

ORIGINALDecision No. 63745

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE GREYHOUND CORPORATION)
 for authority to reroute passenger stage)
 service between Englewood and Myers,)
 Humboldt County, over relocated U. S.)
 Highway 101, and for incidental relief.)

Application No. 43372

William T. Meinhold, for applicant.
Melvin J. Bareilles, for Board of Supervisors,
 Humboldt County, and Everet Wood, in propria
 persona; protestants.
Hilton Nichols, for the Commission staff.

O P I N I O N

The Greyhound Corporation requests authority to adopt relocated U. S. Highway 101 between the junction of former U. S. Highway 101 and present U. S. Highway 101, as relocated, at a point 6.4 miles north of Weott, which is the fare point of Englewood, and the junction of the same highways at Myers Flat.

A public hearing was held before Examiner Thomas E. Daly on April 18, 1962, at Weott and the matter was submitted.

U. S. Highway 101 has been relocated between Englewood and Myers Flat, bypassing the points of Dyerville, Weott and Burlington. The relocated highway is a modern, four-lane, divided and limited access type highway. The former highway will assertedly be developed as a leisurely parkway for slow-moving, sightseeing traffic, which is known as the "Avenue of the Giants", and for which the maximum speed limit will be established at 35 miles per hour. The distance over the relocated highway is approximately 10.5 miles while the distance over the old highway is approximately 12.5 miles.

Applicant operates eight schedules daily through this area, four in each direction. Three operate between San Francisco and Portland and one between San Francisco and Eureka. Dyerville was a former ranger station, which was destroyed by flood in 1955, and never rebuilt. Burlington was also destroyed by the same flood and rebuilt only to the extent of a gasoline station and a two or three unit motel. Passengers originating at or destined to Weott and Myers Flat would be picked up or discharged at a turn out area specifically provided for in the construction of the new freeway. The turn out area is located .5 of a mile from Weott and 6.4 miles from Myers Flat. Prepaid express shipments could be received from the bus drivers at the freeway facility. All other express shipments would be handled at applicant's agency stations at Scotia located approximately 14 miles north of Weott and Miranda located approximately 12 miles south of Weott.

Applicant contends that the sustaining traffic accommodated by its schedules consists of intrastate and interstate passengers, who are traveling the longer distances and desire to be transported over the most direct, practical and time-saving route consistent with comfort and safety. Such passengers, applicant further contends, are extremely annoyed when delaying detours are made from through highways to some off-route points and could be discouraged from using applicant's service in favor of private automobiles.

Exhibit 5 introduced by applicant is a statement showing the number of passengers picked up and discharged and number of package express shipments handled at Dyerville, Weott, Burlington and Myers Flat during the period January 2 to 29, 1962, inclusive, and discloses the following:

<u>Fare Point</u>	<u>Southbound</u>				<u>Northbound</u>			
	<u>Express</u>		<u>Passengers</u>		<u>Express</u>		<u>Passengers</u>	
	<u>On</u>	<u>Off</u>	<u>On</u>	<u>Off</u>	<u>On</u>	<u>Off</u>	<u>On</u>	<u>Off</u>
Dyerville	-	-	1	2	-	-	-	3
Weott	4	31	25	19	-	11	10	14
Myers Flat	-	1	7	11	-	-	3	4
Burlington	-	-	-	-	-	-	-	-
Total Passengers On - 46					Total Express Shipments On - 4			
Total Passengers Off - 53					Total Express Shipments Off - 43			

Exhibit No. 6 is a statement showing the number of passengers picked up, discharged and carried past the points considered for the period March 23 to 29, 1962, inclusive, and indicates the following:

	<u>Southbound</u>			<u>Northbound</u>		
	<u>On</u>	<u>Off</u>	<u>Past</u>	<u>On</u>	<u>Off</u>	<u>Past</u>
Dyerville	-	-	476	-	1	559
Weott	8	2	474	5	11	555
Myers Flat	4	1	482	1	3	565

No passengers were picked up or discharged at Burlington during this period.

Exhibit 12 is a summary of express transactions at Weott for the year 1961:

<u>Total Express Collections</u>	<u>Express Forw'd Collect</u>	<u>Express Rec'd Prepaid</u>	<u>Total Express Handled</u>
\$435.50	\$24.70	\$686.65	\$1,146.85

Twelve public witnesses, including a member of the Board of Supervisors of Humboldt County, testified in protest to the granting of the application. In brief they opposed the use of the turn out because it would constitute an inconvenience and a hazard particularly at night and during inclement weather. Several were of the opinion that during the summer months many of the through

passengers are primarily traveling for the purpose of seeing the splendor along the Redwood Highway, which would be more leisurely enjoyable with occasional stops along the old highway.

Nine witnesses represented small businesses such as a restaurant, food store, service station, plumbing supply house and a theater. Their primary use of applicant's service is on emergency shipments of express. If the authority herein sought were granted, they would be required to meet each bus at the turn out area and receive prepaid shipments from the driver or travel to applicant's nearest agency station.

After consideration the Commission finds and concludes that public convenience and necessity require the granting of the authority sought, but it also finds and concludes that applicant should operate a minimum of one schedule in the afternoon daily in each direction over the old highway between Myers Flat and Englewood. ✓

O R D E R

Application having been filed and the Commission being informed in the premises,

IT IS ORDERED that:

1. A certificate of public convenience and necessity is hereby granted to The Greyhound Corporation, 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 express between the points and over the routes set forth in Fifth Revised Page 15 and Second Revised Page 16, attached hereto, as an extension and enlargement of, consolidation with and subject to all the limitations and restrictions

set forth in the certificate granted by Decision No. 55893 and particularly to the provisions set forth in Section 3 of Appendix A thereof.

2. Appendix A of Decision No. 55893 is hereby amended by incorporating Fifth Revised Page 15 in revision of Fourth Revised Page 15 and Second Revised Page 16 in revision of First Revised Page 16.


3. Applicant shall operate a minimum of one schedule daily in each direction over former U. S. Highway No. 101 between Myers Flat and Englewood. The schedules shall pass through Weott between the hours of 12:00 noon and 7:00 p.m.

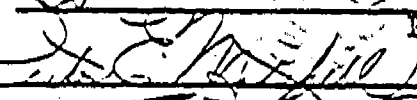
4. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:


- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within one hundred twenty days after the effective date hereof, and on not less than five days' notice to the Commission and to the public, applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, tariffs and timetables satisfactory to the Commission.

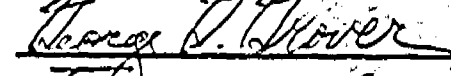
The effective date of this order shall be twenty days after the date hereof.

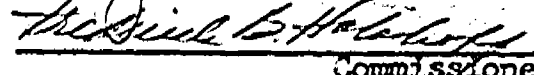
Dated at San Francisco, California, this 28th day of MAY, 1962.



President








Commissioners

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.

*Reauthorized as of current date

by Decision No. 63746, Application No. 43872.

8.06 - Between North Santa Rosa Junction and South Santa Rosa Junction:

From North Santa Rosa Junction, over U. S. Highway 101 (Santa Rosa Freeway) to junction with Business U. S. Highway 101 (South Santa Rosa Junction), to be operated as an alternate route between said termini and to or from intermediate access highways.

8.07 - Between North Healdsburg Junction and South Healdsburg Junction:

From junction unnumbered highway and U. S. Highway 101 (North Healdsburg Junction), over U. S. Highway 101 to junction unnumbered highway (South Healdsburg Junction), to be operated as an alternate route.

*8.08 - Between Dyerville and Myers Flat:

From Dyerville, over former U. S. Highway 101 (Avenue of the Giants) to Myers Flat.

Issued by California Public Utilities Commission.

*Added by Decision No. 63746, Application No. 43872.