

**ORIGINAL**

Decision No. 68577

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.)  
for authority to authorize passenger)  
stage operations over a new segment )  
of Interstate Highway 10 between )  
Santa Monica and Santa Ana Freeway )  
Junction, Los Angeles County; and )  
for incidental relief. )

Application No. 47186  
(Filed December 14, 1964)

O P I N I O N

Greyhound Lines, Inc. requests authority to operate over a new segment of Interstate Highway 10 between Santa Monica and Santa Ana Freeway Junction.

It is alleged that Interstate Highway 10, known locally as the Santa Monica Freeway, is presently being constructed; segments of the highway have been completed; approximately 76 percent will have been completed and open for travel by January 27, 1965. It is proposed that all local coast schedules between Los Angeles and Santa Monica be rerouted over the new segment of highway. There will be a saving in elapsed travel time of from fifteen to thirty minutes per schedule.

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 transportation of passengers, baggage and express between the points and over the routes set forth in Original Page 47-A, Second Revised Page 70, Second Revised Page 95, and Third Revised Page 96, 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 Original Page 47-A, Second Revised Page 70, Second Revised Page 95, and Third Revised Page 96 in revision of First Revised Page 70, First Revised Page 95, and Second Revised Page 96.

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 ten days after the date hereof.

Dated at San Francisco, California, this 9<sup>th</sup> day of FEBRUARY, 1965.

Fredrick B. Holblaff  
President

George L. Hoover

William Van Dusen

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

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Commissioners

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Appendix A  
(Dec. No. 55893)

Greyhound Lines, Inc.

\*Original Page 47-A

\*15.21 - Between Santa Ana Freeway Junction and Santa Monica:

From junction Interstate Highway 5 and U. S. Highway 101, and Interstate Highway 10 (Santa Ana Freeway Junction), over Interstate Highway 10 to Santa Monica.

Until uncompleted segments of Interstate Highway 10 are opened for travel, authority is granted to temporarily deviate therefrom over available detour routes.

Issued by California Public Utilities Commission.

\*Added by Decision No. 68577, Application No. 47186.

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Appendix A  
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Greyhound Lines, Inc. Second Revised Page 70  
Cancels  
First Revised Page 70

URBAN ROUTE GROUP UR-6

LOS ANGELES AND VICINITY

- UR-6.01 - From Santa Monica Station, over Santa Monica Boulevard to Cahuenga Boulevard to Ivar Avenue to De Longpre Avenue to the company station at De Longpre Avenue and Vine Street.
- \*UR-6.02 - From junction Interstate Highway 10 and Maple Avenue, over Maple Avenue to Sixth Street.
- \*UR-6.03 - Intentionally left blank.
- UR-6.04 - From junction Vine Street and Fountain Avenue (Hollywood), over Fountain Avenue to Cahuenga Boulevard to junction Hollywood Freeway.
- UR-6.05 - From junction Ivar Avenue and De Longpre Avenue, over De Longpre Avenue to Cahuenga Boulevard.
- UR-6.06 - Leaving the company Hollywood station, over Vine Street to Santa Monica Boulevard to Sunset Boulevard to Los Angeles Street to the company Los Angeles station at junction of Sixth Street and Los Angeles Street.
- UR-6.07 - From junction Santa Monica Boulevard and Hollywood Freeway, over Hollywood Freeway to its junction with Cahuenga Boulevard, operated as an alternate route.
- UR-6.08 - From junction Pasadena Freeway and Hollywood Freeway, over Hollywood Freeway to its junction with Santa Monica Boulevard, operated as an alternate route.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68577, Application No. 47126.

points via Redondo Beach and Van Nuys, except that no local passenger service shall be rendered:

- (a) Between points east of Avalon Boulevard in Wilmington, and Long Beach;
- \*(b) Between Garnet Avenue in Redondo Beach, and Center Street in Manhattan Beach, via Manhattan Avenue and Hermosa Avenue;
- \*(c) Between East Hermosa Beach (intersection of Pier Avenue and Sepulveda Boulevard in the City of Hermosa Beach), and points within the City of Redondo Beach, via California Highway 1;
- \*(d) Between the intersection of Waterford Street and Sepulveda Boulevard in the City of Los Angeles, and the intersection of Washington Boulevard and Lincoln Boulevard;
- \*(e) Between San Fernando and the intersection of Ventura and Van Nuys Boulevards;
- \*(f) Between the junction of California Highway 1 and California Highway 42, and the junction of Sepulveda Boulevard and California Highway 1, over California Highway 42 and Sepulveda Boulevard;
- \*(g) Between the territory between the company terminal at Sixth and Los Angeles Streets, Los Angeles, and the intersection of Lankershim Boulevard and Oxnard Street, on the one hand, and the territory between the intersection of Lankershim Boulevard and Oxnard Street, and the intersection of Van Nuys Boulevard and Oxnard Street, on the other hand.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68577, Application No. 47186.

- \* (h) Between the intersection of Lankershim Boulevard and Oxnard Street and the intersection of Van Nuys Boulevard and Oxnard Street, both points inclusive, including intermediate points.
- (3) Local passenger service may be rendered between Los Angeles and San Fernando, and all intermediate points via Hollywood on through cars destined to or arriving from points north of Saugus, or Oxnard, except between Los Angeles and Hollywood.
- (4) Local passenger service may be rendered on through buses originating at points east of San Bernardino and/or Riverside for the transportation of passengers holding tickets of Southern California Rapid Transit District between the points of San Bernardino and/or Riverside, on the one hand, and Los Angeles, on the other hand, when such passengers board such buses between the last P.M. schedule of the District between said cities and the first A.M. schedule in the morning between said cities.
- (5) Service may be rendered between points within said restricted territory, on the one hand, and points without said restricted territory, on the other hand.

12. General San Francisco-Oakland Bay Bridge Restriction:

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

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

Issued by California Public Utilities Commission.

\*Revised by Decision No. 68577, Application No. 47186.