

Decision No. 24479.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of
 PACIFIC GREYHOUND LINES, INC., a
 corporation, for a certificate of
 public convenience and necessity
 declaring the existing operative
 rights within the State of California
 in lieu of all previously existing
 certificates and consolidating its
 operations into one complete system, also
 for certain minor service changes and
 extensions or changes in routes:
 Bakersfield-Arvin; City of Los Angeles;
 Lower Lake-Clear Lake Oaks; City of
 Castroville; Bonsall-Oceanside; Fish
 Springs Station; Calipatria-Brawley;
 San Francisco-Oakland; Shasta River
 Junction.

ORIGINAL

Application No. 16989
 (Third Supplemental)

E. C. Lucas and T. Finkboner, for Applicant.

BY THE COMMISSION:

OPINION ON THIRD SUPPLEMENTAL APPLICATION

Pickwick Greyhound Lines, Inc. by its Third Supplemental Application, as amended, has petitioned the Railroad Commission for authority to temporarily discontinue operative rights over the following route:

1. Lower Lake - Clear Lake Oaks.

To permanently discontinue operative rights over the following routes:

1. Between Calipatria and Brawley.
2. Between Bonsall and Oceanside.

Changing routes or the use of alternate routes, as follows:

1. City of Los Angeles, serving Hollywood Station.

2. City of Castroville.
3. Fish Springs Station.
4. Between San Francisco and Oakland.
5. Shasta River Canyon.

A public hearing on this supplemental application was conducted by Examiner Handford at San Francisco, the matter was later duly submitted and is now ready for decision.

We will now consider separately each proposal of applicant.

TO TEMPORARILY DISCONTINUE SERVICE BETWEEN LOWER LAKE
AND CLEAR LAKE OAKS.

Applicant alleges that by virtue of Decision No. 23244 it was granted the right to transport passenger, baggage and express between Calistoga and Ukiah serving Middletown, Myrtle Dale, Lower Lake, Clear Lake Park, Clear Lake Oaks, Lucerne, Upper Lake, Witter Springs Post Office and Saratoga Springs, and that during the winter months said operation for several years past failed to pay out-of-pocket operating expense of conducting the operation between Lower Lake and Clear Lake Oaks, and in fact even in the summer months has barely taken in sufficient revenue to pay the out-of-pocket costs. Applicant requests permission to operate between Lower Lake and Clear Lake Oaks as a seasonal service, service to be rendered daily from approximately June 15th to September 15th of each year. The record shows the results of operation during the period from October 1, 1930 to May 15, 1931, inclusive, that 12,300 miles were operated carrying 256 passengers with a revenue of \$264.72 or approximately but 2.2 cents per mile. It would appear that the request of applicant for authorization of seasonal service is justified and the order will so provide.

TO PERMANENTLY DISCONTINUE OPERATION BETWEEN
CALIPATRIA AND BRANLEY.

Applicant alleges that for some time past the business

over this route has been steadily decreasing until at present the business to and from Calipatria does not warrant the operation of this route. Applicant originally requested a suspension of service but now requests complete abandonment of this portion of its line. A statement (Exhibit H) for the year ending May 31, 1931 shows a total of 394 passengers carried, producing a local revenue of \$206.55.

The mileage operated during the same period was 10,950, producing a revenue of \$.0188 per mile. There appears no further necessity for the continued operation of this line by the applicant and the protesting Chambers of Commerce have no objection to applicant permanently discontinuing service if the route is left open and without protest by the applicant, should the service be sought by other parties.

PROPOSED REROUTING BETWEEN BAKERSFIELD AND SAUGUS,
VIA WEED PATCH, ARVIN, TEEHACHAPI, MOJAVE, LANCASTER,
PALMDALE, AND/OR ASTON AND MINT CANYON HIGHWAY.

Applicant, after correspondence, withdrew its application for the proposed rerouting over this portion of the route.

PROPOSED REROUTING IN THE CITY OF LOS ANGELES TO
SERVE APPLICANT'S HOLLYWOOD DEPOT.

Applicant alleges that because of the inadvisability of continuing to use Highland Avenue in the City of Los Angeles and after consultation with the Board of Public Utilities and Transportation of the City of Los Angeles it has been forced to adopt the following route for the operation of its motor cars between Hollywood and Santa Monica:

Northbound, from the Company's Hollywood Depot through alley to Selma Street to Cahuenga Avenue to Santa Monica Boulevard, thence to Santa Monica.

Southbound, via Santa Monica Boulevard to Cahuenga Avenue, to Company's Hollywood depot.

There appears no opposition to the proposed change in routing and same has been tentatively approved by the appropriate department of the Commission and by the Board of Public Utilities and Transportation of the City of Los Angeles.

ALTERNATE ROUTE BETWEEN CASTROVILLE-DEL MONTE
JUNCTION IN MONTEREY COUNTY.

Applicant alleges that there has recently been paved a street in Castroville, making a route available between the center of Castroville and the Southern Pacific Depot at Del Monte Junction, and applicant is desirous of using such paved street as an alternate route to its present route thereby affording applicant a more desirable route of operation within said town.

No opposition to the use of the proposed alternate route was offered and as it appears to be in the public interest the accompanying order will so authorize it.

ABANDONMENT OF SERVICE BETWEEN OCEANSIDE AND
BONSALL BRIDGE JUNCTION.

Applicant originally requested authority to suspend service between the above points, but amended its request asking permanent abandonment of service between these points.

A statement (Exhibit I) for the four months ending August, 1931, shows the passengers carried during that period to have amounted to 318, a total mileage operated of 4920 resulting in a revenue per mile of \$.031. There appears no opposition to the proposed abandonment of service, applicant having agreed with the Chambers of Commerce in that locality not to oppose the application of any other party to render

service over the route proposed to be abandoned, and the record showing the present operation to have been without adequate return of direct operating costs.

CHANGE OF ROUTE BETWEEN COACHELLA AND YUMA BRIDGE,
NEAR FISH SPRINGS STATION.

Applicant alleges that the State Highway Department have recently completed the relocation of the highway in the vicinity of Fish Springs Station, the new highway being located approximately one-fourth mile from the old highway.

No objection was made to the rerouting as sought by applicant and the use of the new highway appears to be a matter that is in the public interest and should be granted.

REROUTING BETWEEN SAN FRANCISCO AND OAKLAND

Applicant alleges that with the opening of the Seventh Street Subway and the operation of practically all of applicant's schedules via that route it has been found desirable to discontinue operating via Brush and Castro Streets, between Seventh Street and applicant's Oakland depot, and applicant desires to operate over the following route in lieu of the former Seventh Street and Brush and/or Castro Street routes:

Between San Francisco and Oakland eastbound route to be via automobile ferry between San Francisco and Oakland to Oakland Pier, thence via Seventh Street to Market Street, to Twentieth Street, to Castro Street, to rear entrance of applicant's depot; westbound route to be via Castro Street to Twenty-first Street, to Market Street, to Seventh Street, to Oakland Pier and thence via the automobile ferry to San Francisco.

There was no objection to the proposed rerouting and it appears in the public interest that same should be granted.

PROPOSED ALTERNATE ROUTE THROUGH SEASTA RIVER CANYON

Applicant alleges that the State Highway Commission has

completed a new highway between these points which was dedicated on August 29, 1931. This new highway in addition to saving 1.7 miles in distance eliminates many sharp curves and is constructed to a high engineering standard, while the present state highway is narrow, contains many sharp curves and also in places will be in the future discontinued. There are no tariff points involved in this proposed rerouting. As it is expected that the new road will be closed at times during the winter season until fills and cuts will have become stable; also that paving operations in the near future will also result in the new road being closed, applicant desires the right to operate over either the new or old road between a point south of Yreka known as Shasta River Junction and Klamath Junction until such time as the new road is finally opened for traffic and the old road abandoned, at which time all operations will be confined to the new road. There was no protest against the proposed rerouting and it would appear that public interest justifies the authority requested.

O R D E R

A public hearing having been held on the above entitled Third Supplemental Application, the matter having been later duly submitted and the Commission being now fully advised,

IT IS HEREBY ORDERED that Pacific Greyhound Lines, Inc., a corporation, be and the same hereby is authorized to discontinue service during the period of approximately September 15th to June 1st of each year, and until the further order of this Commission, between Lower Lake and Clear Lake Oaks.

IT IS HEREBY FURTHER ORDERED that Pacific Greyhound Lines, Inc., a corporation, be and the same hereby is authorized

to permanently discontinue all operation heretofore rendered over the following routes:

1. Between Calipatria and Brawley.
2. Between Oceanside and Bonsall Bridge Junction.

IT IS HEREBY FURTHER ORDERED that Pacific Greyhound Lines, Inc., a corporation, be and the same hereby is authorized to operate its passenger, baggage and express service over the following alternate routes:

1. City of Los Angeles.

Northbound:- From the applicant's Hollywood Depot, through alley to Selma Street, to Cahuenga Avenue to Santa Monica Boulevard, thence to Santa Monica.

Southbound:- Via Santa Monica Boulevard to Cahuenga Avenue, thence to applicant's Hollywood depot.

2. City of Castroville.

Via new road recently constructed through the City of Castroville making available a paved road between Castroville and the Southern Pacific Station at Del Monte Junction, all as more particularly shown on a map as attached to the supplemental application.

3. Between Coachella and Yuma Bridge, near Fish Springs Station. Via new highway, recently constructed by State Highway Department, near Fish Springs Station and located approximately one-fourth mile from present route, all as more particularly shown on a sketch marked Exhibit G, as attached to the supplemental application.

4. Between San Francisco and Oakland.
Changing present routing to comply with the following route:
Between San Francisco and Oakland. Eastbound route to be via automobile ferry between San Francisco and Oakland Pier, thence via Seventh Street to Market Street to Twentieth Street, to Castro Street, to rear entrance of applicant's Oakland Depot. Westbound route: Via Castro Street to Twenty-first Street, to Market Street, to Seventh Street, to Oakland Pier, and thence via the automobile ferry to San Francisco.

5. Alternate route through Shasta River Canyon.
Between Shasta River Junction and Klamath Junction via the new highway recently constructed by the State Highway Department, all as more particularly

shown by a sketch marked Exhibit I, as attached to the supplemental application.

IT IS HEREBY FURTHER ORDERED that as to all other matters referred to in this supplemental application, the same be and they are hereby dismissed.

The Railroad Commission expressly reserves the right to make such other and further orders in this proceeding as it deems necessary or as the public interest may, in its opinion, demand or require.

The effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 15th day of February, 1932.

CC Kearney
Leon Whiskey
W. J. Lee
M. B. Lewis
Fred G. Stewart
Commissioners.