

Decision No. 61617

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE GREYHOUND CORPORATION)
for authority to reroute passenger stage)
service between North Trinidad Junction)
and Little River Junction over relocated)
U. S. Highway 101 and to abandon service)
to Moonstone, all in Humboldt County.)

Application No. 42983

William T. Meinhold, for applicant.
Wesley R. Smith, for the City of Trinidad,
protestant.
Charles W. Overhouse, for the Commission staff.

O P I N I O N

By this application filed December 21, 1960, The Greyhound Corporation requests authority (1) to adopt relocated U. S. Highway 101 as the authorized regular route of operation between a point just north of the City of Trinidad, herein designated North Trinidad Junction, and a point south thereof at the north end of Little River Bridge, designated Little River Junction, in lieu of applicant's presently authorized regular route between these points over former U. S. Highway 101, and, (2) incidental thereto, to abandon service to the tariff point of Moonstone located on said former U. S. Highway 101.

Applicant requests that the proposed operating authority be consolidated with the remainder of applicant's system, and that such authority be incorporated in Appendix A to Decision No. 55893 dated December 3, 1957, in Application No. 39394.

In order that said Appendix A be kept current, applicant proposes that Fourth Revised Page 15 in the form and substance as set forth in Exhibit 1 attached to the application be substituted in

the place and stead of Third Revised Page 15. It will be noted, as pointed out by applicant, that in order to properly record such authorization no change is required in the Fourth Revision of such Page 15, the only difference being that by its establishment in this decision as above numbered the reference to U. S. Highway 101 will be to said highway as it now exists.

Public hearing was held in Crescent City on January 26, 1961, before Examiner Rowe at which time evidence was adduced and the matter duly submitted for decision. Although Notice of Hearing was duly published on January 14, 1961, in accordance with Commission instructions, no one appeared in protest to the proposed abandonment of service to Moonstone.

The City of Trinidad appeared specially in protest to the abandonment, on the northbound schedules, of the old stop on former U. S. Highway 101 now on the west side of the freeway. According to the testimony the new stop, which is east of the freeway and has been established without prior Commission authorization, is unfit for the purpose. This new stop is at a point on the north approach to the freeway where the ground rises abruptly. A laundromat, where applicant's witnesses stated passengers could wait for the bus in case of rain, is located at a point not clearly visible from such roadways. To reach this point of asserted protection prospective passengers would be required to climb a steep incline and walk approximately 100 feet.

The northbound schedules by turning to the left and passing under the freeway would make it possible for passengers to board or alight on level ground where shelter is near, and on the same side of the freeway as the bulk of the town. This would

eliminate the danger to children, women, or even men, attendant upon traversing an unlighted underpass. This is a matter of serious concern since the first northbound schedule is due in Trinidad at 6:05 a.m. and the third and last is due at 9:40 p.m. The use of the old stopping point would involve approximately one-quarter of a mile additional travel by the bus on each northbound schedule. This may well be balanced against the quarter mile advantage on every schedule made possible by the improvement of the freeway.

In order to facilitate this operation in the town the Highway Division has provided a large turnaround. The turnaround and all portions of the approach roads and the underpass are well paved and the surface is in good condition.

The Commission finds that public convenience and necessity no longer require service to Moonstone. Consequently, the Commission is of the opinion and finds that the application should be granted conditioned upon applicant's continuing to serve the former bus stop on all northbound schedules at its present location west of the freeway in the City of Trinidad. Applicant will be authorized to amend its tariffs to eliminate any reference to the community of Moonstone.

O R D E R

Application therefor having been filed, public hearing having been held and based upon the evidence of record and the above findings,

IT IS ORDERED that:

1. Within sixty days after the effective date hereof, The Greyhound Corporation may discontinue service to and from the community of Moonstone, Humboldt County.

2. On not less than ten days' notice to the Commission and the public, effective concurrently with the discontinuance of service herein authorized, applicant shall amend its tariffs and timetables on file with the Commission to reflect the authority herein granted.

3. Appendix A of Decision No. 55893 as amended is further amended by incorporating therein Fourth Revised Page 15 in revision of Third Revised Page 15.

4. Ordering paragraphs 1 and 2 above are both subject to the condition that applicant continue to pick up and discharge passengers on northbound schedules at the present stop located on former U. S. Highway 101.

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

Dated at San Francisco, California, this 7th day of MARCH, 1961.

C. J. Fox
 President

George L. Grover

Fredrick B. Hildebrandt

 Commissioners

Peter E. Mitchell
Commissioner ~~S. Everett C. McKeage~~, being necessarily absent, did not participate in the disposition of this proceeding.

ROUTE GROUP 8

- *8.01 - Between the Oregon-California State Line north of Smith River, and Santa Rosa:

From the point where U. S. Highway 101 intersects the Oregon-California State Line, over U. S. Highway 101 to junction U. S. Highway 199, thence over U. S. Highway 101-199 to Crescent City, thence over U. S. Highway 101 to junction unnumbered highway (North Healdsburg junction), thence over unnumbered highway via Healdsburg to junction U. S. Highway 101 (South Healdsburg Junction), thence over U. S. Highway 101 to North Santa Rosa Junction, thence over Business U. S. Highway 101 to Santa Rosa.

- 8.02 - Between the Oregon-California State Line north of Hazelview, and Crescent City:

From the point where U.S. Highway 199 intersects the Oregon-California State Line, over U. S. Highway 199 to Crescent City.

- 8.03 - Between Fort Bragg and Cloverdale:

From Fort Bragg, over California Highway 1 to junction California Highway 128, thence over California Highway 128 to junction U. S. Highway 101 (Cloverdale).

- 8.04 - Between North Windsor and East Windsor:

From North Windsor, over unnumbered highway via Windsor to East Windsor, to be operated on-call for five or more adult fares.

- 8.05 - Between Fulton Corners and Mark West Corners:

From Fulton Corners, over unnumbered highway via Fulton to Mark West Corners, to be operated on-call for five or more adult fares.

Issued by California Public Utilities Commission.

*Revised by Decision No. 61617, Application No. 42983.