

**ORIGINAL**Decision No. 49095

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES)  
 for authority to operate bus service }  
 between Navarro River Bridge and }  
 Cloverdale. }

Application No. 34680

O P I N I O N

In the above-entitled proceeding, Pacific Greyhound Lines requests the Commission to issue to it a certificate authorizing the transportation of passengers, baggage and shipments of express weighing not in excess of 100 pounds each between Cloverdale and Navarro River Bridge and intermediate points over California Highway 28.

Applicant proposes to operate one round trip daily between Cloverdale and Fort Bragg over the proposed new route. Applicant also proposes to cancel its presently effective fares between Fort Bragg and Navarro River Bridge and, in lieu thereof, would assess and apply one-way adult fares upon a mileage scale of three and one-quarter cents per mile between Cloverdale and Fort Bragg via Navarro River Bridge. Such computed fares would be increased when necessary so as to end in "0" or "5" cents. Such local adult fares would be used in full combination for transportation through common junction points with other operations. Applicant's present express rates, rules and regulations in regard thereto, as well as to baggage, would apply to its proposed operations for the transportation of express and baggage.

As justification for the authority sought, applicant asserts that it is presently operating passenger stage service between Fort Bragg and Petaluma via Valley Ford and Two Rock; that it also conducts passenger stage service over U. S. Highway 101 between

San Francisco and the Oregon-California State Line via Petaluma and Cloverdale; and that the proposed operation would connect these two routes of operation. The application further states that the principal remunerative traffic over either its present route or the proposed route consists of passengers traveling between the San Francisco Bay area and the Fort Bragg area in addition to some local traffic. Applicant proposes to undertake service over the direct Cloverdale route and to endeavor to secure sufficient traffic at fares which, considering the low traffic potentialities, it contends are reasonable and hopes that, under its proposed plans to be initially instituted, the operation may at least pay direct operating expenses. Until recently, passenger stage service has been afforded over the proposed route by P. B. Hackley, Jr., doing business as Mendocino Transit Lines. Due to financial difficulties, Hackley surrendered his certificate and the certificate was canceled by the Commission. The fares maintained by Hackley were not compensatory. The proposed fares of Greyhound are only 1/4 cent per mile over the fares heretofore charged by Hackley.

Applicant will operate late model air-conditioned equipment. One trip daily in each direction will be rendered, leaving Fort Bragg in the morning and returning in the evening, and the operation of through schedules between Fort Bragg, Cloverdale and San Francisco by combining the proposed route with the segment of the present route between Fort Bragg and Navarro River Bridge so that no transfer will be necessary at Navarro River Bridge or any other intermediate point. Under this plan of operation, the northern terminus of applicant's present operation between Fort Bragg and Petaluma via Point Arena and Navarro River Bridge would be established at Navarro River Bridge

instead of Fort Bragg. Service on the latter route would be reduced to three round trips a week between Petaluma and Navarro River Bridge.

After full consideration of applicant's request, the Commission finds that public convenience and necessity require the establishment and operation of passenger stage service between Cloverdale and Navarro River Bridge and intermediate points over the route proposed. It is further found that the proposed fares between Fort Bragg and Cloverdale are reasonable and justified. There is no protest to the application and no public hearing appears to be necessary.

O R D E R

An application therefor having been filed and based upon the findings hereinabove expressed,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Pacific Greyhound Lines authorizing the establishment and operation of 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 shipments of express between the termini and all intermediate points thereto and over the route as described in Route 9.23 of First Revised Page 25 of Appendix A which is attached hereto and by this reference made a part hereof.

(2) Appendix A of Decision No. 47907 is hereby amended by incorporating therein First Revised Page 25 referred to in paragraph (1) of this order.

(3) That the certificate herein granted is consolidated with and made a part of the operative rights created by Decision No. 47907 and is subject to all of the provisions contained therein.

(4) That applicant may establish the proposed fares referred to in the opinion hereof.

(5) That within ten days after the effective date hereof Pacific Greyhound Lines shall file a written acceptance of the authority herein granted, establish the service authorized, file in triplicate and concurrently make effective appropriate tariffs and timetables on not less than one day's notice to the Commission and the public.

The effective date of this order shall be ten days after the date hereof.

Dated at San Francisco, California, this 15<sup>th</sup> day of September, 1953.

R. E. Anderson  
President

Justus F. Phillips  
Harold A. Hula

Lawrence H. Patton  
John L. Barkhill  
Commissioners

9.17 - Between Tiburon Wye and Belvedere:

From Tiburon Wye, over unnumbered highway via Belvedere Junction to Belvedere.

9.18 - Between Belvedere Junction and Belvedere:

From Belvedere Junction, over unnumbered highway via Tiburon to Belvedere.

9.19 - Between Bolinas and Tamalpais Valley Junction:

From Bolinas, over unnumbered highway to junction California Highway 1, thence over California Highway 1 to Stinson Beach, thence over unnumbered highway via Bootjack, Alpine Lodge and Muir Woods Junction to junction California Highway 1 (Dias Ranch), thence over California Highway 1 to Tamalpais Valley Junction.

9.20 - Between Stinson Beach and Muir Woods Junction:

From Stinson Beach, over California Highway 1 to junction Frank Valley Road (Muir Beach), thence over Frank Valley Road via Muir Woods to Muir Woods Junction.

9.21 - Between Waldo Junction and Fort Baker Junction:

From Waldo Junction, over unnumbered highway via Sausalito to Fort Baker Junction.

9.22 - Between Fort Bragg and Petaluma:

From Fort Bragg, over California Highway 1 to Valley Ford Junction, thence over unnumbered highway via Two Rock to Petaluma.

\*9.23 - Between Navarro River Bridge and Cloverdale:

From junction of California Highway 1 and California Highway 28 (Navarro River Bridge), over California Highway 28 to Cloverdale.

Issued by Public Utilities Commission of the State of California.

\*Added by Decision No. 49095.

Special Restriction S-9.01 transferred to First Revised Page 26.

Correction No. 31.

SPECIAL RESTRICTIONS

\*S-9.01 - On the following route, summer-season service only is authorized:

(a) Between Sebastopol and Cotati (Route 9.09).

S-9.02 - The free transportation of baggage locally between San Francisco and points in Marin County, and locally within Marin County, shall be limited to hand baggage carried by the passenger.

S-9.03 - Applicant shall maintain and operate daily, except Sundays and holidays, three round-trip schedules between San Francisco and Bolinas, providing through service between said points without transfer.

S-9.04 - Through passenger stage service between Sausalito, Tiburon and Belvedere without transfer shall be operated unless extreme conditions warrant transfer at Tiburon Wye.

Issued by Public Utilities Commission of the State of California.

\*Transferred from Original Page 25. Decision No. 49095.

Correction No. 32.