

Decision No. 37691

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of PACIFIC GREYHOUND LINES, a corporation, for certificate of public convenience and necessity to operate a passenger stage service as a common carrier of passengers, baggage and express between San Francisco and Boulder Creek via Skyline Blvd.; and between Monterey and San Luis Obispo and intermediate points via Big Sur P.O. San Simeon and Cayucos.

ORIGINAL

Application No. 20747  
4th Supplemental

BY THE COMMISSION:

FOURTH SUPPLEMENTAL OPINION

This is an application of Pacific Greyhound Lines for authority to suspend all passenger stage operations between Monterey and Cambria along State Route 56 for the duration of the war, and to render service during the entire year between San Luis Obispo and Cambria along said route while the war continues. Upon the termination of the war it is proposed to render a seasonal service between these points from July 1 to November 1 of each calendar year.

By Decision No. 29784 applicant was granted a certificate authorizing the transportation of passengers, baggage and express between Monterey and San Luis Obispo via State Route 56, serving intermediate points, including Big Sur, San Simeon and Cambria. Subsequently, Decision No. 33949 was rendered, authorizing seasonal service only between Monterey and Camp San Luis Obispo. Such service was to be rendered from July 1 to November 1 of each calendar year, but the service between San Luis Obispo and Camp San Luis Obispo was to continue regularly throughout the year.

The chief reason for authorizing operation over State Route 56 was undoubtedly because of the scenic attractions which the route afforded to tourists traveling between San Francisco and Los Angeles. That portion of the route between Monterey and Morro Bay traverses the coast line within view of the Pacific Ocean, and passes through points of special interest for tourists.

Applicant states that the territory through which the route runs is sparsely settled, with no demand for local transportation over that portion of the route between Monterey and Cambria. Moreover, the route is winding and difficult for through traffic, and hence applicant makes request for temporary suspension of service..

Applicant now alleges that the establishment of additional Army and Navy activities along the route between San Luis Obispo and Cambria, for at least the duration of the war, has created a need for further transportation during the entire year on that portion of the route. With the termination of the war it is planned to resume seasonal service from July 1 to November 1 between Monterey and San Luis Obispo..

It appears to us that the operative changes proposed are supported by prevailing conditions and the application will, therefore, be granted. There is no necessity for a public hearing.

FOURTH SUPPLEMENTAL ORDER

The above entitled matter having been fully considered, and the Commission being duly advised therein,

IT IS ORDERED:

(1) That Pacific Greyhound Lines is hereby authorized to suspend, until March 1, 1946, all passenger stage service between Monterey and Cambria on State Route 56, as authorized by Decision No. 29784.

(2) That Pacific Greyhound Lines is hereby authorized to render passenger stage service during the entire year between San Luis Obispo and Cambria and intermediate points. In the exercise of the authority herein granted, applicant shall observe the following service regulations:

1. Applicant shall give the public at least ten (10) days' notice of the abandonment authorized herein by posting notices on all coaches operating on the line involved and at all stations affected.
2. Applicant shall, within thirty (30) days, file in triplicate, and upon not less than ten (10) days' notice to the Commission and the public, supplements to its tariffs and time schedules reflecting the above changes.

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

Dated at San Francisco, California, this 27th  
day of February, 1945.

Edward Anderson  
Justice F. Coleman  
Richard Kachse

James Rowell  
COMMISSIONERS