

ORIGINAL

Decision No. 69415

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.)
for authority to conduct Special)
Operations between junction)
California Highway 29 and unnumbered)
highway (Riviera Junction) and)
Clear Lake Riviera, Lake County, over)
unnumbered highway; and incidental)
relief.)

Application No. 47628
(Filed June 1, 1965)

O P I N I O N

Greyhound Lines, Inc. requests authority to: (1) conduct special operations between Riviera Junction and Clear Lake Riviera, Lake County, over an unnumbered highway; (2) redescribe all affected routes in Route Group 6 to reflect the change in designation of highways pursuant to the revision of the California highway renumbering system; and (3) revise all affected sheets in Section III of Appendix A, to reflect the change in corporate name from "The Greyhound Corporation" to "Greyhound Lines, Inc."

It is alleged that Custom Properties, Inc., the exclusive sales representative for Clear Lake Riviera, a recreational community real estate development, has organized "fun tours" for those interested in visiting the properties and that applicant now possesses substantially all of the authority necessary to handle groups of passengers on an individual-fare basis in Special Operations except for approximately five miles between Riviera Junction and Clear Lake Riviera.

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 Second Revised Page 12, Original Page 12-A, First Revised Page 90, First Revised Page 91, First Revised Page 92, First Revised Page 93, First Revised Page 93A, Second Revised Page 94, Second Revised Page 97, Second Revised Page 98, First Revised Page 99 and First Revised Page 99A of Appendix A, attached hereto, as an extension and enlargement of and consolidation with, and subject to all the limitations and restrictions set forth in, the certificate granted by Decision No. 55893, as amended.

2. Appendix A of Decision No. 55893, as heretofore amended, is further amended by incorporating therein Second Revised Page 12, Original Page 12-A, First Revised Page 90, First Revised Page 91, First Revised Page 92, First Revised Page 93, First Revised Page 93A, Second Revised Page 94, Second Revised Page 97, Second Revised Page 98, First Revised Page 99 and First Revised Page 99A in revision of First Revised Page 12, Original Page 90, Original Page 91, Original Page 92, Original Page 93, Original Page 93A, First Revised Page 94, First Revised Page 97, First Revised Page 98, Original Page 99 and Original Page 99A, which pages are attached hereto and made a part hereof.

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 13th day of July, 1965.

Friedrich B. Holdeff
President

George E. Driver

Angela

William W. Burns
Commissioners

ROUTE GROUP 6

*6.01 - Between Upper Lake and Calistoga:

From Upper Lake, over California Highway 29 to junction California Highway 175 (Lower Lake Junction), thence over California Highway 175 to junction California Highway 29 (Middletown), thence over California Highway 29 to Calistoga.

Only summer-season service is authorized between Upper Lake and Lakeport and between Lower Lake Junction and Middletown.

*6.02 - Between Clear Lake Oaks and Middletown:

From Clear Lake Oaks, over California Highway 20 to junction California Highway 53 (Williams Junction), thence over California Highway 53 to junction California Highway 29 (Lower Lake), thence over California Highway 29 to Middletown.

Only summer-season service is authorized between Clear Lake Oaks and Lower Lake.

Only winter-season service is authorized between Lower Lake and Middletown.

*6.03 - Between Lower Lake Junction and Lower Lake:

From Lower Lake Junction, over California Highway 29 via Springs Junction to Lower Lake.

Only winter-season service is authorized between Lower Lake Junction and Springs Junction.

6.04 - Between Springs Junction and Middletown:

From Springs Junction, over unnumbered highway via Seigler Springs to Middletown.

Only summer-season service is authorized.

6.05 - Between Clear Lake Oaks and Calpella:

From Clear Lake Oaks over California Highway 20 via Upper Lake to junction U. S. Highway 101 (Calpella).

Service is authorized to be conducted in Special Operations only.

No express shall be transported over this route.

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*6.06 - Between Riviera Junction and Clear Lake Riviera:

From junction California Highway 29 and unnumbered highway
(Riviera Junction), over unnumbered highway to Clear Lake
Riviera.

Service is authorized to be conducted in Special Operations
only.

Issued by California Public Utilities Commission.

*Added by Decision No. 69415, Application No. 47628.

SECTION III - GENERAL CONDITIONS.

1. Direction of Route Descriptions:

When route descriptions are given in one direction, they apply to operations in the reverse direction unless otherwise indicated.

2. Relocated Highways:

For the general operation of its system, on reconstruction or relocation of highways not affecting intermediate tariff points applicant may reroute its operations over such reconstructed or relocated highways, provided that applicant shall first advise the Commission, in writing, of said highway and route change, said notice to be accompanied by a sketch or map showing the highway involved.

3. Regular Routes:

Except as otherwise stated in connection with a specific route description, all routes herein authorized are designated as "regular routes". "Regular routes" are defined as those which are to be served in accordance with published timetables and tariffs of the company filed with the Commission.

Issued by California Public Utilities Commission.

*Revised by Decision No. 69415, Application No. 47628.

4. Alternate Routes:

Routes designated as "alternate routes" are 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.

5. Routes Within Urban Areas:

(1) The right herein granted, in each instance, to serve named termini and intermediate points includes the right to operate to and from the company station 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.

(2) If the routes to be traversed within any such city, town or community are not specifically described herein, the company shall use the most direct and practical routes to and from the company station or points of passenger pickup and discharge therein.

(3) If the routes authorized to be traversed in urban or suburban service are specifically described herein, the following general conditions especially apply thereto:

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* Revised by Decision No. 69415, Application No. 47628.

(a) The urban routes specifically prescribed herein include urban and suburban routes within or pertinent to the respective areas named, into or through which applicant is authorized to operate in connection with, and as a part of, its authorized intercity service.

(b) As to each of the areas for which urban routes are specifically prescribed herein, the company may traverse any of such urban routes or combination or combinations of such routes according to reasonable operating requirements, and is, in addition, authorized to turn its motor vehicles at terminal or intermediate points either in the intersection of streets or by operating around the blocks contiguous to such intersection in either direction, or in accordance with local traffic regulations.

(c) The rights, privileges, limitations and restrictions applying to the operations and service to be rendered over said urban routes shall be such as shall be prescribed by the Commission for application to the company's intercity service to or from its stations within such areas.

6. Local Service:

The term "local service", unless otherwise specifically modified, means service wherein both the point of origin and point of destination are at or between the points so specified. When the term "local service" is used to prohibit service between a point, group of points or territory "on the one hand" and a point, group of points or territory "on the other hand", it shall, unless otherwise specifically modified, be construed to apply only in instances where the point of origin is at or within one of the specified points, groups of points or territory, and the point of destination is at or within the other of the specified points, groups of points or territory.

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*Revised by Decision No. 69415, Application No. 47628.

7. On-Call Service:

The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. Such service is not required to be operated for less than the number of passengers specified in the authorization of such "on-call" service, nor to or from junction points of on-call service routes with regular routes at times other than when there are regular schedules of the company arriving at or departing from the connecting point from or to which the on-call service is to be rendered. The tariffs and time schedules of the company shall show the conditions under which each authorized on-call service will be rendered.

8. Seasonal Service:

The term "summer-season service" when used herein means that the authorized scheduled service is to be operated between the approximate dates of June 10 and September 10 of each year, unless other dates are expressly specified.

The term "winter-season service" when used herein means that the authorized scheduled service is to be operated between the approximate dates of September 10 of each year and June 10 of each following year, unless other dates are expressly specified.

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*Revised by Decision No. 69415, Application No. 47628.

9. Special Operations:

The term "special operations" as herein used shall, unless otherwise specifically modified, mean transportation of groups of passengers pursuant to a common purpose when the fares or charges for such transportation are computed or assessed upon an individual-fare basis. Authority is granted to the company to conduct special operations between the authorized termini and over the authorized routes hereinbefore defined, subject to the following conditions:

(a) The company shall file and publish tariffs in which shall be set forth the fares and charges to be assessed and collected, or the basis for the computation of the same, together with the rules and regulations which govern the application of the same. Such tariffs may provide for nonscheduled special operations being conducted on demand and on specified advance notice; for the advance payment of a minimum of adult fares as a condition precedent upon which the transportation will be afforded, and for exclusive occupancy of the vehicle of transportation by the group being transported.

(b) Special operations may not be conducted between points or over routes for which operative authority has not been specifically granted, provided that when the point of origin and/or destination of a group moving in special operations shall be at a hotel, resort, athletic field, or other common point of origin or destination within a municipality or within one mile of the route which is herein authorized to be served, the company is authorized to pick up and/or discharge such group of passengers at such common off-route point when the same is incidental to the special operations movement over authorized routes.

(c) The seasonal service definitions set forth in Part 8 of this Section III, do not apply to the conduct of special operations.

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* Revised by Decision No. 69415, Application No. 47628.

10. General Express Restriction:

The term "express" as used herein includes all property transported in common carriage except the baggage of passengers.

No shipment of express that weighs in excess of one hundred (100) pounds shall be accepted for transportation, and all express shall be transported on passenger-carrying vehicles only, provided that this restriction shall be further subject to any special limitations hereinbefore specifically declared.

The company is relieved from the minimum rate provisions of Decision No. 31606, in Case No. 4246, as amended.

11. General Southern California Restriction:

No local passenger service shall be rendered within the territory bounded as follows:

Castellamar, Hollywood, San Fernando, San Bernardino, Riverside, Redlands, Santa Ana, Newport Beach, Long Beach and Santa Monica, nor between any of said points including points intermediate thereto, subject to the following general exceptions:

General Exceptions:

- (1) Local passenger service may be rendered between Long Beach and Newport Beach and intermediate points.
- (2) Local passenger service may be rendered between Long Beach, Santa Monica and San Fernando and intermediate points.

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*Revised by Decision No. 69415, Application No. 47628.

(2) The following restriction applies only to schedules which have point of origin or point of destination in San Francisco, on the one hand, and the territory Temescal Junction-Walnut Creek, on the other hand. On such schedules, no local passengers destined to or from San Francisco shall be transported from or to points in the territory:

- (a) The intersection of Twentieth Street and Broadway (this point excluded) to Temescal Junction (this point included);
- (b) The intersection of MacArthur Boulevard and Grove Street (this point excluded) to the intersection of MacArthur Boulevard and Broadway (this point included).

13. Intentionally left blank.

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*Revised by Decision No. 69415, Application No. 47628.

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*Revised by Decision No. 69415, Application No. 47628.

14. General Oakland-Coast Route Restriction:

No local tariff shall be published naming a fare between Oakland, on the one hand, and Palo Alto, Los Gatos or Santa Cruz, on the other hand; nor between Oakland, on the one hand, and San Jose and Los Angeles via San Jose, both points and all points intermediate thereto inclusive, on the other hand, with routing via San Francisco in each instance.

15. General Through Service Conditions:

At least one daily through passenger stage schedule shall be operated in each direction providing through passenger service without transfer between

- (1) Calistoga and San Francisco.
- (2) Bolinas and San Francisco.
- (3) Santa Cruz and San Francisco.

16. Limitations on Free Transportation of Baggage:

The free transportation of baggage shall be limited to hand baggage carried by the passenger in the following instances:

- (1) Locally between San Francisco and points in Marin County, and locally within Marin County.
- (2) Locally between San Francisco and San Jose and intermediate points.

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*Revised by Decision No. 69415, Application No. 47628.

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17. General Candlestick Park-San Francisco Restriction:

No traffic may be transported to or from Candlestick Park in San Francisco which does not have point of origin or point of destination outside of the City and County of San Francisco.

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*Revised by Decision No. ~~62115~~, Application No. 47628.