

ORIGINALDecision No. 73648

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.,
 for authority to revise and redescribe
 Intercity Route No. 1.01 in order to
 adopt relocated U.S. Highways 99 and 99W
 (Interstate Highway 5) between South
 Antlers Junction and North O'Brien
 Junction and between South Williams
 Junction and Arbuckle Junction,
 respectively, in lieu of presently
 authorized segments of Route No. 1.01
 between the concerned points; and to
 reflect redesignation of U.S. Highway
 99 as Interstate Highway 5 between the
 Oregon-California State Line and North
 Hornbrook Junction, Sacramento River
 Bridge and South Antlers Junction,
 and Pit River Bridge and North Redding
 Interchange, in Siskiyou, Shasta, and
 Colusa Counties; and for incidental
 relief, including elimination of the
 tariff points of Hilt Junction, Pit
 River Bridge, Tunnel Inn, Project
 City, and Geneva.

Application No. 49815
 (Filed November 24, 1967)

O P I N I O N

Greyhound Lines, Inc. requests that its operating authority
 be revised as follows:

1. Adopt as segments of Route No. 1.01:
 - (a) Relocated U.S. Highway 99 (Interstate Highway 5) between South Antlers Junction and North O'Brien Junction, in lieu of presently authorized segment between the concerned points; and
 - (b) Relocated U.S. Highway 99W (Interstate Highway 5) between South Williams Junction and Arbuckle Junction, in lieu of presently authorized segment between the concerned points.

2. Reflect redesignation of U.S. Highway 99 as Interstate Highway 5 between:
 - (a) The Oregon-California State Line and North Hornbrook Junction;
 - (b) Sacramento River Bridge and South Antlers Junction; and
 - (c) Pit River Bridge and North Redding Interchange.
3. Incidental to the above, to:
 - (a) Eliminate the tariff point of Hilt Junction, located off Interstate Highway 5 between the Oregon-California State Line and North Hornbrook Junction, and the tariff points of Pit River Bridge, Tunnel Inn, Project City and Geneva, located on or near Interstate Highway 5 between O'Brien and Redding; and
 - (b) Revise the special condition to Route No. 1.01 in order to indicate that Arbuckle will be served over available access highways to Interstate Highway 5.

In justification it is alleged that in furtherance of the Interstate Highway program in California, a segment of U.S. Highway 99 has been relocated and redesignated as Interstate Highway 5 between a point approximately 1.1 miles south of the Sacramento River Bridge near Antlers, herein designated "South Antlers Junction", and a point approximately 3 miles south thereof, herein designated "North O'Brien Junction"; a 13.4-mile segment of U.S. Highway 99W, bypassing the tariff point of Geneva, has been relocated and redesignated as Interstate Highway 5 between a point approximately 0.8 mile south of Husted Road, herein designated "South Williams Junction", and a point approximately 5.5 miles south of Arbuckle, herein designated "Arbuckle Junction"; these segments of Interstate Highway 5 are built to the most modern standards of engineering and safety, with four lanes of divided highway and no crossings at grade; if adopted in lieu of former U.S. Highways 99 and 99W, respectively, between the concerned points, which segments of

highway have reverted to county jurisdiction, use of Interstate Highway 5 will enable applicant to avoid a two-lane undivided highway with intersections and crossings at grade; U.S. Highway 99 has been reconstructed and redesignated as Interstate Highway 5 between the Oregon-California State Line and a point 1.5 miles south thereof, herein designated "North Hornbrook Junction", between the Sacramento River Bridge and South Antlers Junction, and between the Pit River Bridge and North Redding Interchange; applicant proposes to redescribe Route No. 1.01 in order to reflect said highway redesignations; because applicant cannot serve the following tariff points from Interstate Highway 5, applicant incidentally proposes to eliminate Hilt Junction, located off of Interstate Highway 5 between the Oregon-California State Line and North Hornbrook Junction; Pit River Bridge, Tunnel Inn and Project City, located on or near Interstate Highway 5 between O'Brien and Redding; and Geneva, situated on former U.S. Highway 99W between Williams and Arbuckle; Hilt Junction has no population and consists of one service station; applicant receives or discharges one to two passengers every two or three months at this point; Pit River Bridge, Tunnel Inn and Project City are all tariff points that were established during the construction of the Shasta Dam; Pit River Bridge remains as a marina and restaurant; the only inhabitants of said tariff point are employees of the marina and restaurant, and there has been no request for service to or from Pit River Bridge for several years; Tunnel Inn consists of a construction camp, cafe and bar located one-half mile from Interstate Highway 5; after construction was completed on Shasta Dam the construction camp, cafe and bar were closed, and applicant has not served Tunnel Inn since that time; Project City remains an unincorporated community

with a population of approximately 900 persons, according to the 1965 estimate of population in the Rand McNally Atlas; heretofore, applicant has been able to serve this point as a highway stop; with the reconstruction and upgrading of this highway as a part of the Interstate Highway program to freeway status, service as such will no longer be possible; continuation of service to Project City would require a deviation from the highway of the equivalent of at least two blocks in and two blocks out, negotiating the access highways and requiring an around-the-block or U-turn to return to the highway each time to serve the point; in order to accomplish such service approximately five minutes would necessarily have to be added to the schedules designated to serve this point; applicant has been serving Project City with seven daily schedules, four northbound and three southbound, and in so doing it has been estimated that it has only been receiving or discharging a combined total of approximately ten passengers per month at this point; the people in this area place substantial reliance on the private passenger car for their transportation needs and will not be unduly inconvenienced by the elimination of service to Project City which is only five miles north of Redding; Summit City and Central Valley are two more nearby unincorporated communities located within three miles, having their most direct access to the main highway through Project City; Summit City has a population of approximately 500 and Central Valley has a population of approximately 2,000; Geneva, located approximately 6.25 miles south of Williams on former U.S. Highway 99W, was formerly a railroad siding and water tower; applicant maintains no agency at Hilt junction, Pit River Bridge, Tunnel Inn, Project City, or Geneva; because applicant seldom receives or discharges passengers at any of these points, it

believes few, if any people will be inconvenienced by the elimination of service to the above points due to their inaccessibility or applicant's inability to stop for the receipt or discharge of passengers on a freeway; if Interstate Highway 5 is adopted between South Williams Junction and Arbuckle Junction, coincidental therewith applicant proposes to serve Arbuckle over available access highways to Interstate Highway 5 rather than to U.S. Highway 99W; therefore, it will be necessary to revise the special condition to Route No. 1.01 to indicate this change in service.

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 Eighth Revised Page 2 and Fourth Revised Page 2-A, attached hereto and made a part hereof, 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 and in particular subject to the provisions set forth in Section 3 of Appendix A thereof.

2. Appendix A of Decision No. 55893 as heretofore amended is hereby further amended by incorporating therein the revisions set forth on the revised pages referred to in ordering paragraph 1 hereof.

3. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations. Failure so to do may result in a cancellation of the operating authority granted by this decision.

- (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-A.

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

Dated at San Francisco, California, this 23rd day of JANUARY, 1968.

[Signature]
President

[Signature]

[Signature]

[Signature]
Commissioners

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 Interstate Highway 5 intersects the Oregon-California State Line, over Interstate Highway 5 to junction U. S. Highway 99 (North Hornbrook Junction), thence 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 Dunsmuir, thence over Interstate Highway 5 to junction U. S. Highway 99 (North Shotgun Creek Junction), thence over U. S. Highway 99 to junction Interstate Highway 5 (Sacramento River Bridge), thence over Interstate Highway 5 to junction U. S. Highway 99 (North O'Brien Junction), thence over U. S. Highway 99 to junction Interstate Highway 5 (Pit River Bridge), thence over Interstate Highway 5 to junction U. S. Highway 99W (South Willows Junction), thence over U. S. Highway 99W to junction Interstate Highway 5 (South Williams Junction), thence over Interstate Highway 5 to junction U. S. Highway 99W (Arbuckle Junction), thence over U. S. Highway 99W to junction California Highway 16, thence over California Highway 16 to junction California Highway 113, thence over California Highway 113 to junction Interstate Highway 80 (South Woodland Junction).

Authority is granted to serve all intermediate points and also Mt. Shasta, Cottonwood, Red Bluff, Corning, Orland, Willows and Arbuckle 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).

(Routes Nos. 1.03 and 1.04 transferred, without change, to Fourth Revised Page 2-A.)

Issued by California Public Utilities Commission.

*Revised by Decision No. 73648, Application No. 49815.

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APPENDIX A

GREYHOUND LINES, INC.

Fourth Revised Page 2-A
Cancels
Third Revised Page 2-A

*1.03 - Between East Redding Interchange and South Anderson Interchange:

From junction Interstate Highway 5, California Highway 44 and Business Loop Interstate Highway 5 (East Redding Interchange), over Business Loop Interstate Highway 5 via Redding to junction Interstate Highway 5 (South Anderson Interchange).

*1.04 - Between Dunnigan Junction and Vacaville Junction:

From junction U. S. Highway 99W and unnumbered highway (Dunnigan Junction), over unnumbered highway to junction Interstate Highway 80 (Vacaville Junction).

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.

1.06 - Between McCloud Junction and McCloud:

From junction Interstate Highway 5 and California Highway 89 (McCloud Junction), over California Highway 89 to McCloud.

Service is authorized to be conducted in Special Operations only.

Issued by California Public Utilities Commission.

*Transferred without change from Seventh Revised Page 2,

by Decision No. 73648, Application No. 49815.