

ORIGINAL

Decision No. 46323

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES )  
 for authority to operate buses in excess ) Application No. 32668  
 of thirty-five feet in length in urban )  
 and suburban service. )

O P I N I O N

Pacific Greyhound Lines in the above numbered application requests authority pursuant to Sections 694(g) and 697.1 of the Vehicle Code of California, as amended, to operate motor coaches not to exceed 40 feet in length and not to exceed 102 inches in width, on certain of its local lines in the San Francisco area as follows:

- a. From Belmont via U.S. Highway No. 101 (El Camino Real) to Palo Alto.
- b. From East San Mateo (3rd Avenue and Bayshore) over Bypass U.S. Highway 101 (Bayshore Highway) to Brewster Avenue, Redwood City, thence over Brewster Avenue to Junction U.S. Highway 101 (El Camino Real).

Formerly the Vehicle Code permitted the use of buses up to 40 feet in length on routes not to exceed 25 miles one way in urban and suburban service when approved by order of this Commission. Under the then prevailing provisions Pacific Greyhound Lines sought and were granted authority to operate the longer buses between San Francisco and Belmont, a distance of approximately 25 miles. Effective in September 1951 the Vehicle Code was amended to permit the use of the 40-foot buses on routes up to 50 miles in length, conditioned upon the approval of the Department of Public Works for operation over any State Highways involved.

The present application will enable the applicant to extend the use of the longer buses from Belmont to Palo Alto.

Applicant alleges that these routes are characterized by peak load conditions at certain times of the day, which conditions make it necessary to operate extra sections on these routes, or in some cases, to leave passengers to be carried by later departures.

The present buses operating on these routes seat from 37 to 45 passengers, whereas the proposed 40-foot buses will seat 53 passengers and their use will enable applicant to operate this service in a more efficient manner than at present.

A transportation engineer of the Commission's staff has made a trial run in one of the buses in question over all of the proposed routes and reports there are no conditions that would make the operation of these larger buses hazardous.

The Department of Public Works has approved the use of these buses over the proposed routes in accordance with the provisions of Section 694(g) of the Vehicle Code.

Similar longer or wider motor coaches have been authorized by this Commission for operation over certain routes of the Key System Transit Lines, Los Angeles Transit Lines, Asbury Rapid Transit System and Pacific Electric Railway. Their operation has been satisfactory.

It appears that the operation of these buses is in the public interest and that no hearing is necessary. The application will be granted.

O R D E R

IT IS ORDERED that Pacific Greyhound Lines is authorized to operate motor coaches not to exceed 40 feet in length and not to exceed 102 inches in width over the following routes and between the points specified.

- (a) From Belmont over U.S. Highway 101 to Palo Alto.
- (b) From East San Mateo over Bypass U.S. Highway 101 to Browster Avenue, Redwood City, thence over Browster Avenue to Junction U.S. Highway 101.

subject to the following conditions:

1. Motor coaches to be purchased pursuant to this order shall be new modern equipment.
2. Said equipment shall be designed in such a manner as to reduce noise, fumes and odors to a practical minimum, and shall contain forced ventilation.
3. Plans of said motor coaches shall be filed with the Commission within thirty (30) days after the effective date of this order.
4. Applicant shall, within thirty (30) days thereafter notify the Commission in writing when such motor coaches are first placed in service.
5. The authority herein granted shall lapse and become void if not exercised within one year after the effective date of this order, unless further time is granted by subsequent order.

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

Dated at San Francisco, California, this 23rd day of October, 1951.

[Signature]  
 President  
[Signature]  
[Signature]  
[Signature]  
 Commissioners