

Decision No. 52433

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 Sequoia Stages, a corporation, doing )  
 business under the name and style of )  
 EASTSHORE LINES for a certificate of )  
 public convenience and necessity to )  
 operate a passenger stage service )  
 between Glenside Drive and St. Marys )  
 Road, Contra Costa County and Oakland, )  
 Alameda County. )

Application No. 37263

W. K. Miller, for applicant.  
George E. Thomas of Donahue, Richards, Rowell & Gallagher,  
 for Key System Transit Lines, interested party.  
Charles Bridgett, for the Commission's staff.

O P I N I O N

Sequoia Stages, a corporation, doing business as Eastshore Lines, requests authority to operate a passenger stage service between Oakland and the intersection of Glenside Drive and St. Marys Road in Contra Costa County.

A public hearing was held before Examiner Daly on December 7, 1955, at Lafayette, and the matter was submitted. There was no protest to the granting of the authority sought.

Applicant proposes to operate over the Canyon Road serving Montclair, Canyon, Moraga and St. Marys. It proposes to operate a 37 passenger, 1952 GMC bus from Glenside Drive at 7:00 a.m. in the morning and from Oakland at 5:15 p.m. in the evening. The time in transit is estimated at 55 minutes. The proposed fares would be 30 cents, 25 cents, and a minimum of 20 cents. Service would be provided daily except Saturdays, Sundays and certain holidays.

As justification for the authority sought applicant asserts

that there is no existing service along the proposed route and that it has received many requests for the proposed service. No public witnesses were called, but a petition signed by approximately 57 individuals living along the proposed route was received in evidence.

Although there was no protest to the authority sought the Commission's staff raised a question as to the safety of operations along the proposed route. The record indicates that the route possesses several sharp turns, is narrow at many points and contains steep grades. It also traverses a narrow curved overpass which is limited to a gross weight of 10 tons. Applicant's bus weighs approximately 14,000 pounds. With a full load it is possible that the weight limit would be exceeded.

Applicant's general manager testified that in his opinion the proposed route was not unsafe. It was his belief that the road was wide enough to accommodate a bus. He was of the opinion that the bus could make the sharp turns without backing. It would be a company policy, he stated, to operate the bus at 5 miles per hour over grades. He also stated that up to three years ago the Moraga Valley Stages was authorized to operate over the same route.

The Commission's records indicate that Moraga Valley Stages was authorized to operate between the same points and over the same route as herein proposed. The authority was granted on June 20, 1950. By Decision No. 47198, dated May 27, 1952, in Application No. 31380, said authority was revoked because the service had to be abandoned in December of 1950, due to lack of patronage.

There is nothing in the record to indicate that conditions have materially changed since 1950. By the same token the record does not clearly indicate the proposed route to be practical or safe

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for the type of equipment to be used. The application therefore will be denied.

O R D E R

Application having been filed, a public hearing having been held thereon and the Commission being informed in the premises, IT IS ORDERED that Application No. 37263 is hereby denied.

Dated at San Francisco, California, this 4<sup>th</sup> day of January, 1954

(John E. ...)  
President  
James J. ...  
Ralph ...  
...  
...  
Commissioners