

Decision No. 60570**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of GEORGE A. GRINESTAFF and
WILLIAM C. HOUSTON, doing business
as COUNTRY CLUB CREST INTERURBAN
LINE, for authority to establish a
new route for public transportation
between points in the City of
Vallejo and vicinity.

Application No. 42066

George A. Grinestaff and William C. Houston,
in propria persona.
Stewart D. Millon, for Raye S. Rogers and
Betty F. Rogers, dba Vallejo Interurban
Transit Co, protestant.
John J. Bradley, for Vallejo Citizens
Transit Company, dba Vallejo Transit
Lines, protestant.
Charles W. Overhouse, for the Commission
staff.

O P I N I O N

Applicants George A. Grinestaff and William C. Houston filed this application on March 22, 1960, to request a certificate of public convenience and necessity to authorize the operation of a bus line from Marin and Georgia Streets in downtown Vallejo to the Country Club Crest, a suburban area just outside of the northern city limits. The application proposes nine round trips a day, excepting Sundays and holidays, over the 6½ mile (one-way) route.

Public Hearing

A public hearing was held on June 29, 1960, before Examiner Fraser, in Vallejo, California. The application was amended during the hearing to revise the proposed routing. The matter was submitted after the presentation of evidence by the applicants and protestants, Raye S. Rogers and Betty F. Rogers, doing business as Vallejo Interurban Transit Co., and Vallejo Citizens Transit Company, doing business as Vallejo Transit Lines.

Justification for Authority Sought

The testimony revealed that applicant Grinestaff plans to provide a G.M.C. (1950) bus for the proposed operation, with a White (1943) bus as a spare, in the event of a breakdown of the G.M.C. Applicant Houston will perform as the bus driver. No wage is to be paid as the applicants hope to divide the gross income from the bus operation, with each sharing one-half of the expense.

The applicants testified that they do not have a garage and do not plan any repair facilities. The buses will be stored temporarily in a service station lot when not in use, and in the event of a breakdown will be repaired in the garage which provides the best service.

Applicant Grinestaff testified that he has been handling buses since 1946. First as a driver and since 1958 as the manager of the Benicia-Vallejo Stage Lines. Applicant Houston is also an experienced driver and now drives a bus daily to Mare Island. Houston stated he does not require a salary on the proposed operation because he has other sources of income which are adequate for his needs.

The applicants made no survey to determine the number of customers who may use the proposed service, but they hope for a minimum of 100 a day. The fare will be 35 cents to ride to any point on the line, with a 20 cent fare for children under twelve. A public witness testified as to the need for bus service from Country Club Crest to downtown Vallejo. The witness further stated that he was sure the area would not support two bus lines and that one started serving the area during the last week of June, 1960.

Protests

The protest of the Vallejo Interurban Transit Company was withdrawn during the hearing after the applicants changed their proposed bus route by amending the application.

Vallejo Citizens Transit Company, doing business as Vallejo Transit Lines, presented evidence in support of their protest. The manager of Vallejo Transit Lines testified that a bus route was introduced on June 27, 1960, which runs from the Country Club Crest area along the northern city limit to California Meadows and Rancho Vallejo, which are two other suburban areas northwest of Vallejo. This bus connects with another Vallejo Transit Lines' bus which goes directly to downtown Vallejo. A passenger pays 20 cents on the route between Country Club Crest and the other two areas. If he changes to the downtown route he presents a transfer and an additional 10 cents to ride on protestant's line anywhere in Vallejo. Protestant is using a 36 passenger bus, acquired on June 1, 1960, with seven round trips daily to Country Club Crest and six to the other two areas. During the two days (as of the date of hearing) this line has been in operation, a daily total of 23 and 24 passengers rode from the Country Club Crest subdivision.

Protestant's manager testified that it was necessary for the same route to serve three suburban areas because protestant was certain that a single area like Country Club Crest would not support a bus line. He stated that Country Club Crest had 411 homes at the date of hearing and another 160 under construction. There are 141 homes in the California Meadows subdivision and 131 additional residences at Rancho Vallejo.

Protestant's manager stated that if the application is granted it will duplicate their bus lines in downtown Vallejo and their new service from the Country Club Crest area.

Findings

Service is presently being provided by Vallejo Transit Lines in the territory proposed to be served by applicants. Everyone who testified at the hearing, including the applicants, stated that Country Club Crest cannot support two bus lines. In addition, the present service also provides two other outlying areas with necessary transportation.

Upon the evidence of record herein it appears, and we find, that public convenience and necessity do not require that the application be granted. Therefore, it will be denied.

O R D E R

Application having been filed, a public hearing having been held thereon, and the Commission having found that public convenience and necessity do not require that the application be granted, therefore,

IT IS ORDERED that the application be, and the same hereby is, denied.

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

Dated at San Francisco, California, this 16th day of August, 1960.

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

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioners