

WJH: LN

Decision No. 16989.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application)
of PACIFIC GREYHOUND LINES, Inc., a)
corporation, to abandon its) (Application No. 16989.
operator's rights and routes between) (Fourteenth Supplemental)
Buellton, Lompoc and between)
Harriston-Lompoc.)

ORIGINAL

H. C. Lucas, for applicant.

A. G. Balaam, City Attorney, for City of Lompoc, Interested Party.

BY THE COMMISSION:

O P I N I O N

By its supplemental application, as amended, Pacific Greyhound Lines, Inc., a corporation, requests authority of the Railroad Commission as follows:

1. To abandon its operative rights and route between Buellton and Lompoc, as granted by Decision No. 23244.

2. To temporarily suspend its operative right and route between Harriston and Lompoc, as granted by Decision No. 23244, until the completion of the San Julian Road on or about August 1, 1932.

3. Authorizing the extension of applicant's operative right and route between Harriston and Lompoc to Las Cruces via the San Julian Road and also amending paragraph 53 of Decision 23244 to read as follows:

"Between Gilroy and Santa Barbara via the main highway through San Juan, Salinas, King City, Paso Robles, Pismo and the direct main highway through Arroyo Grande, thence via the main highway through Harriston, thence either via Lompoc to Las Cruces via the San Julian Road, or via Los Alamos and Buellton and Las Cruces, thence via the main highway through Gaviota."

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

Lompoc is a town situated off the main highway and has been served by local stages from Buellton and Harriston, both located on the main highway. The original supplemental application was for an abandonment of the local service, due to insufficient patronage. Due to the opposition of the Chamber of Commerce and the City Council of Lompoc to the proposed abandonment of service, applicant has amended the supplemental application to permit the operation of at least one round trip for its through stages from Harriston to Lompoc and thence via a new road, now proposed to be open for travel on or before August 1, 1932, from Lompoc to Las Cruces, thus continuing service to Lompoc and enabling patrons to use the through cars of applicant.

The record shows (Exhibit No. 1) that for a yearly period ending October 31, 1931, there were carried 426 passengers between Lompoc and Buellton, producing a revenue of \$496.56 or 3.58 cents per bus mile. The direct out-of-pocket expense of furnishing the service during such period, not including any expense except the cost of operating stages, was \$1,386.78 or 9.998 cents per stage mile, resulting in a direct operating loss of \$890.22 for the period. During the same period the number of passengers carried between Lompoc and Harriston was 243, producing a revenue of \$242.85 or 3.327 cents per stage mile. The out-of-pocket expense of furnishing the service was \$541.60 or 4.092 cents per stage mile, resulting in a direct operating loss of \$298.25 for the period.

It is now proposed to discontinue entirely the service between Lompoc and Buellton and to temporarily suspend the service between Lompoc and Harriston until about August 1, 1932, or until the San Julian road now under construction between Lompoc and Las Cruces is completed and open for traffic, at which time a portion of the through service on the Coast Route of the applicant will be rerouted via Harriston to Lompoc to Las Cruces, thereby serving Lompoc directly as an intermediate point on the through route on the Coast Highway between San Francisco and Los Angeles.

The proposed abandonment of service temporary suspension of service and proposed rerouting is agreeable to the residents of Lompoc and to the City Council and Chamber of Commerce of that city. It is apparent that the patronage accorded the applicant on the present local connections between Buellton-Lompoc and Harriston-Lompoc have not returned the net cost of out-of-pocket operation and there is nothing in this record which indicates that any increase in the amount of traffic may be anticipated.

The Commission has given careful consideration to the record in this proceeding. It would appear, therefrom that the public necessity and convenience will be best served by the granting of the amended supplemental application and the following order will so provide. No objection to the granting of the proposed service was made at the hearing and the proposed service is satisfactory to the city officials and Chamber of Commerce of Lompoc.

O R D E R

A public hearing having been held on the above-entitled supplemental application, the matter having been duly submitted and the Commission being now fully advised.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the extension of applicant's operating right and route from Lompoc to Las Cruces via the new San Julian Road.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same is hereby granted to Pacific Greyhound Lines, Inc., a corporation, for the operation of an auto stage line as a common carrier of passengers, baggage and express between Lompoc and Las Cruces via the new San Julian Road, subject to the following conditions:

1. Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from the date hereof as an extension and enlargement of its operating rights as granted by Decision No. 23244 and not as a new or separate right.

2. Applicant shall file in duplicate and make effective not later than August 1, 1932, on not less than ten days' notice to the Commission and to the public, a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rules and regulations which, in volume and effect, shall conform to the amended supplemental application in so far as they conform to the certificate herein granted.

3. Applicant shall file in duplicate, and make effective within a period of not to exceed August 1, 1932, and after not less than five (5) days' notice to this Commission and to the public, time schedules according to forms provided in General Order No. 83, covering the service herein authorized, in a form satisfactory to the Railroad Commission.

4. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

5. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

IT IS HEREBY FURTHER ORDERED that authority to operate between Buellton and Lompoc as heretofore granted by Decision No. 23244 is hereby revoked and annulled. Applicant is hereby ordered to cancel all tariffs and time schedules now effective and covering such operation.

IT IS HEREBY FURTHER ORDERED that applicant, Pacific Greyhound Lines, Ltd., a corporation, be and the same hereby is authorized to temporarily suspend service over its operative right between Harriston and Lompoc as heretofore granted by Decision No. 23244, said temporary suspension of service to expire coincidentally with the establishment of through service over the route between Harriston and Las Cruces, via Lompoc and the new San Julian Road, and in any event not later than August 1, 1932. Applicant will at once file its tariffs and time schedules in duplicate and in a form acceptable to this Commission, covering the temporary suspension of service hereby authorized.

IT IS HEREBY FURTHER ORDERED that paragraph 53 of the Commission's Decision No. 23244 is hereby cancelled and the amended paragraph in lieu thereof shall read as follows:

"Between Gilroy and Santa Barbara via the main highway through San Jose, Salinas, King City, Paso Robles, Pismo and the direct main highway through Arroyo Grande, thence via the main highway through Harriston, thence either via Lompoc to Las Cruces via the San Julian Road, or via Los Alamos and Buellton and Las Cruces, thence via the main highway through Gaviota."

For all purposes other than hereinabove stated, the effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 6th day of June, 1932.

C. Seaver

Leon Whitman

W. J. Carr

M. B. Harris

Fred G. Stewart

Commissioners.