

**ORIGINAL**Decision No. 68165

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Greyhound Lines, Inc. )  
 for authority to authorize, revise, )  
 redesignate, reauthorize, redescribe )  
 and revoke specified routes in Inter- )  
 city Route Group 17, in Los Angeles, )  
 Orange, Riverside and San Diego )  
 Counties, and Urban Route Group UR-12, )  
 in the City of San Diego; and for )  
 incidental relief. )

Application No. 46958  
 (Filed September 4, 1964)

O P I N I O N

Greyhound Lines, Inc. requests authority to revise, re-designate, reauthorize, redescribe and revoke routes as follows:

A. Intercity Routes - Route Group 17(1) Anaheim - Corona - Riverside:

(a) Authorize the segment of California Highway 91 between Riverside Freeway Junction and Peralta Hills Junction as alternate Route No. 17.06.

(b) Authorize the segment of California Highway 91 between West Corona Junction and Riverside as a segment of regular Route No. 17.13 and revoke the present segment of said route over former U.S. Highway 91 between these points.

(2) Santa Ana - Tustin:

(a) Revoke the segment of present regular Route No. 17.05 between North Santa Ana and Red Hill Junction and, incidental thereto, eliminate the tariff point of "Tustin".

(b) Reauthorize alternate Route No. 17.06 between North Santa Ana and Red Hill Junction over U.S. Highway 101 as a segment of regular Route No. 17.05.

(c) Revoke present alternate Route No. 17.34 between Tustin and Olive Junction over former California Highway 55 (Tustin Avenue) and authorize a new alternate Route No. 17.34 over California Highway 55 (as relocated) between the junction of U.S. Highway 101 (Tustin Interchange) and Olive Junction.

(3) Tustin - San Juan Capistrano:

Eliminate the tariff points of "Irvine" and "El Torro Road".

(4) Oceanside - Carlsbad:

(a) Reauthorize alternate Route No. 17.10 between Oceanside Junction and Carlsbad Junction as a segment of regular Route No. 17.02 in lieu of the present segment of said route between these points.

(b) Reauthorize the segment of present regular Route No. 17.02 between Oceanside Junction and the junction of Elm Street, and authorize the segment of Elm Street between that junction and the junction of U.S. Highway 101 in Carlsbad as a separately described regular Route No. 17.10.

(c) Revoke the segment of present regular Route No. 17.02 between the junction of Elm Street and Carlsbad Junction.

(5) Camp Kearney - Camp Elliott - Linda Vista - Old Town:

(a) Eliminate the tariff point of "Camp Kearney".

(b) Change the name only of the tariff point of "U.S. Naval Auxiliary Air Station" to "U.S. Naval Air Station".

(c) Revoke regular Route No. 17.23 between North Camp Elliott Junction and South Camp Elliott Junction and, incidental thereto, eliminate the tariff point of "Camp Elliott".

(d) Revoke regular Route No. 17.24 between Linda Vista Junction and San Diego and, incidental thereto, eliminate the tariff points of "Linda Vista" and "Old Town".

(6) San Diego - National City - Otay Junction:

(a) Revoke the segment of regular Route No. 17.25 over County Road between County Road Junction and Otay Junction.

(b) Reauthorize the segment of alternate Route No. 17.28 over Alternate U.S. Highway 101 (now Business Route U.S. Highway 101) between County Road Junction and the junction of Main Street, herein proposed to be designated as "Otay Junction", and the segment of regular Route No. 17.27 over Main Street between the latter junction and the point presently designated as Otay Junction, as segments of the route presently described as regular Route No. 17.25, redesignate National Avenue as Hollister Street, and as so revised renumber said route as regular Route No. 17.24.

(c) Incidental to the relief requested in subparagraphs (a) and (b), above, eliminate the present tariff point of "Otay Junction" located at the junction of County Road and Main Street, and establish a new tariff point of "Otay Junction" to be located at the junction of Business Route U.S. Highway 101 (formerly Alternate U.S. Highway 101) and Main Street.

(d) Reauthorize the segment of alternate Route No. 17.26 between San Diego and National City over Harbor Drive (formerly U.S. 101) as a separately described alternate Route No. 17.25.

(e) Authorize an alternate route over Interstate Highway 5 (relocated U.S. Highway 101) between San Diego and the junction of Harbor Drive in National City as a segment of alternate Route No. 17.26.

B. Highway Renumbering.

Redescribe all affected routes in Route Group 17, without change except as otherwise proposed in the instant application, so as to adopt the new designations of highways as required by the 1963 amendment to Sections 300 et seq. of the California Streets and Highways Code renumbering the State Highway System.

C. Urban Route Groups.

(1) Urban Route Group UR-12 - San Diego.

(a) Revise urban routes as required by the proposals herein affecting intercity routes.

(b) Reroute the segment of urban route UR-12.10 extending between the junction of Sigsbee Street and National Avenue and the junction of Main Street and 26th Street over Sigsbee Street and Main Street in lieu of the presently authorized route over National Avenue and 26th Street which segment is proposed to be revoked.

(2) Urban Route Group UR-15 - Santa Ana.

Revise urban route UR-15.01 as required by the proposals herein affecting intercity routes.

In support of its application applicant alleges the following:

"A. Intercity Routes - Route Group 17.

"(1) Anaheim - Corona - Riverside

"Since adoption of present regular Route No. 17.13, U.S. Highway 91 has been relocated in part and reconstructed in part. It has been redesignated as California Highway 91, and is known locally as the Riverside Freeway between its junction with U.S. Highway 101 (known locally as the Santa Ana Freeway), herein designated as "Riverside Freeway Junction", and Riverside. The relocated segments are between Riverside Freeway Junction and a point just north

of Olive Junction, herein designated as 'Peralta Hills Junction', and between a point just west of the city limits of Corona, herein designated as 'West Corona Junction', and Riverside.

"Applicant desires to adopt the segment of freeway between Riverside Junction and Peralta Hills Junction as an alternate route for the accommodation of its passengers traveling on extra sections of regular schedules between Los Angeles and Elsinore and points beyond and for passengers traveling in special operations when there is no requirement for stopping at Anaheim. This route is proposed to be numbered as alternate Route No. 17.06.

"It is also proposed that the segment of freeway between West Corona and Riverside be adopted as a segment of Route No. 17.13 in lieu of the present segment of said route between these points that is proposed to be revoked. Adoption of this segment of freeway will enable applicant to better accommodate its passengers traveling between Long Beach, Santa Ana, Riverside and San Bernardino and points beyond.

"(2) Santa Ana - Tustin.

"Since adoption of present alternate Route No. 17.06 between North Santa Ana and Red Hill Junction over U.S. Highway 101, known locally as the Santa Ana Freeway, its use has developed to the extent that there are presently being operated thereover nine daily schedules in each direction. For this reason, this route ought to be reauthorized as a regular route. In reauthorizing said route, it is also proposed that it be incorporated as a segment of regular Route No. 17.05, the main-line route.

"It is also proposed that the segment of present Route No. 17.05 between North Santa Ana and Red Hill Junction be revoked inasmuch as the route to be used in serving applicant's Santa Ana

agency to and from U.S. Highway 101 is entirely within the city limits and is included in Urban Route No. UR-15.01.

"In recent years, due to lack of traffic, service to Tustin has been reduced to one Sunday-only northbound schedule. Applicant proposes to discontinue service to Tustin on this remaining schedule as it is no longer serving any public need. Under the proposal to revoke the segment of present Route No. 17.05 between the junction of California Highway 55 and Red Hill Junction, a diversion from the main routes of traffic would be required and would serve no useful purpose. Applicant believes that future passengers, if any, requiring service to or from Tustin would be very infrequent. Ample service for such passengers will be available at applicant's Santa Ana agency. The Santa Ana agency is now served by 11 northbound and 12 southbound schedules daily.

"Since present alternate Route No. 17.34 between Tustin and Olive Junction was established over California Highway 55 (Tustin Avenue), this highway has been relocated and constructed to freeway standards. It is known locally as the Newport Freeway. This being an alternate route, it is now appropriate that applicant be authorized to reroute its operations over the new freeway and that Route No. 17.34 be so revised.

"(3) Irvine - El Torro Road - San Juan Capistrano.

"The segment of present regular Route No. 17.05 over U.S. Highway 101 has been further developed between Tustin and San Juan Capistrano. It is now a full freeway, built to standards of the Federal Interstate Highway Program, and is also designated as Interstate Highway 5. Prior to completion of this improvement, applicant was able to lawfully stop on the highway to receive or discharge passengers at the points of Irvine and El Toro Road (shown in applicant's tariff as 'El Torro Road'). Since the completion of this highway as a full freeway, applicant has been unable to lawfully stop

to receive or discharge passengers at such points. No one has complained of the necessary discontinuance of this service and the elimination of these points from applicant's tariff should now be authorized.

"(4) Oceanside - Carlsbad.

"Since adoption of alternate Route No. 17.10 between Oceanside Junction and Carlsbad Junction over U.S. Highway 101, a freeway, its use has developed to the extent that there are presently being operated thereover eight daily schedules in each direction. For this reason, applicant is also requesting that this route be reauthorized as a regular route in order that said authorization will be consistent with the regularly scheduled operations actually being conducted. In reauthorizing said route, it is proposed that it be incorporated as a segment of regular Route No. 17.02, the main-line route through this area.

"A change in agency location in Carlsbad from near present regular Route No. 17.02 to a point near present alternate Route No. 17.10 requires the revision of the segment of present Route No. 17.02 between Oceanside Junction and Carlsbad Junction over unnumbered highway (actually city streets) to eliminate the segment thereof south of Elm Street and the authorization of Elm Street as a regular route, and that as so revised, this route be authorized as a separately described regular Route No. 17.10 for use of those operations required to deviate from U.S. Highway 101 to serve Oceanside, or Oceanside and Carlsbad.

"In serving its agencies at Oceanside and Carlsbad, applicant will continue to use streets within each of these cities as authorized by General Condition No. 5, entitled 'Routes Within Urban Areas', as set forth in Appendix A to Decision No. 55893.

"(5) U.S. Naval Air Station, Miramar -  
Camp Kearney - Camp Elliott - Linda  
Vista - Old Town.

"Camp Kearney is now part of the U.S. Naval Air Station, Miramar, and the tariff point of Camp Kearney is no longer required.

"Regular Route No. 17.23 between North Camp Elliott Junction and South Camp Elliott Junction over unnumbered highway via Camp Elliott has not been used since that establishment was declared a surplus military installation and deactivated several years ago. At this time, it does not appear that there will be any future requirement for conducting services over this route and applicant believes it should properly be revoked.

"Regular Route No. 17.24, between Linda Vista Junction and San Diego, which is subject to the special condition that no local service shall be rendered between Old Town and San Diego, has not been operated for more than 10 years. During World War II, Linda Vista was the site of housing for aircraft workers employed at Camp Elliott which then included what is now the U.S. Naval Air Station, Miramar. After the war, this housing was razed and the area was privately developed. This route was used in what was then described as applicant's 'Camp Elliott Operations', and when the housing was vacated after the war, operations over this route were discontinued.

"(6) San Diego - National City - Otay Junction.

"U.S. Highway 101, known locally as the San Diego Freeway, through San Diego into National City where it connects with a reconstructed portion of U.S. Highway 101, known locally as the Montgomery Freeway, has been completed as a part of the Federal Interstate Highway Program. This highway has also been designated as Interstate Highway 5.



"In connection with this freeway, applicant proposes to renumber its present regular Route No. 17.25 between San Diego and San Ysidro Port of Entry as regular Route No. 17.24. Also, to renumber a segment of present alternate Route No. 17.26 between San Diego and National City as a separately described alternate Route No. 17.25; and, in adopting the new freeway between San Diego and National City, to incorporate it, as a segment, into alternate Route No. 17.26.

"Aside from the renumbering of present regular Route No. 17.25 to regular Route No. 17.24, additional revisions are proposed because of changed operating conditions in the area of the presently described point of Otay Junction. Applicant no longer uses the segment of present Route No. 17.25 over County Road between County Road Junction and junction of Business Route U.S. Highway 101 (formerly Alternate U.S. Highway 101) and Otay Junction. In this circumstance, applicant has proposed that its authority over said County Road should be revoked and that the segment of present alternate Route No. 17.28 between County Road Junction and the junction of Business Route U.S. Highway 101 (formerly Alternate U.S. Highway 101) and the segment of present regular Route No. 17.27 over Main Street between the latter point and the junction of County Road (presently described as Otay Junction), be incorporated as a segment of proposed regular Route No. 17.24.

"This change necessarily requires that Routes Nos. 17.27 and 17.28 both be terminated at the junction of Main Street and Business Route U.S. Highway 101, the point herein proposed to be designated as 'Otay Junction'. Applicant has also proposed that this new point of Otay Junction be established as a new tariff point and that the present tariff point of Otay Junction be eliminated for the reason that the junction of Business Route U.S. Highway 101 and

Main Street is known locally as 'Otay Junction'.

"B. Highway Renumbering.

"Applicant has redescribed all of the route descriptions in Route Group 17 and in Urban Route Group UR-12 in order to redesignate the highways therein affected in accordance with the renumbering of the State Highway System pursuant to the amendment of the Streets and Highways Code, Sections 300 et seq., adopted in 1963, which became operative July 1, 1964. It is applicant's understanding that all of these highways were to have been re-signed except uncompleted segments of Interstate Highways and that on substantial completion thereof, in each case, other designations will be removed and only the Interstate Highway numbers of these highways will remain.

"C. Urban Route Groups.

"(1) Urban Route Group UR-12 - San Diego.

"The completion of relocated U.S. Highway 101 (San Diego Freeway) requires a substantial revision of the urban route system within the City of San Diego. The relocation commences at the junction of Washington Street (and Pacific Highway) and extends as previously explained through San Diego to the junction of Harbor Drive where it connects with the Montgomery Freeway which is a reconstructed portion of U.S. Highway 101. These relocated and reconstructed segments of U.S. Highway 101 are also designated as Interstate Highway 5.

"Adoption of this freeway for use will enable applicant to eliminate substantially operations over congested city streets of San Diego, such as over Pacific Highway and Harbor Drive between Washington Street on the north and 28th Street on the south, portions of Broadway and Fifth Avenue, as well as Ash Street, A Street and Kettner Boulevard.

"The substitution of Sigsbee Street and Main Street between National Avenue and 26th Street for the segment of National Avenue

and 26th Street, as well as the use of 28th Street between Main Street and Harbor Boulevard, was required to avoid congestion in the operation of applicant's semi-express and local services when these together with non-stop service were set up in 1961 to furnish three different types of service between San Diego and San Ysidro Port of Entry. With the new freeway, applicant proposes to operate the non-stop service directly over Market Street to the freeway, utilizing the access highways at 17th and 19th Streets.

"(2) Urban Route Group UR-15 - Santa Ana.

"The revision proposed in Urban Route No. UR-15.01 is necessary to show that the eastern terminus of said route will be U.S. Highway 101 on adoption of the relief requested in the Santa Ana-Tustin area."

After consideration the Commission finds that public convenience and necessity require the granting of the application as proposed. A public hearing is not necessary.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is hereby granted to Greyhound Lines, Inc., 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 points and over the routes set forth in Fifth Revised Page 52, Third Revised Page 53, Second Revised Page 54, Second Revised Page 55, Second Revised Page 56, Third Revised Page 57, Fourth Revised Page 58, Fourth Revised Page 59, Second Revised Page 59-A, Third Revised Page 79, Fourth Revised Page 80, and Second Revised Page 85, attached hereto, as an extension and enlargement of, consolidation with and subject to all the limitations and restrictions set forth in the

certificate granted by Decision No. 55893 and in particular subject to the provisions set forth in Section 3 of Appendix A thereof.

2. Appendix A of Decision No. 55893 is hereby amended by incorporating said:

Fifth Revised Page 52  
Third Revised Page 53  
Second Revised Page 54  
Second Revised Page 55  
Second Revised Page 56  
Third Revised Page 57  
Fourth Revised Page 58  
Fourth Revised Page 59  
Second Revised Page 59-A  
Third Revised Page 79  
Fourth Revised Page 80  
Second Revised Page 85

in revision of:

Fourth Revised Page 52  
Second Revised Page 53  
First Revised Page 54  
First Revised Page 55  
First Revised Page 56  
Second Revised Page 57  
Third Revised Page 58  
Third Revised Page 59  
First Revised Page 59-A  
Second Revised Page 79  
Third Revised Page 80  
First Revised Page 85

3. 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.
- (b) Within one hundred twenty days after the effective date hereof, applicant shall establish the service herein authorized and file tariffs and timetables, in triplicate, in the Commission's office.

- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98.

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

Dated at San Francisco, California, this 2nd day of November, 1964.

Frederic B. Hallock  
President  
Carl E. Hahn  
Wesley H. Keene  
George H. Thayer  
William L. Bennett  
Commissioners

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APPENDIX A  
(Dec. 55893)

GREYHOUND LINES, INC. Fifth Revised Page 52  
Cancels  
Fourth Revised Page 52

ROUTE GROUP 17

\*17.01 - Between Los Angeles and North Long Beach Junction:

From Los Angeles, over Sixth Street to San Pedro Street to Avalon Boulevard to Florence Avenue to Long Beach Boulevard to junction California Highway 7 (North Long Beach Junction).

\*17.02 - Between Los Angeles and San Diego:

From Los Angeles, over U. S. Highway 101 to junction California Highway 7, thence over California Highway 7 to Long Beach, thence over Ocean Boulevard to Livingston Drive to Second Street to Seal Beach, thence over California Highway 1 to junction unnumbered highway (Doheny Park Wye), thence over unnumbered highway to San Clemente, thence over U. S. Highway 101 to San Diego.

\*17.03 - Between Seal Beach, and junction California Highway 1 and Long Beach Boulevard, Long Beach:

From Seal Beach, over California Highway 1 to junction Long Beach Boulevard, Long Beach, to be operated as an alternate route.

17.04 - 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.

\*17.05 - Between Los Angeles and San Clemente:

From Los Angeles, over unnumbered highway via Pico, Fullerton and Anaheim to Miraflores, thence over U. S. Highway 101 to San Clemente.

Issued by California Public Utilities Commission.

\*Revised by Decision No 68165, Application No. 46958.

\*17.06 - Between Riverside Freeway Junction and Peralta Hills Junction:

From junction U. S. Highway 101 and California Highway 91 (Riverside Freeway Junction), over California Highway 91 to junction California Highway 55 (Peralta Hills Junction), to be operated as an alternate route.

17.07 - Between Long Beach Freeway Junction and Miraflores:

From junction U. S. Highway 101 and California Highway 15 (Long Beach Freeway Junction), over U. S. Highway 101 to Miraflores, to be operated as an alternate route between said termini and to and from authorized off-route points of service on authorized routes connecting therewith.

17.08 - Between Knott's Berry Farm Junction and La Palma Avenue Junction:

From junction U. S. Highway 101 and California Highway 39 (Knott's Berry Farm Junction), over California Highway 39 to junction La Palma Avenue (Knott's Berry Farm), thence over La Palma Avenue to junction U. S. Highway 101 (La Palma Avenue Junction), to be operated on call to and from Knott's Berry Farm for 25 or more adult fares.

No service shall be rendered to or from intermediate points on this route except Knott's Berry Farm.

No express shall be transported over this route.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68165, Application No. 46958.

17.09 - Between Disneyland Junction and Disneyland:

From junction U. S. Highway 101 and Harbor Boulevard (Disneyland Junction), over Harbor Boulevard to Disneyland, to be operated on call to and from Disneyland for 25 or more adult fares.

No service shall be rendered to or from intermediate points on this route.

No express shall be transported over this route.

\*17.10 --Between Oceanside and Carlsbad:

From junction U. S. Highway 101 and unnumbered highway in Oceanside, over unnumbered highway to junction U. S. Highway 101 in Carlsbad.

17.11 - 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.

17.12 - Between La Jolla Junction and Morena Junction:

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

No local service shall be rendered between La Jolla and San Diego.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68165, Application No. 46958.



\*17.13 - Between Anaheim and Riverside:

From Anaheim, over unnumbered highway to junction California Highway 55 (Olive Junction), thence over California Highway 55 to junction California Highway 91 (Peralta Hills Junction), thence over California Highway 91 to Riverside.

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

17.14 - Between Box Springs Junction and San Diego:

From junction U. S. Highway 60 and U. S. Highway 395 southeast of Riverside (Box Springs Junction), over U. S. Highway 395 to San Diego.

17.15 - Between Corona and Temecula Junction:

From Corona, over California Highway 71 to junction unnumbered highway northwest of Alberhill (Alberhill Junction), thence over unnumbered highway via Alberhill, Elsinore and Murrieta to junction U. S. Highway 395 northwest of Temecula (Temecula Junction).

17.16 - Between Perris Junction and Elsinore:

From junction U. S. Highway 395 and California Highway 74 (Perris Junction), over California Highway 74 to Elsinore.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68165, Application No. 46958.

## 17.17 - Between Murrieta and Murrieta Hot Springs Junction:

From Murrieta, over unnumbered highway via Murrieta Hot Springs to junction U. S. Highway 395 (Murrieta Hot Springs Junction).

## 17.18 - Between Fallbrook Junction and Escondido:

From junction U. S. Highway 395 and unnumbered highway east of Fallbrook (Fallbrook Junction), over unnumbered highway via Fallbrook, Bonsall, Vista and San Marcos to Escondido.

## 17.19 - Between Bonsall Junction and Bonsall:

From Bonsall Junction, over California Highway 76 to Bonsall.

No service may be operated over this route except on days when racing is conducted at Del Mar Race Track.

No express shall be transported over this route.

## 17.20 - Between Vista and South Oceanside:

From Vista, over California Highway 78 to South Oceanside.

No service may be operated over this route except on days when racing is conducted at Del Mar Race Track.

No express shall be transported over this route.

## \*17.21 - Between Miramar Junction and U. S. Naval Air Station:

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

## \*17.22 - Between U. S. Naval Air Station and La Jolla Junction:

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

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68165, Application No. 46958.

\*17.23 - Intentionally left blank.

\*17.24 - Between San Diego and San Ysidro Port of Entry:

From San Diego, over Main Street to National Avenue, National City, thence over National Avenue to junction Business Route U. S. Highway 101, thence over Business Route U. S. Highway 101 to junction Main Street (Otay Junction), thence over Main Street to Hollister Street, Palm City, thence over Hollister Street to Coronado Avenue to Hollister Street to Tijuana Road to 27th Street to San Ysidro Boulevard to junction Interstate Highway 5 (San Ysidro Junction), thence over Interstate Highway 5 to the International Boundary between the United States and Mexico at San Ysidro Port of Entry.

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 Business U. S. Highway 101 in National City, on the one hand, and points on Business Route U. S. Highway 101 south of the intersection of 18th Street, on the other hand, and
  - (2) Between any two points on Business Route U. S. Highway 101 both of which are south of the intersection of 18th Street and Business Route U. S. Highway 101 in National City.
- (b) Applicant's San Diego Terminal and the intersection of 25th Street and National Avenue in National City.

\*17.25 - Between San Diego and National City:

From San Diego, over Harbor Drive to junction Interstate Highway 5 (National City), to be operated as an alternate route.

Issued by California Public Utilities Commission .

\*Revised by Decision No. 68165, Application No. 46958.

\*17.26 - Between San Diego and San Ysidro Junction:

From San Diego, over U. S. Highway 101 to San Ysidro Junction, to be operated as an alternate route between said termini and to and from authorized off-route points of service on authorized routes connecting therewith.

\*17.27 - Between Chula Vista Junction and Otay Junction:

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

\*17.28 - Between Otay Junction and Vista Avenue Junction:

From Otay Junction, over Business Route U. S. Highway 101 to junction U. S. Highway 101 (Vista Avenue Junction), to be operated as an alternate route between said termini and to and from authorized off-route points of service on authorized routes connecting therewith.

\*17.29 - Between Otay and Byer Junction:

From Otay, over Third Avenue to Byer Way, thence over Byer Way to junction Business Route U. S. Highway 101 (Byer Junction), to be operated as an alternate route between said termini and to and from authorized off-route points of service on authorized routes connecting therewith.

17.30 - Between junction Main Street and National Avenue and junction Main Street and U. S. Highway 101:

From junction Main Street and National Avenue, over Main Street to junction Main Street and U. S. Highway 101, to be operated as an alternate route.

\*17.31 - Between San Diego and El Centro:

From San Diego, over California Highway 94 to junction California Highway 125 (Spring Valley Junction), thence over California Highway 125 to junction U. S. Highway 80 (Grossmont Junction), thence over U. S. Highway 80 to El Centro.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68165, Application No. 46958.

## 17.32 - Between Mission Valley Junction and La Mesa:

From junction U. S. Highway 395 and U. S. Highway 80 (Mission Valley Junction), over U. S. Highway 80 to La Mesa, to be operated as an alternate route.

## 17.33 - Between Long Beach and Santa Ana:

From Long Beach, over California Highway 22 to Century Boulevard, thence over Century Boulevard to Verano Street, thence over Verano Street to Westminster Boulevard, thence over Westminster Boulevard to Seventeenth Street, thence over Seventeenth Street to Main Street, Santa Ana, to be operated as an alternate route.

## \*17.34 - Between Tustin Interchange and Olive Junction:

From junction U. S. Highway 101 and California Highway 55 in Tustin (Tustin Interchange), over California Highway 55 to junction unnumbered highway (Olive Junction), to be operated as an alternate route.

## 17.35 - Between Knott's Berry Farm and Stanton Junction:

From Knott's Berry Farm, over California Highway 39 to junction California Highway 22 (Stanton Junction).

Service is authorized to be conducted in Special Operations only.

No express shall be transported over this route.

## 17.36 - Between Disneyland and Garden Grove:

From Disneyland, over Harbor Boulevard to junction California Highway 22, thence over California Highway 22 to junction Century Boulevard (Garden Grove).

Service is authorized to be conducted in Special Operations only.

No express shall be transported over this route.

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\*Revised by Decision No. 68165, Application No. 46958.

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APPENDIX A  
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\*17.37 - Between Spring Valley Junction and Grossmont Junction:

From junction California Highway 94 and unnumbered highway (Spring Valley Junction), over unnumbered highway to junction U. S. Highway 80 (La Mesa), thence over U. S. Highway 80 to junction California Highway 125 (Grossmont Junction).

\*17.38 - Between North Doheny Park Junction and Doheny Park Wye:

From junction U. S. Highway 101 and unnumbered highway (North Doheny Park Junction), over unnumbered highway to junction California Highway 1 (Doheny Park Wye).

\*17.39 - Between Doheny Park Wye and South Doheny Park Junction:

From junction California Highway 1 and highway (Doheny Park Wye), over unnumbered highway to junction U. S. Highway 101 (South Doheny Park Junction), to be operated as an alternate route.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68165, Application No. 46958.

## URBAN ROUTE: GROUP UR-12

## SAN DIEGO

- \*UR-12.01 - Entering San Diego from the northern City Limits, over U. S. Highway 101 (San Diego Freeway) to the San Diego-National City City Limits at Division Street, en route to San Ysidro.
- \*UR-12.02 - From junction U. S. Highway 101 and Front Street, over Front Street to Market Street to Twelfth Avenue to National Avenue to Sigsbee Street to Main Street to the City Limits of San Diego en route to San Ysidro.
- \*UR-12.03 - From junction U. S. Highway 101 and First Avenue, over First Avenue to B Street to Front Street.
- \*UR-12.04 - From junction U. S. Highway 101 and Fourth Avenue, over Fourth Avenue to Ash Street to Front Street.
- \*UR-12.05 - From junction Front Street and C Street, over C Street to Union Street to Market Street to Front Street.
- \*UR-12.06 - From junction Broadway and First Avenue, over First Avenue to Market Street.
- \*UR-12.07 - From junction B Street and First Avenue, over First Avenue to Broadway to Union Street.
- \*UR-12.08 - From junction Main Street and 28th Street, over 28th Street to Harbor Drive to the City Limits of San Diego en route to San Ysidro.
- \*UR-12.09 - Entering San Diego over California Highway 94 en route from El Centro, over F Street to Union Street.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68165, Application No. 46958.

- \*UR-12.10 - From junction Front Street and G Street,  
over G Street to junction California Highway  
94 en route to El Centro.
- \*UR-12.11 - From U. S. Highway 101, over access highway to  
Nineteenth Street to Market Street to Twelfth  
Avenue.
- \*UR-12.12 - From junction Market Street and Seventeenth  
Street, over Seventeenth Street to access  
highway to U. S. Highway 101.
- \*UR-12.13 - Intentionally left blank.
- \*UR-12.14 - Intentionally left blank.
- \*UR-12.15 - Intentionally left blank.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68165, Application No. 46958.



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APPENDIX A  
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URBAN ROUTE GROUP UR-15

SANTA ANA

- \*UR-15.01 - From the northern City Limits of Santa Ana, over U. S. Highway 101 to North Main Street to First Street to U. S. Highway 101 to the eastern City Limits of Santa Ana.
- UR-15.02 - From junction Bush Street and Fourth Street, over Fourth Street to Sycamore Street to First Street to its junction with North Main street.
- UR-15.03 - From junction Sycamore Street and Second Street, over Second Street to its junction with North Main Street.
- UR-15.04 - Intentionally left blank.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68165 Application No. 46958.