

**ORIGINAL**

Decision No. 68321

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.)  
for authority to reroute passenger )  
stage service over reconstructed and )  
relocated segments of U. S. Highway )  
99 (Interstate Highway 5) between )  
North Mount Shasta Interchange and )  
North Shotgun Creek, Siskiyou and )  
Shasta Counties; and for incidental )  
relief. )

Application No. 47039  
(Filed October 13, 1964)

O P I N I O N

Greyhound Lines, Inc. requests:

1. Authority to revise, authorize, reauthorize, and  
redescribe Route No. 1.01 for transportation of passengers and  
their baggage, and of express, over reconstructed and relocated  
segments of U. S. Highway 99 (Interstate Highway 5), as follows:

- (a) Over a relocated segment between North  
Mount Shasta Junction and South Mount  
Shasta Junction, in lieu of the segment  
of presently authorized regular Route  
No. 1.01;
- (b) Over a reconstructed segment between South  
Mount Shasta Junction and Mott Junction;
- (c) Over a relocated segment between the  
southern City Limits of Dunsmuir and  
Castle Crags Junction; and
- (d) Over a reconstructed segment between  
Castle Crags Junction and North Shotgun  
Creek.

2. Incidental to the relief requested in paragraph 1, supra, authority:

- (a) To serve the City of Mount Shasta over the most available and direct highways affording access to U. S. Highway 99 (Interstate Highway 5); and
- (b) To eliminate the tariff points of Mott, Shasta Springs, Castle Craggs, Castella, Flume Creek, and Sims.

3. Authority to revise Route No. 1.05 to correctly reflect the spelling of "Everett."

In justification for authority sought, applicant alleges the following:

"In furtherance of the Federal Interstate Highway program in California, segments of U. S. Highway 99 have been and are being relocated and reconstructed between a point 1.5 miles north of Mount Shasta City Limits, herein referred to as 'North Mount Shasta Interchange,' and a point approximately 0.6 mile north of Shotgun Creek, herein referred to as 'North Shotgun Creek.' These segments of highway will also be designated as Interstate Highway 5.

"The 4.3 mile segment of relocated highway between the North Mount Shasta Interchange and a point approximately one-half mile south of the Castle Lake Road Overcrossing south of the City Limits of Mount Shasta, herein referred to as 'Castle Lake Junction,' parallels applicant's presently authorized route over U. S. Highway 99

herein proposed to be revoked. Present U. S. Highway 99 will revert to county road jurisdiction when the new segment which will be designated as Interstate Highway 5 is opened to public use on or about October 30, 1964.

"An adjoining segment has been upgraded to freeway status by the construction of additional lanes along the same alignment with no material deviation therefrom between Castle Lake Junction and a point approximately 0.8 mile south of Mott Road, herein referred to as 'Mott Junction.' This segment will also be designated as Interstate Highway 5.

"The Federal Interstate Highway program as well as the California Highway program is causing the bypassing of many cities, towns and communities. Rather than having many extremely short, separately described routes between the major highway and these points, applicant believes that the authorization of the main through highway with authority to deviate over available access roads to serve a point such as Mount Shasta, as herein requested, is the simplest and most logical way to continue the authorization to serve such points.

"Applicant proposes the elimination of the tariff points of Mott and Shasta Springs since there have been no passengers received or discharged at either point for some years. There are four residences in the Mott area, a private airport, a

wrecking yard, an unused golf driving range and a camp ground. At one time Mott was a railroad section station but has not been used as such for a number of years.

"Shasta Springs, formerly a resort, now owned by a religious group known as 'I Am,' does not afford any passengers for applicant's service at this point. Whenever members of this group do utilize applicant's service, they are met at or delivered to either the Mount Shasta or Dunsmuir depots.

"At the time the bypass of Dunsmuir was completed approximately two years ago, it was applicant's understanding that the so-called 'by-pass' was entirely within the city limits. In the course of reviewing the files on the upgrading of this highway from expressway to freeway status, it was discovered that while the northern terminus of the diversion was within the city limits of Dunsmuir, the southern terminus commenced approximately 0.85 mile south of the city limits, extending for 2.4 miles to a point 0.9 mile south of the Siskiyou-Shasta County Line, which point is herein referred to as 'Castle Crags Junction.' Approximately 0.6 mile of former U. S. Highway 99 involved in this relocated segment was abandoned to public use, and the remaining 1.8 miles reverted to county road jurisdiction. No fare points were involved

in this relocated segment other than the point of Dunsmuir which applicant has continued to serve at the same location since September, 1959. Now that this segment of highway has been upgraded to freeway status and is being designated as Interstate Highway 5, as part of the Federal Interstate Highway System, applicant is requesting that its certificate be corrected to reflect this prior relocation.

"An adjoining 8.7 mile segment has been upgraded to freeway status and designated as Interstate Highway 5 between Castle Crag Junction and a point 0.6 mile north of Shotgun Creek, herein referred to as 'North Shotgun Creek.' Applicant proposes to eliminate the points of Castle Crag, Castella, Flume Creek, and Sims, located on this segment of upgraded highway, from its tariff. Adequate service will be provided at Dunsmuir for any occasional person traveling to and from these points desiring to utilize applicant's service. With the exception of Castella, which has a post office and approximately 250 residents, the other points are practically uninhabited.

"The highway relocations and reconstruction aforementioned were for the express purpose of facilitating the movement of through automotive traffic over a safe, modern, four-lane, divided, freeway-type highway to eliminate the hazards to

safety encountered on some of the segments of former U. S. Highway 99 which were two-lane, undivided highway.

"The proposals of this application are designed to accommodate applicant's long-distance passengers, most of whom are traveling through the concerned area in interstate commerce. As has been indicated above, there is not sufficient local traffic, with the exception of Mount Shasta and Dunsmuir, to warrant the continuation of service to points which would require deviation from the main through highway where almost invariably there would be no passengers to be received or discharged.

"Although the new authority herein requested includes authorization to serve all intermediate points, applicant does not propose in any event to stop its buses for the receipt or discharge of passengers, baggage, or express at any points or in any instance when such would be in violation of applicable laws, rules and regulations, or in any instance when it would not be safe for applicant's passengers or for the general automotive traffic so to do."

After consideration the Commission finds that public convenience and necessity require the granting of the application. 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 Fourth Revised Page 2 and First Revised Page 2-A, 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, as amended, is hereby further amended by incorporating said Fourth Revised Page 2 and First Revised Page 2-A in revision of Third Revised Page 2 and Original Page 2-A.

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 9th day of December, 1964.

Fredrick B. Holoboff  
President

George J. Brewer

William T. Bennett

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Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Everett C. McKeage, being necessarily absent, did not participate in the disposition of this proceeding.



SECTION I - INTERCITY ROUTES AND SPECIAL CONDITIONS

ROUTE GROUP 1

- \*1.01 - Between the Oregon-California State Line north of Yreka, and South Woodland Junction:

From the point where U. S. Highway 99 intersects the Oregon-California State Line, over U. S. Highway 99 to junction Interstate Highway 5 (North Mount Shasta Interchange), thence over Interstate Highway 5 to junction U. S. Highway 99 (Mott Junction), thence over U. S. Highway 99 to junction Interstate Highway 5 (Dunsmuir), thence over Interstate Highway 5 to junction U. S. Highway 99 (North Shotgun Creek), thence over U. S. Highway 99 to junction Interstate Highway 5 (Anderson), thence over Interstate Highway 5 to junction U. S. Highway 99 (North Red Bluff Interchange), thence over U. S. Highway 99 to Red Bluff, thence over U. S. Highway 99W to junction U. S. Highway 40 (South Woodland Junction).

Authority is granted to serve all intermediate points and also the points of Mt. Shasta and Cottonwood over available access highways to Interstate Highway 5.

- 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 - Intentionally left blank.

- 1.04 - Between junction U. S. Highway 99W and unnumbered highway southeast of Dunnigan, and junction unnumbered highway and U. S. Highway 40 northeast of Vacaville:

From junction U. S. Highway 99W and unnumbered highway, over unnumbered highway to junction U. S. Highway 40.

Issued by California Public Utilities Commission

\*Revised by Decision No. 68321, Application No. 47039.

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Appendix A  
(Decision No.  
55893)

Greyhound Lines, Inc.

First Revised Page 2-A  
Cancels  
Original Page 2-A

No service may be rendered to or from intermediate points on this route other than East Winters.

\*1.05 - Between Mt. Shasta and Panther Meadows:

From Mt. Shasta, over Everett Memorial Highway to Panther Meadows.

Service is authorized to be conducted in Special Operations only.

Issued by California Public Utilities Commission

\*Revised by Decision No. 68321, Application No. 47039.