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Decision No. 55018

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of:
TRANSCONTINENTAL BUS SYSTEM, INC., a
Delaware corporation, for a certificate
of public convenience and necessity
authorizing:

- (a) The establishment of an alter-
nate route over a portion of its route
between Los Angeles and San Diego;
- (b) The establishment of an alter-
nate route over a portion of its route
between San Francisco and Los Angeles,
pursuant to Sections 1031-1036 of the
Public Utilities Code.

Application No. 38350

O P I N I O N

Transcontinental Bus System, Inc., has authority from this Commission to conduct operations as a passenger stage corporation between Los Angeles and San Diego via Long Beach and U. S. Highway 101-A, and over an alternate route via the Santa Ana Freeway and U. S. Highway 101 to its intersection with U. S. Highway 101-A near Doheny Park. The alternate route is used only by applicant's "Five-Star Limited" service, with no intermediate passenger stops being made over the entire length of the route.

That portion of U. S. Highway 101 between Tustin and the Pacific Ocean is a two-lane highway. Resultantly, numerous delays are encountered by traffic particularly on Sundays and holidays. To eliminate these delays and also to serve the City of Laguna Beach, applicant requests authority to establish an alternate route along State Highway 39 from U. S. Highway 101 near Buena Park to U. S. Highway 101-A near Huntington Beach. No intermediate passenger stops would be made along this alternate route, and it is proposed to be used only by buses operating in the "Five-Star Limited" service.

The applicant also is authorized to operate over U. S. Highway 50 on that portion of the route lying between Oakland and a point immediately south of Castro Valley. Recently, State Highway 17, known as the East Shore Freeway, was completed between Oakland and points south. Additionally, an unnamed freeway has been completed between State Highway 17 at a point south of San Lorenzo and U. S. Highway 50 near Castro Valley.

In order to avoid traffic congestion in the Bay Area, authority is requested herein to establish an alternate route along State Highway 17 (East Shore Freeway) and the unnamed freeway between Oakland and U. S. Highway 50 immediately south of Castro Valley. This alternate route would be used only by buses operating in the "Five-Star Limited" service, and no intermediate passenger stops would be made.

The proposed service would not be competitive with any other carriers since local passengers would not be handled. The Pacific Greyhound Lines has received a copy of the application and has indicated no objections thereto.

The California Department of Public Works has indicated that it has no objections to this application provided the applicant be prohibited from making stops within the limits of any state freeway for the purpose of picking up or discharging passengers, baggage or express, except at points where special bus facilities have been established by the Division of Highways.

Inasmuch as the applicant proposes no intermediate stops whatsoever on these alternate routes, there will be no stops on the freeways.

A consideration of the matter leads us to find that the applicant's proposal is justified by public convenience and necessity and, accordingly, it will be granted. A public hearing is not necessary.

Although the applicant has not requested in his application a redescription of its operative rights the Commission feels that it would be appropriate at this time to restate all of the applicant's operative rights by this decision. This restatement of the operative rights, with all the additions, amendments, changes, and modifications thereto, will consist of a new certificate and an appendix in loose-leaf form and shall constitute the entire and exclusive evidence of the applicant's operative authority. Based upon a finding and order of the Commission, amendments to the certificate can be accomplished by the issuance of substitute sheets to Appendix A.

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 operations together with all of the rights, restrictions, limitations and privileges applicable thereto. All presently existing certificates of public convenience and necessity or other passenger stage operative rights held by the applicant will be revoked and annulled.

O R D E R

Application as above having been filed, the Commission being fully advised in the premises and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That in the place and stead of its existing operative authority a certificate of public convenience and necessity is hereby granted to Transcontinental Bus System, Inc., 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, their baggage and express, between the points and over the routes as described and specified in Appendix A, which is attached hereto and by this reference made a part hereof, subject to the provisions, restrictions, limitations and specifications applicable thereto. Service under this certificate shall be conducted as a single, consolidated and unified operation.

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

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.

(b) Within sixty days after the effective date hereof, and on not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.

(3) That all the presently existing operative rights held by the applicant under Decisions Nos. 49871 (Part Three), 51096, 51458 and 53617 are hereby revoked and annulled.

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

Dated at San Francisco, California, this 21st day of MAY, 1957.

John E. Mitchell
President
Paul C. Winters
William J. ...
R. ...
E. ...
Commissioners

Transcontinental Bus System, Inc., by the certificate of public convenience and necessity granted in the below-numbered decision, is authorized to transport passengers, their baggage and shipments of express (including newspapers) weighing one hundred pounds or less, on passenger carrying vehicles, between all points and places as hereinafter stated and subject to the conditions, rights and restrictions applicable thereto.

When route descriptions are given in one direction, they apply to operation in either direction or in one direction, unless otherwise indicated.

Subject to the authority of this Commission to change or modify such at any time, Transcontinental Bus System, Inc., shall conduct said passenger stage operations between the following points and over and along the following described routes:

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ROUTE GROUP 1

1.01 - Between San Francisco and Los Angeles:

From San Francisco over San Francisco-Oakland Bay Bridge to Oakland, thence over city streets through Oakland to U.S. Highway 50, thence over U.S. Highway 50 to its junction with California State Highway 120, thence over California State Highway 120 to its junction with U.S. Highway 99 at Manteca, thence over U.S. Highway 99 to Los Angeles, thence via city streets to the depot of Transcontinental Bus System, Inc., at Los Angeles.

1.02 - Between Oakland and junction U.S. Highway 50 and unnamed freeway south of Castro Valley:

From Oakland over city streets and California State Highway 17 (Eastshore Freeway) and unnamed freeway to its junction with U.S. Highway 50 immediately south of Castro Valley to be operated as an alternate route.

1.03 - Between Woods Corner and Parks Air Force Base:

From Woods Corner located on U.S. Highway 50, thence over Daugherty Road to the main gate of Parks Air Force Base.

1.04 - Between Stockton and Manteca:

From Stockton over city streets and U.S. Highway 99 to Manteca.

1.05 - Between Stockton and junction U.S. Highway 50 and California State Highway 120:

From Stockton over city streets and U.S. Highway 50 to its junction with California State Highway 120.

1.06 - Between Stockton and Turner:

From Stockton over city streets and Sharps Lane to Turner.

1.07 - Between Plaza and Tulare, via Visalia:

From Plaza over California State Highway 198 to Visalia, thence over California State Highway 63 and unnumbered highway to Tulare.

1.08 - Between junction U.S. Highway 99 and Lankershim Boulevard (near San Fernando) and Los Angeles:

From junction U.S. Highway 99 and Lankershim Boulevard through North Hollywood, thence over city streets in Los Angeles through Hollywood to the bus depot of Transcontinental Bus System, Inc., in Los Angeles.

ROUTE GROUP 2

2.01 - Between Los Angeles and San Diego:

From Los Angeles over city streets to Santa Fe Avenue, thence over Santa Fe Avenue, Slauson Avenue, Pacific Boulevard and Long Beach Boulevard to Long Beach, thence over city streets in Long Beach to U.S. Highway 101 Alternate, thence over U.S. Highway 101 Alternate to its junction with U.S. Highway 101 near Doheny Park, thence over U.S. Highway 101 to San Diego.

2.02 - Between Los Angeles and junction U.S. Highway 101 and 101 Alternate (near Doheny Park):

From Los Angeles over city streets to U.S. Highway 101 By-Pass, thence over U.S. Highway 101 By-Pass to its junction with U.S. Highway 101, thence over U.S. Highway 101 to its junction with U.S. Highway 101 Alternate to be operated as an alternate route.

2.03 - Between Buena Park and junction California State Highway 39 and U.S. Highway 101 Alternate:

From Buena Park, thence over California State Highway 39 to its junction with U.S. Highway 101 Alternate to be operated as an alternate route.

2.04 - Between Del Mar and Del Mar Race Track and Fair Grounds:

From junction U.S. Highway 101 and Grand Avenue in Del Mar, thence over Grand Avenue to the Santa Fe spur track, thence over County Road to the entrance of the race track and fair grounds, thence over County Road to San Diegueto Road, thence over San Diegueto Road to junction U.S. Highway 101.

2.05 - Between north junction U.S. Highway 101 and Torrey Pines Road and south junction U.S. Highway 101 and Torrey Pines Road:

From north junction U.S. Highway 101 and Torrey Pines Road over Torrey Pines Road to south junction U.S. Highway 101 and Torrey Pines Road.

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ROUTE GROUP 3

3.01 - Between Los Angeles and California-Arizona State Line,
via Needles:

From Los Angeles over U.S. Highway 66 to California-
Arizona State Line.

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ROUTE GROUP 4

4.01 - Between Los Angeles and California-Arizona State Line,
via Blythe:

From Los Angeles over city streets and U.S.
Highways 60-70 to Pomona, thence over Holt
Avenue to Ontario, thence over city streets
and U.S. Highway 60 to Riverside, thence over
U.S. Highway 395 to Colton, thence over U.S.
Highway 70 to the California-Arizona State
Line.

4.02 - Between Colton and San Bernardino:

From Colton over U.S. Highway 395 to San Bernardino.

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SPECIAL CONDITIONS, RIGHTS AND RESTRICTIONS

1. Routes described include transportation of passengers, their baggage and shipments of express (including newspapers) weighing one hundred pounds or less, on passenger carrying vehicles between all points and places, subject to the same restrictions as apply to the transportation of passengers and their baggage as set forth.

2. Passengers and their baggage shall not be transported locally between the following points:

- (a) Between San Francisco and Hayward and intermediate points.
- (b) Between Los Angeles and San Fernando and intermediate points.
- (c) Between Los Angeles, Long Beach, Newport Beach and Balboa and intermediate points.
- (d) Between Los Angeles and San Bernardino and intermediate points over any routes.
- (e) Between the San Diego Terminal of Transcontinental Bus System, Inc., and La Jolla and intermediate points.
- (f) Between points in one restricted territory as designated and described in Restrictions (b), (c) and (d) above, on the one hand, and points in another restricted territory as designated and described in said Restrictions (b), (c) and (d) above.

Note: The term "locally" as used in connection with these restrictions does not apply to the movement of passengers and their baggage from points inside a restricted area to points outside that restricted area or to the movement of passengers and their baggage from points outside a restricted area to points inside said restricted area.

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3. No passengers or their baggage shall be transported between Los Angeles and Bakersfield and intermediate points who have a prior or subsequent movement beyond Los Angeles or Bakersfield, or both, via the lines of The Atchison, Topeka and Santa Fe Railway Company.

4. Transcontinental Bus System, Inc. passenger stage service shall be coordinated and integrated with the services of the Santa Fe Transportation Company and The Atchison, Topeka and Santa Fe Railway Company. Said services shall provide for stopover privileges and for the interchange of tickets subject to the payment by the passengers or by refund to the passengers as the case may be of the difference between rail fares and passenger stage fares.

5. Service between Del Mar and Del Mar Race Track and the Fair Grounds (Route 2,04) shall be rendered only during racing meets and other events at said race track and fair grounds.

6. Routes designated as "alternate routes" in this appendix are defined as 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.

7. Transcontinental Bus System, Inc., is authorized to operate to and from the company stations 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.

End of Appendix A

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