

ORIGINALDecision No. 69037

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.)
 for authority to reroute passenger)
 stage service over relocated segments)
 of U. S. Highway 101 between (a))
 Maple Hills Bridge and Tuttle)
 Creek Junction, and (b) South)
 Washington School Road Junction and)
 Rich Ranch Road Junction, Humboldt)
 and Sonoma Counties; and for)
 incidental relief.)

Application No. 47086
 (Filed November 2, 1964)

O P I N I O N

Greyhound Lines, Inc. requests authority to operate over relocated segments of U. S. Highway 101 between (a) Maple Hills Bridge and Tuttle Creek Junction and (b) South Washington School Road Junction and Rich Ranch Road Junction, Humboldt and Sonoma Counties.

It is alleged that U. S. Highway 101 is in the process of reconstruction and relocation between San Francisco and Eureka for the purpose of facilitating the movement of through automotive traffic over a safe, modern, four-lane, divided, freeway-type highway to eliminate the hazards to safety. Applicant proposes that all of its transportation service between San Francisco and Eureka be rerouted over the relocated segment between Maple Hills Bridge and Tuttle Creek Junction so as to eliminate the tariff points of Maple Hill and Phillipsville and the flagstop point of Forest of Arden. It is further alleged that during the period August 12 to August 25, 1964, inclusive, 27 passengers got on or off at Phillipsville, 22 got on or off at Forest of Arden and only

6 got on or off at Maple Hill, whereas 4,946 passengers were transported by said points, and that if applicant is to meet the competition of the private automobile and to encourage the increase of its patronage, it must be able to operate over the same highways.

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 Twelfth Revised Page 15, attached hereto, as an extension and enlargement of and consolidation with, and subject to all the limitations and restrictions set forth in, the certificate granted by Decision No. 55893 and in particular subject to the provisions set forth in Section 3 of Appendix A thereof.

2. Appendix A of Decision No. 55893 is hereby amended by incorporating Twelfth Revised Page 15, attached hereto, in revision of Eleventh 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 11th day of May, 1965.

 President
George E. Groves

 Commissioners

Commissioner Frederick B. Holoboff, 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 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. 69037,
Application No. 47086.