

ORIGINAL

Decision No. 45516

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Pacific Greyhound Lines)	
for authority to abandon service between)	
Carmel and San Luis Obispo over California)	Application No. 31667
Highway 1.)	First Supplemental
)	

Douglas Brookman for Applicant.

O P I N I O N

Pacific Greyhound Lines, presently authorized to transport passengers between Monterey and San Luis Obispo and intermediate points, via Carmel, Big Sur and San Simeon (California State Highway 1) subject to the restriction that no passengers shall be handled locally between Monterey and Carmel, requests permission to abandon all service between Carmel and Cambria Pines and intermediate points over said Highway 1 and to render service between Monterey and Carmel on an all-year basis only on call or on demand for 25 or more adult fares.

A public hearing was held March 16, 1951, before Examiner Silverhart and the matter submitted for decision.

It appears that copies of the application and notices of hearing were mailed to Bay Rapid Transit Company, Monterey; City Clerk, San Luis Obispo; City Clerk, Carmel; Board of Supervisors, Monterey County; and Board of Supervisors, San Luis Obispo County. Notices of the hearing were posted in operating equipment serving the above route and copies thereof were posted at San Luis Obispo, Camp San Luis Obispo, Morro Bay, Cayucos, Cambria Pines, Cambria, San Simeon, Gorda, Lucia, Coastlands, Big Sur, Carmel and Monterey.

On February 17, 1951, the City of Carmel-by-the-Sea filed a protest to the granting of the application, but did not appear at the hearing. No members of the public attended the hearing.

W. P. Haynie, Regional Manager of Pacific Greyhound Lines, Coast Division No. 4, testified that service between Carmel and Cambria Pines is furnished on a seasonal basis from approximately June 15th to a date subsequent to Labor Day and consists of one round trip a week; the southbound schedule departing on Saturday and the northbound schedule leaving on Sunday. The witness stated that the 102.5 miles between Carmel and Cambria Pines is a sparsely settled and very hazardous route, unsatisfactory and impracticable for bus operation. The evidence discloses that applicant transported 71 passengers southbound and 43 passengers northbound within, to and from the area between Carmel and Cambria Pines during the months of July and August, 1950. The testimony of this witness indicated that the cost of conducting the operation here involved is approximately 33 cents per bus mile and the revenue is slightly less than 10 cents per bus mile.

Mr. Haynie further stated that applicant operates 15 schedules daily, in each direction, along the Coast highway between Salinas and San Luis Obispo and 18 schedules daily in each direction between Monterey and Salinas, with additional schedules in the summertime, as needed. According to his testimony, the passenger stage service presently afforded by Bay Rapid Transit Company between Monterey and Carmel makes it unnecessary for applicant to render through service on schedule between such points but that there is a need for transportation of groups of 25 or more, such as Camp Fire Girls or YMCA organizations, from San Francisco to the Carmel area.

Upon consideration of all the evidence of record herein, we are of the opinion that the application should be granted.

O R D E R

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

IT IS ORDERED:

(1) That Pacific Greyhound Lines is authorized to abandon all service between Carmel and Cambria Pines and intermediate points, over California State Highway 1.

(2) That service between Monterey and Carmel and intermediate points shall be operated on an all-year basis only on call for 25 or more adult fares, subject, however, to the restriction that no local service shall be rendered between Monterey and Carmel and intermediate points.

(3) That applicant shall, not less than 10 days prior to discontinuance and modification of the service hereinabove authorized, post notices thereof in public places in Monterey, Carmel and Cambria Pines and all intermediate points thereto and in all its vehicles operating between such points.

(4) 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 San Francisco, California, this 3rd
day of April, 1951.

R. Z. Indragan
Justus J. Casner
Harold P. Hula
Kenneth F. Potter
John E. McCall
COMMISSIONERS