

ORIGINAL

Decision No. 68258

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.)
for authority to reroute passenger)
stage service over relocated segment)
of U.S. Highway 101 between Crannell)
Junction and Mad River Bridge, Humboldt)
County; and for incidental relief.)

Application No. 47010
(Filed September 28, 1964)

O P I N I O N

Greyhound Lines, Inc., requests authority as follows:

(a) Establish a new regular route of operation over a relocated segment of U.S. Highway 101 between Crannell Junction and Mad River Bridge, to be included as a segment of regular Route No. 8.01 in lieu of the presently authorized segment of route between these points.

(b) Eliminate the tariff points of Mad River Bridge, McKinleyville, Clam Beach and Crannell Junction.

It is alleged that U. S. Highway 101 is being relocated between Crannell Road and Mad River Bridge for a distance of approximately eight miles; applicant proposes that all its transportation service be rerouted over relocated U.S. Highway 101 between the points herein concerned and that its authority to operate over U.S. Highway 101, which will become an unnumbered county road, be revoked; the new segment of highway will be four-lane, divided highway built to freeway standards, eliminating the hazards to traffic encountered on the present narrow, two-lane highway, with numerous intersections and pedestrian crossings in the congested area through McKinleyville; adoption of the relief above requested will result in the elimination of the tariff points of Mad River Bridge, McKinleyville, Clam Beach

and Crannell Junction; in two passenger checks made by applicant for the periods January 1-31, 1964, inclusive, and July 1-31, 1964, inclusive, no passengers at all were received or discharged at Mad River Bridge and Crannell Junction for either period; one passenger was received and nine discharged during the January period and only nine discharged during the July period at the Clam Beach point; the point of McKinleyville shows only 41 passengers handled during the January period and 51 passengers handled during the July period, on the 186 schedules operated during each period; and in the rendition of service applicant transported in excess of 3,000 passengers in January and 5,000 passengers in July through this area to and from points beyond.

After consideration the Commission finds that public convenience and necessity require the granting of the application. A public hearing is not necessary.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is hereby granted to Greyhound Lines, Inc., 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 Eleventh Revised Page 15, 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, as amended.

2. Appendix A of Decision No. 55893, as amended, is further amended by incorporating Eleventh Revised Page 15, attached hereto, in revision of Tenth Revised Page 15.

3. 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, applicant shall establish the service herein authorized and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98.

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

Dated at San Francisco, California, this 24th day of November, 1964.

Fredrick B. Hallock
President
George T. Grover
William B. Bennett
Commissioners

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APPENDIX A
(Decision
No. 55893)

GREYHOUND LINES, INC. Eleventh Revised Page 15
Cancels
Tenth Revised Page 15

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 North Santa Rosa Junction, thence over Business U. S. Highway 101 to Santa Rosa.

Authority is granted to serve Fortuna and Healdsburg over available highways affording access to U. S. Highway 101.

8.02 - Between the Oregon-California State Line north of Hazelview Summit, 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 Fort Bragg and Leggett:

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

Service is authorized to be conducted in Special Operations only.

No express shall be transported over this route.

Issued by California Public Utilities Commission.

*Reauthorized as of current date by Decision No. 68258,
Application No. 47010.