

**ORIGINAL**Decision No. 47826

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of PACIFIC GREYHOUND LINES for )  
authority to extend service to )  
California Reception Center, )  
near El Centro. )

Application No. 33627

Douglas Brookman for the applicant. John F. Vest  
for the United States Department of Labor, Humberto R.  
Martinez, Vice-Consul of the Mexican Government, David  
Carson, for the Crosstown Lines, interested parties.

O P I N I O N

Applicant herein conducts operations as a passenger stage corporation under certificates of public convenience and necessity granted by this Commission and, so far as is relevant to the instant application, conducts operations between Calexico, California, via U. S. Highway 99 to El Centro, going through the intermediate point of Heber, and also operating along an alternate route between El Centro via the Date Canal Road to its intersection with U. S. Highway 99 west of Heber. In this application authority is sought to extend this operating authority to the United States Department of Labor Reception Center at El Centro, sometimes known as the California Reception Center, by operating between the junction of Date Canal Road and McCabe Road, via McCabe Road to the Center.

A public hearing was held at Los Angeles on September 15, 1952, before Examiner Syphers, at which time evidence

was adduced and the matter submitted.

At the hearing the application was amended so as to request a scheduled service rather than an on call service.

The chief of the reception services of the United States Department of Labor Reception Center at El Centro testified that this Center is operated for the purpose of bringing into the United States Mexican nationals for agricultural work in various western states. These workers are brought into the United States for periods of from 6 weeks to 18 months and are processed through this Reception Center before being assigned to various growers and farmers who desire to employ them for a temporary period. The growers are supposed to arrange for the transportation of the workers from the Center to their places of employment and also to return them to the Center. However, the witness pointed out that there is no common carrier service operating there, the Center being located approximately one mile from the route of the Greyhound Lines. The Center presently is processing approximately 1,000 laborers per day, all of whom must have transportation to their places of employment and, in addition to this, there are at the Center employees of the United States Department of Labor, the Immigration Service, and representatives of the Mexican Government. Some of these employees desire transportation to and from this Center. He testified that for those laborers who return to the Center the employers usually arrange for transportation to the City of El Centro. From there the workers must make their way to the Center as best they can, this frequently being by taxicab.

A vice-consul of the Mexican Government who is assigned to this Reception Center corroborated this testimony as to the need of transportation for these workers. He further pointed out that the taxicab service from El Centro to the Center is not satisfactory inasmuch as the charges are too high and, frequently, the men are taken to Calexico when, as a matter of fact, they must be returned to the Center before they can receive their pay for the work they have performed. Both the representative of the Mexican Government and the representative of the Department of Labor supported the application and both were of the opinion that the proposed service would meet the needs of the Center.

Further testimony from the applicant disclosed that the applicant company formerly had served this Center when it was located on the Imperial County Fair Grounds between El Centro and Imperial. However, the Center now has been moved to its present location which is one mile away from applicant's authorized route.

The record discloses that the applicant is willing and able to conduct the proposed service. It is planned to use 37-passenger cruiser-type General Motors buses, the number of buses to be used depending upon the volume of service demand.

The proposed fares are set out in the application and are based upon a charge of 2½¢ per passenger per mile. Exhibit No. 1 received in evidence at the hearing consists of the proposed schedules to be operated.

The only opposition to applicant's proposal was voiced by a representative of the Crosstown Lines. However, the evidence disclosed that this operator does not have any authority from this

Commission to operate as a passenger stage corporation but presently is conducting operations under a contract with the United States Department of Labor. Under the terms of this contract the Crosstown Lines transports these Mexican nationals between Calexico and the Center.

A thorough consideration of this record leads to the conclusion, and we now find, that public convenience and necessity require the services of applicant as a passenger stage corporation between the junction of McCabe Road and Date Canal Road, thence via McCabe Road to the afore-mentioned Center. There are no other common carriers in the area. Applicant is willing and able to conduct the proposed operation and the service is needed in order to provide hauling for these Mexican national farm workers.

O R D E R

Application as above entitled having been filed, a public hearing having been held thereon and the Commission being fully advised in the premises,

IT IS HEREBY ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Pacific Greyhound Lines, authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers, baggage and express not exceeding 100 lbs. in weight per shipment, to be transported in passenger vehicles only, between the junction of McCabe Road and Date Canal Road and the

United States Department of Labor Reception Center at El Centro,  
as an extension and enlargement of and to be consolidated with  
applicant's existing operating authority.

(2) That in providing service pursuant to the certificate  
herein granted, the Pacific Greyhound Lines, a corporation, shall  
comply with and observe the following service regulations:

- (a) Within thirty (30) days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty (60) days after the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Pacific Greyhound Lines shall conduct said passenger stage operation over and along the following described route:

Commencing at the junction of McCabe Road and Date Canal Road, thence via McCabe Road to the United States Department of Labor Reception Center at El Centro, and return via the same route.

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

Dated at San Francisco, California, this 14<sup>th</sup> day of October, 1952.

A. I. Dutton  
President

Justus F. Cramer

Harold P. Kula

Joseph H. Pittman

Robert E. McCall  
Commissioners