

**ORIGINAL**Decision No. 71732

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC., )  
 for authority to revise operations, )  
 as follows: (a) Revoke authority to )  
 operate over California Highway 129 )  
 between Watsonville and Smith's )  
 Corner; (b) Revoke authority to )  
 operate over unnumbered highway )  
 between Chittenden Road Junction and )  
 San Juan Bautista; (c) Adopt Cali- )  
 fornia Highway 156 between San Juan )  
 Bautista Junction and San Juan )  
 Bautista; (d) Adopt California High- )  
 way 25 between Hollister Junction )  
 and Hollister; and (e) for incidental )  
 relief.

Application No. 48903  
 (Filed October 28, 1966)

O P I N I O N

Greyhound Lines, Inc. requests the following authority:

(a) Revocation of authority to operate over California Highway 129 between Watsonville, Smith's Corner, and Chittenden, being a segment of present Route No. 14.34.

(b) Reauthorization of present Route No. 14.35 between Pajaro and Chittenden over unnumbered highway via Aromas and over California Highway 129 between Smith's Corner and Chittenden as a segment of Route No. 14.34.

(c) Revocation of authority to operate over unnumbered highway between Chittenden Road Junction and San Juan Bautista, being a portion of present Route No. 14.34.

(d) Authorization of California Highway 156 between San Juan Bautista Junction and San Juan Bautista as a segment of a new Route No. 14.35.

(e) Authorization of California Highway 25 between Hollister Junction and Hollister as a segment of a new Route No. 14.35.

(f) Incidental to the relief requested, elimination of the tariff point of Chittenden Road Junction, and authorization of an adjustment of fares.

A comparison of the present and proposed fares between Hollister, San Juan Bautista, Gilroy, Salinas and points beyond is as follows:

<u>BETWEEN</u>	<u>HOLLISTER</u>		<u>SAN JUAN BAUTISTA</u>	
	<u>Present</u>	<u>Proposed</u>	<u>Present</u>	<u>Proposed</u>
<u>And</u>				
San Francisco	\$ 3.08	\$ 2.74	\$ 2.78	\$ 2.78
San Jose	1.69	1.36	1.39	1.39
Gilroy	.80	.50	.50	.50
Watsonville	.83	.83	.60	.83
Chittenden	.55	.55	.30	.55
Prunedale	.85	.73	.55	.45
Santa Rita	.95	.83	.65	.55
Salinas	1.08	.90	.78	.66
King City	2.41	2.25	2.11	1.99
Paso Robles	3.68	3.50	3.38	3.26
San Luis Obispo	4.43	4.09	4.13	3.98

It is alleged that for many years applicant has operated service between Watsonville, San Juan Bautista and Hollister with connecting service at Chittenden Road Junction which enabled passengers to transfer at this point when traveling to and from points north or south on U. S. Highway 101 and beyond; until about the middle of 1965, an agency was maintained at a business house located

at Chittenden Road Junction; after the agency was terminated, use of the premises was retained to provide shelter for transferring passengers, and a lock box was installed for handling the transfer of baggage and express; for this use of the premises, applicant paid the owner of the business \$10 per month; early in 1966, this business changed owners, and the new owner sought to increase the monthly rental to \$150, but did agree to \$25 per month effective from April 1, 1966; because of this and the fact that the Division of Highways has indicated that U.S. Highway 101 in this area will be relocated and reconstructed to freeway status within the next two years, making it exceedingly difficult, if not practically impossible, to continue transferring passengers, baggage and express at this point, applicant in conjunction with the Commission's staff developed this proposal for the elimination of Chittenden Road Junction as a service point; in providing the Watsonville-Hollister service, applicant has been operating a shuttle type service between these points and Gilroy, which has furnished the aforesaid connections at Chittenden Road Junction for the north-south service, and at Gilroy for service to Fresno and other San Joaquin Valley points; applicant proposes to discontinue service over California Highway 129 between Watsonville and Smith's Corner and thereafter to route all service via Aromas; adoption of applicant's proposals will enable it to discontinue the shuttle service, eliminating the need for the exclusive bus and driver assignment and relief presently required; in order to continue adequate and reasonable service to the points presently serviced by the shuttle operation, applicant proposes to modify certain of its north-south schedules operating between San Jose and Salinas and points beyond, as to minor adjustments in arrival

and departure times and in operations by rerouting them through San Juan Bautista and Hollister; because of the additional miles that passengers traveling between Watsonville, San Juan Bautista and Hollister will encounter, applicant proposes to hold its fares down between Watsonville and San Juan Bautista or Hollister to the maximum extent possible without reducing existing fares to a more distant point below fares in effect or proposed for less distant points; overall, more fares are reduced under applicant's proposal than are proposed to be increased; the proposed fares are based on the California Scale as authorized in Decision No. 69539, dated August 12, 1965, in Application No. 46904; the reductions in fares between Hollister, San Juan Bautista and points on U.S. Highway 101 are attributed to a reduction in mileage and the fact that such fares will hereafter be considered "mainline" rather than "branch line"; any decrease in revenue resulting from the fare reductions will be offset by the reductions in operating costs; the fares between Hollister, Salinas and points south thereof may be routed optionally via the direct route through San Juan Bautista or via Gilroy; the fares between San Juan Bautista, Salinas and points south thereof will apply via the direct route only; and when routing is via Gilroy the fare will be the same as the Hollister fare.

After consideration the Commission finds that public convenience and necessity require the reroutings as proposed. The Commission further finds that the proposed fare adjustments are fair and reasonable and that any increases resulting therefrom are justified. 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 Second Revised Page 41, attached hereto and made a part hereof, 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, as heretofore amended, is hereby further amended by incorporating therein Second Revised Page 41 attached hereto in revision of First Revised Page 41.

3. After the effective date hereof and on not less than two days' notice to the Commission and to the public, applicant may inaugurate the proposed fares as set forth in Exhibit 7 attached to the instant application.

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, 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 two days after the effective date of this order on not less than two 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-A.

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

Dated at San Francisco, California, this 20<sup>th</sup> day of DECEMBER, 1966

*Arthur E. Mitchell*  
President

*Frederick B. Halasoff*

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Commissioners

Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.

14.33 - Between Rob Roy Junction and Watsonville via Camp McQuaide:

From junction California Highway 1 and unnumbered highway (Rob Roy Junction), over unnumbered highway via Camp McQuaide to Watsonville, to be operated on-call for 25 or more adult fares.

\*14.34 - Between Pajaro and Chittenden Road Junction:

From Pajaro, over unnumbered highway via Aromas to junction California Highway 129, thence over California Highway 129 to junction U.S. Highway 101 (Chittenden Road Junction).

\*14.35 - Between Hollister Junction and San Juan Bautista Junction:

From junction U.S. Highway 101 and California Highway 25 (Hollister Junction), over California Highway 25 to Hollister, thence over California Highway 156 to junction U.S. Highway 101 (San Juan Bautista Junction).

14.36 - Between Watsonville Junction Intersection and Watsonville Junction Southern Pacific Station:

From Watsonville Junction Intersection, over unnumbered highway to Watsonville Junction Southern Pacific Station, to be operated on-call for 10 or more adult fares.

14.37 - Between Prunedale and Castroville Junction:

From junction U.S. Highway 101 and California Highway 156 (Prunedale), over California Highway 156 to junction California Highway 1 (Castroville Junction).

14.38 - Between Castroville Junction and Salinas:

From junction California Highway 1 and California Highway 183 (Castroville Junction), over California Highway 183 via Cooper to Salinas.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 71732, Application No. 48903.