miles, but does not exceed 50 miles, shall be approved by the Department of Public Works.

697.1 Length of Passenger Buses in Urban or Suburban Service. As an exception to the length limitations set forth in Section 697, a passenger bus may exceed thirty-five feet in length but shall not exceed a length of forty feet when operated in urban or suburban service under the conditions and subject to the limitations described in paragraph (g) of Section 694 and when the Public Utilities Commission by order has approved the use of buses in excess of thirty-five feet in length on routes designated by it.

the proposed extended route from Dewitt to Novato would have a one-way route distance of 22.4 miles from the corporate limits of the City of San Francisco.

The Department recommends that the application be denied on two general bases: (1) that the area in Contra Costa County north of Concord cannot be considered as an "urban and suburban area" within the meaning of the Vehicle Code, and (2) that the physical condition of the highways proposed to be used in Contra Costa County and between Santa Monica and Long Beach in Los Angeles County is such that operation of buses thereover would create an unsatisfactory condition from a traffic engineering standpoint.

The Department cited a number of authorities arising from cases in other states in regard to the meaning of "suburban service" as defined in the California Vehicle Code. As we understand the facts and the law in those matters they are not in point in this proceeding.

With respect to the urban or suburban characteristics of the Contra Costa County area, the Department admits in its brief that ". . . there was considerable testimony on behalf of applicant as to the industrial development in and near Pittsburg and Antioch, and as to substantial residential development in and between the communities of Concord, Walnut Creek and Danville". It also admits the evidence shows ". . . substantial commuter movement between Pittsburg and Antioch, on the one hand, and, on the other hand, the residential communities of Concord, Walnut Creek and Danville". It is likewise admitted that the record shows a similar commuter movement between the latter points, on the one hand, and Oakland and San Francisco, on the other hand. The Department correctly pointed out that there is an absence of evidence of a commuter movement between Antioch and San Francisco. It contends, however, that assuming the existence of such a movement its view is that

because of the extensive intervening rural areas the existence of such assumed commuter movement would not make Antioch a "suburb" of San Francisco within the meaning of the term "urban and suburban service" as used in Section 694 (g). It was not pointed out, however, and we find that the record conclusively shows, as we have noted above, that a very extensive area north of Concord, extending approximately 8 to 10 miles from the northeasterly environs of Concord, to and along the southerly shore line of Suisun Bay, north and east of Port Chicago, is occupied by the United States Navy as an ammunition depot which we find to be akin to an industrial use. We find that the record also shows there exists a long established and continually expanding industrial development in the area, extending from Martinez to Antioch and beyond in both directions. The whole of this vast area has become a conglomerate intermingling maze of industrial and residential development. It cannot be maintained that the over-all area involved has not become a series of urban and industrial developments urgently in need of every available modern device of improved transportation facility merely because of the interposition of a small undeveloped mountainous area such as that extending approximately  $1\frac{1}{2}$  miles between Oakland and the town of Orinda, nor the presence of unused areas zoned for industrial use. We find that the urban areas involved have in fact become suburban to each other as well as to the major urban or metropolitan areas of Oakland, other East Bay cities and San Francisco.

The Department urges the Commission to deny the request of applicant to operate oversize equipment over certain routes because of physical conditions. These physical conditions consist of substandard lane widths and narrow shoulders on certain portions of proposed Route 37 between San Francisco and Antioch, Route 39

between Berkeley and Temescal Junction, Route 40 between Walnut Creek and Danville and Route 43 between Santa Monica and Long Beach. We have given full consideration to the testimony of the Department's engineers in which they expressed opinions that operation of oversize equipment over these routes would create unsatisfactory traffic conditions. We have also considered contrarily expressed views of record and find that the use of oversize equipment proposed by applicant over those routes in our judgment will not create any substantial unsatisfactory traffic condition on those highways.

After full consideration the Commission finds that the evidence herein shows that the territory along the routes of applicant here involved is both "urban" and "suburban" in character and that the service proposed is a "suburban service" as such terms are defined in Section 694 (g) of the Vehicle Code. We further find that applicant's proposal to operate oversize buses between Santa Monica and Long Beach is a service between municipalities in close proximity as contemplated in Section 694 (g), *ibid.* We further find that applicant's proposals are in the public interest and will not create an unreasonably unsatisfactory traffic condition on the routes involved.

O R D E R

An application therefor having been filed, a public hearing having been held thereon and based upon the evidence of record, it is hereby found that public convenience and necessity require the operation of oversize equipment as proposed by applicant. ✓

IT IS ORDERED:

(1) That Pacific Greyhound Lines is hereby authorized to operate motor coaches not to exceed 40 feet in length and not to exceed 104 inches in width between the points and over the routes



numbered 35 to 50, both inclusive, appearing in First Revised Page 101, Original Page 102, Original Page 103 and Original Page 104 of Appendix A attached hereto.

(2) That Appendix A of Decision No. 47907, Application No. 31883, is hereby amended by incorporating therein First Revised Page 101, Original Page 102, Original Page 103 and Original Page 104 attached hereto.

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

Dated at San Francisco, California, this 18<sup>th</sup> day of October, 1955.

[Signature]  
President

[Signature]

[Signature]

[Signature]

[Signature]  
Commissioners

A. 35315 AM

APPENDIX A

PACIFIC GREYHOUND LINES

First Revised Page 101  
Cancels  
Original Page 101

\*35 - Between San Francisco and Antioch:

From San Francisco, over the San Francisco-Oakland Bay Bridge to Oakland, thence 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 via Willow Pass Junction and Pittsburg to Antioch. Length of route: 47.2 miles.

\*36 - Between Camp Stoneman Junction and Antioch:

From Camp Stoneman Junction, over California Highway 4 to Antioch. Length of route: 9.3 miles.

\*37 - Between Berkeley and Temescal Junction:

From Berkeley, over California Highway 24 to Temescal Junction. Length of route: 3.7 miles.

\*38 - Between Walnut Creek and Danville:

From Walnut Creek, over California Highway 21 to Danville. Length of route: 6.7 miles.

Issued by Public Utilities Commission of the State of California.

\*Added by Decision No. 52106, Application No. 35315.

Correction No. 107.

## \*39 - Between Martinez Junction and Acalanes Junction:

From the junction of Alhambra Valley Road and California Highway 4 (Martinez Junction), over Alhambra Valley Road to junction unnumbered highway, thence over unnumbered highway to junction Pleasant Hill Road (Muir Oak Junction), thence over Pleasant Hill Road to junction California Highway 24 (Acalanes Junction).

## \*40 - Between Willow Pass Junction and Concord:

From Willow Pass Junction over unnumbered highway via Port Chicago and Clyde to Concord. Length of route: 9.9 miles.

## \*41 - 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. Length of route: 35.7 miles.

## \*42 - Between Manchester Junction and Airport Junction:

From the junction of Alternate U. S. Highway 101 and Manchester Avenue (Manchester Junction), over Alternate U. S. Highway 101 to junction California Highway 7 (Airport Junction), to be operated as an alternate route. Length of route: 2.4 miles.

## \*43 - 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. Length of route: 1.0 mile.

Issued by Public Utilities Commission of the State of California.

\*Added by Decision No. 52106, Application No. 35315.

Correction No. 108.

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APPENDIX A

PACIFIC GREYHOUND LINES

\*Original Page 103

- \*44 - Between the junction of Imperial Highway and Alternate U. S. Highway 101, and Los Angeles International Airport:

From the junction of Imperial Highway and Alternate U. S. Highway 101, over Imperial Highway to Aviation Boulevard, Century Boulevard to Los Angeles International Airport. Length of route: 3.3 miles.

- \*45 - 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. Length of route: 3.5 miles.

- \*46 - Between Redondo Beach and South Lomita:

From Redondo Beach, over Alternate U. S. Highway 101 to junction Narbonne Avenue (South Lomita). Length of route: 5.8 miles.

- \*47 - Between the junction of Alternate U. S. Highway 101 and Western Avenue, and Hollywood Race Track:

From the junction of Alternate U. S. Highway 101 and Western Avenue, over Western Avenue to Imperial Highway to Prairie Avenue, to Hollywood Race Track. Length of Route: 9.8 miles.

- \*48 - 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. Length of route: 4.1 miles.

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\*Added by Decision No. 52106, Application No. 35315.

Correction No. 109.

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APPENDIX A            PACIFIC GREYHOUND LINES            \*Original Page 104

\*49 - 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). Length of  
route: 0.5 mile.

\*50 - Between West Wilmington and Long Beach:

From West Wilmington, over Alternate U. S. Highway 101  
to junction American Avenue, thence over American Avenue  
to Long Beach. Length of route: 5.1 miles.

END OF APPENDIX A

Issued by Public Utilities Commission of the State of California.

\*Added by Decision No. 52106, Application No. 35315.

Correction No. 110.