

Decision No. 25147.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

**ORIGINAL**

In the Matter of the Application of  
 PACIFIC GREYHOUND LINES, INC., a cor-  
 poration, to reroute its existing  
 service between Santa Rita and a point  
 north of Chittenden Road Junction via  
 Prunedale Cut Off and to abandon its  
 operative right and route between San-  
 ta Rita and San Juan via the San Juan  
 Grade.

Application No. 18303.

H. C. Lucas for applicant.

BY THE COMMISSION:

O P I N I O N

The applicant herein, engaged in the business of transporting persons and property by motor vehicles as a common carrier over the public highways of California under certificates of public convenience and necessity from this Commission, filed its formal application asking the permission of this Commission to reroute all its existing service between Santa Rita and a point north of Chittenden Road Junction via the main highway (Prunedale Cut Off) and to increase certain fares as set forth in the application.

A public hearing was held on this application at Hollister, the county seat of San Benito County, on August 24, 1932, before Examiner Johnson. No protestants appeared at said hearing, although by such rerouting the greater part of San Benito County is placed on a branch line or route of the Pacific Greyhound service.

Besides asking for this change of route, the applicant has requested that it be permitted to abandon its operative right and route between Santa Rita and San Juan via the San Juan Grade. Such rerouting would place the town of San Juan likewise with Hollister upon a branch line service, whereas the former route made San Juan a stopping place for stage service between San Francisco and Los Angeles.

This Commission by letter of July 19, 1932, authorized this applicant to operate certain of its schedules by the way of the new San Juan or Prunedale Cut Off in accordance with the route requested here.

The fares and schedules proposed by applicant are shown as exhibits to this application. Because of the longer route proposed between San Juan, Hollister and intermediate points on the one hand and points south of Santa Rita on the other, a readjustment of fares is necessary. The increases resulting therefrom appear to be justified. The traffic between the points where fares will be increased is slight.

The uncontroverted testimony introduced by the applicant showed that a new state highway had been completed by the way of the Prunedale Cut Off by which the maximum elevation had been reduced from 1016 feet on the San Juan Grade to 472 feet on the new Prunedale Cut Off completed in July, 1932. The testimony also showed that the new road was constructed according to the highest engineering standards, curves having a 1000-foot radius instead of but 100 feet. The testimony showed that the new route is one and one half miles shorter in distance between main line points and will save approximately 14 minutes in time.

The applicant further asks authority to have the present location of Chittenden Road Junction moved approximately 600 feet

from the present location in order that it may be on the new highway. Testimony of various witnesses introduced by applicant showed that it would be in the interest of public convenience to have the rerouting take place and have the Junction moved as applied for. It is therefore determined that the application should be granted in accordance with the formal request, allowing applicant to operate certain of its schedules by the way of the new Cut Off.

### O R D E R

Pacific Greyhound Lines, Inc., having made application to reroute all its service between Gilroy and Santa Barbara under its rights granted by Decision No. 23244 as amended by Decision No. 24831 in order to effect economies in its operation, amend its time schedules and fares and render better service to the public by the use of the new state highway known as the Prunedale Cut Off, a public hearing having been held and the matter having been duly submitted,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation of automotive passenger stage service for the transportation of passengers, baggage and express between Gilroy, California, and Santa Barbara, California, over the following route:

Between Gilroy and Santa Barbara via the main highway (Prunedale Cut Off) through Chittenden Road Junction, 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 to Las Cruces, thence via the main highway through Gaviota,

and that said certificate and route be consolidated with applicant's present certificates and routes heretofore granted by Decision No. 23244 as amended by Decision No. 24831.

IT IS HEREBY ORDERED that the transfer point for the San

Juan and Hollister passengers and baggage and express to the main Los Angeles-San Francisco route of Pacific Greyhound Lines, Inc., be changed from the present junction of the Chittenden Road with the San Juan Highway to the junction of the Chittenden Road and the Prunedale Cut Off about 1000 feet westerly of the present junction; and that applicant be permitted to abandon its operative rights and route between Santa Rita and San Juan via the San Juan grade.

IT IS HEREBY FURTHER ORDERED that a certificate of public convenience and necessity for such service be and the same hereby is granted to Pacific Greyhound Lines, Inc., and applicant be and it is hereby authorized to amend its fares as set forth in the application, 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 date hereof.
2. Applicant shall file in duplicate and make effective within a period of not to exceed thirty (30) days from the date hereof, on not less than ten (10) days' notice to the Commission and the public a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates and rules which, in volume and effect, shall be identical with the rates and rules shown in the exhibit attached to the 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 thirty (30) days from date hereof, on not less than five (5) days' notice to the Commission and the public, time schedules, according to form 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 or 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.

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 6<sup>th</sup> day of September, 1932.

C. C. Sawyer  
Leon Whitted  
M. A. Cunn  
W. B. Harris  
Frederic G. Stewart  
Commissioners.