

Decision No. 31549

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of PACIFIC )  
GREYHOUND LINES, a corporation, for ) Application  
authority to reroute its service between ) No. 22369  
Weed and Dorris via the new state highway. )

BY THE COMMISSION:

O P I N I O N

Pacific Greyhound Lines among its other operations is engaged in the transportation of passengers and baggage between Weed and the Oregon - California State Line north of Dorris via Bray, Jerome and Mt. Hebron by virtue of operative rights acquired by Decision No. 23895, dated July 21, 1931.

By this application applicant requests that its present operative right between the above points be amended to provide for the transportation of passengers and baggage between Weed and the Oregon - California State Line north of Dorris over and along the newly constructed state route No. 72 with or without service to Mt. Hebron as traffic demands may warrant and that it be authorized to abandon service to Jerome and Bray which are located on the old route.

As justification for authority sought applicant alleges substantially as follows:

The State Highway Department has opened for traffic a relocated portion of state highway route No. 72 between Cougar and Macdoel. Such new highway is constructed with minimum grades and curves and with a consequent reduction of approximately twelve miles over the old route, whereas the old route over Deer Mountain via Bray and Jerome has many short curves and heavy grades. No permanent improvements have been made in the old route and, in the recent

past, it has not been maintained to a high standard the result that the old route is exceedingly rough. The use of the new route between Cougar and Macdoel or Mt. Hebron will better serve the conveniences and necessities of the traveling public.

Applicant further alleges that during the period August, 1937, to and including July, 1938, no passengers have requested transportation to or from Jerome; seventy-six passengers have been transported to or from Bray; and fifty-seven passengers to or from Mt. Hebron.

Under the proposed amended routing, applicant will provide service to and from Mt. Hebron by detouring from state route No. 72 at Mt. Hebron Junction. Applicant alleges that passengers moving to or from Bray will have available the facilities of the Southern Pacific Company.

The operative right herein involved was created in a certificate granted to M. F. Rohn by Decision No. 18574, dated July 8, 1927, on Application No. 13646, and through successive transfers was acquired by applicant by Decision No. 23895. The authority requested appears to be reasonable and in the public interest and it further appearing that a public hearing is not necessary the authority sought will be granted by amending the declaration of the order of Decision No. 18574.

Therefore, good cause appearing,

IT IS ORDERED that the language of that portion of the declaration of Decision No. 18574, dated July 8, 1927, reading as follows:

"...between Weed, California, and a point on the California Oregon State Line between the towns of Midland, Oregon, and Dorris, California, serving Tennant, Bray, Mt. Hebron, Macdoel, Dorris and all intermediate points."

is hereby amended to read:

"...between Weed, California, and a point on the California-Oregon boundary line north of Dorris, California and intermediate points via Cougar, Mt. Hebron Junction, Mt. Hebron by diversion, Macdoel and Dorris over and along State Route No. 72."

*CORRECTION*

# **CORRECTION**

**THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY**

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IT IS FURTHER ORDERED that applicant is hereby authorized to discontinue and abandon all passenger stage service to and from all points intermediate to Cougar and Mt. Hebron via Tennant, Bray and Jerome, excepting any point intermediate to Mt. Hebron Junction and Mt. Hebron.

The authority herein granted is subject to the following conditions:

1. Applicant shall, at least ten (10) days prior to the abandonment of service as herein authorized, file with the Commission, and post in the stages operating over the above described routes, notices of the abandonment of such service.
2. Applicant shall commence the service herein authorized within a period of not to exceed thirty (30) days from the effective date hereof, and shall file in triplicate, and concurrently make effective on not less than ten days' notice to the Railroad 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 conform to the authority herein granted, or rates and rules satisfactory to the Railroad Commission.
3. Applicant shall file in duplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, on not less than five days' notice to the Railroad Commission and the public a time schedule or time schedules covering the service herein authorized in a form satisfactory to the Railroad Commission.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 12<sup>th</sup> day of December, 1938.

Raymond W. [Signature]  
Leon [Signature]  
Frank [Signature]  
Ray [Signature]  
[Signature]  
COMMISSIONERS