

ORIGINAL

Decision No. 45396

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
PACIFIC GREYHOUND LINES for authority )  
to operate its authorized service )  
between Half Moon Bay and Davenport ) Application No. 31668  
on a summer-season basis, also to )  
abandon service between Waddel Creek )  
and Davenport via Swanton. )

Douglas Brookman, for applicant.  
Mrs. Jane Riley, Mrs. John Arata, George C.  
Rasehorn, in propria personae, protestants.

O P I N I O N

Pacific Greyhound Lines, presently engaged in the transportation of passengers, baggage and express between San Francisco and Santa Cruz and intermediate points over State Highway 1, requests authority to render service between Half Moon Bay and Davenport during the summer season commencing June 10 and terminating on September 10 of each year and to abandon service between Waddel Creek and Davenport via Swanton.<sup>(1)</sup>

A public hearing was held February 13, 1951, at Half Moon Bay before Examiner Silverhart and the matter submitted for decision.

It appears that copies of the application were mailed to the Superintendent of the Pescadero Union High School, the Superintendent of the Pescadero Elementary School, the County Clerk

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(1) Decision No. 32483, dated October 24, 1939, in Application No. 23022, created the right to use the old State Highway via Swanton between Waddel Creek and Davenport, for only those schedules transporting United States mail under contract with the United States Post Office Department.

of San Mateo County, State Department of Public Works and the County Clerk of Santa Cruz County. Notice of the hearing was posted in all operating equipment serving the above route and copies thereof were posted at Pacific Manor, Sharps Park, Vallemar, Rockaway Beach, Pedro, Montara, Moss Beach, Princeton, El Granada, Miramar, Half Moon Bay, Lobitas, Tunitas, San Gregorio, Pescadero, Gazo's Creek, Waddel Creek, Swanton, Davenport and Santa Cruz.

Counsel for applicant stated that the present service between Half Moon Bay and Davenport, as authorized by the Commission, consisted of one round trip performed only on Sundays; that discontinuance of such trip during the winter months was sought because of insufficient patronage; that applicant will furnish daily service between such points from June 10 to September 10. At the conclusion of the statement, Mrs. Jane Riley, Mrs. John Arata and George C. Rasehorn, all residents of Lobitas, and the only members of the public to attend the hearing, withdrew their protests to the granting of the application.

According to the allegations set forth in the application, the traffic except during the summer season (June 10 to September 10), is confined almost entirely to local movements between (1) San Francisco and Half Moon Bay, (2) Davenport and Santa Cruz, (3) Half Moon Bay and Davenport, and only during the summer season is there an appreciable demand for transportation between areas (1) and (2). Exhibit "A", covering operations between San Mateo and Davenport for the period June 1, 1949, to May 31, 1950 (excepting

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(2) Includes extension of operations from Half Moon Bay to San Mateo because bus, driver and trip reports include a continuous operation between San Mateo and Davenport via Half Moon Bay.

months of July and August 1949, for which separate data are not available) shows 12,530 passengers carried, 27,543 miles operated, total revenue of \$2,933.67 and revenue per bus mile \$ .107.

Exhibit "5" discloses that applicant transported two passengers between Half Moon Bay and Davenport during the month of December, 1950, including Christmas day and nine passengers during the month of January, 1951, including New Years Day.

W. P. Haynie, regional manager of Pacific Greyhound Lines, Coast Division No. 4, testified that the cost of conducting the operation here involved is estimated at 33 cents per bus mile and such costs are on an upward trend; that the revenue between Half Moon Bay and Davenport is estimated at eight cents per bus mile. The witness stated that applicant does not possess a contract to transport mail between Waddel Creek and Davenport.

Upon consideration of all the evidence of record herein, we are of the opinion that the application should be granted. The ensuing order will make provision therefor.

#### O R D E R

A public hearing having been held and basing this order upon the evidence adduced herein,

IT IS ORDERED:

(1) That ordering paragraph 1(a) of Decision No. 30063, dated August 23, 1937, in Application No. 21409, as amended by Decision No. 32483, dated October 24, 1939, in Application No. 23022, is further amended to read as follows:

"1. Between San Francisco and Davenport over the following routes:

"(a) Between junction of Skyline Boulevard (State Highway 5) and Coast Side Highway (State Highway 1) and Davenport via State Highway 1 through Edgemar, Sharps Park, Half Moon Bay, San Gregorio, Pescadero and Waddell Creek. Service between Half Moon Bay and Davenport shall be conducted between the approximate dates of June 10 to September 10 of each year.

(2) That prior to the modification of service herein authorized, notice thereof to the public shall be posted for at least ten consecutive days prior thereto in vehicles operating between the points set forth in paragraph (1) hereof.

(3) That within 60 days after the effective date hereof and on not less than five days' notice to the Commission and the public, applicant shall file appropriate tariffs and time tables reflecting the authority herein granted.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at Los Angeles, California, this 27<sup>th</sup> day of February, 1951.

James F. Casper  
Harold A. Kula  
John E. Mitchell

COMMISSIONERS