

ORIGINALDecision No. 73804

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC., for authority to authorize, revoke, revise, and redescribe routes in Intercity Route Group 8, County of Humboldt; and for incidental relief, including elimination of the tariff points of Pepperwood, Holmes Flat Junction, Englewood, Dyerville, Burlington, and Redway, and the substitution therefor of the tariff points of Barkdull Road Interchange, Redcrest Interchange, and Weott Interchange, located on present and relocated U. S. Highway 101 between Scotia and Myers Flat.

Application No. 49613
(Filed August 17, 1967)

William T. Meinhold, for Greyhound Lines, Inc., applicant.
Arnold Sutherland, for Redway Merchants;
John A. Hagan, for Avenue of the Giants Area; William D. Brown, for Southern Humboldt Unified School District and Garberville Area Chamber of Commerce, protestants.
Mel Bareilles, for County Board of Supervisors, interested party.

O P I N I O N

Greyhound has applied herein for authorization to route its buses over the new Highway 101 between Scotia and South Garberville Junction and to discontinue service over the old highway, thereby eliminating the tariff points of Pepperwood, Holmes Flat Junction, Englewood, Dyerville, Burlington and Redway. The application was protested by the Garberville-Redway Chamber of Commerce and a public hearing was held before Examiner Fraser at Garberville on November 30, 1967, where the matter was submitted.

Evidence presented by the applicant indicated that Pepperwood and Holmes Flat Junction have been abandoned since the 1964 flood; also that Englewood is the site of a lumber company with no resident population. It was noted that Dyerville, Weott and Burlington have not been served by applicant since the 1964 flood and there have been no complaints or requests to revive the service. Evidence was presented of a one-week passenger check taken in January of 1967, which showed 3,918 passengers transported through the area via four daily schedules in each direction and only one passenger received or discharged between Pepperwood Junction and Englewood. Applicant advised that Dyerville was a ranger station and Burlington a Division of Highways maintenance station. Both were destroyed in the 1964 flood and were not rebuilt. Redway is located about three miles north of Garberville on the old route which applicant seeks to abandon. It was noted that between January 1 and April 30, 1967, the Garberville agency sold sixteen tickets to Redway, an average of four passengers a month; a one-week passenger check between April 28 and May 4, 1967 showed only six passengers discharged at Redway. An Exhibit (No. 2) covered a driver survey of passengers handled from October 22 to November 4, 1967. It showed seven passengers getting on and ten getting off at Redway; none on and two off at Englewood; none on and two off at Redcrest; none on and off at Holmes Flat Junction; and two on and one off at Pepperwood. Exhibit No. 3 is a ticket survey of passengers handled to the same points during November 1-7, 1967. Redway has eight on and six off, Englewood zero and zero, Redcrest zero and zero, Holmes Flat Junction zero and zero and Pepperwood none on and one off. Total income from Redway for the November 1-7 period was \$22.61 (Exhibit 4), for the other four points it was

\$5.66 (Exhibit 4), making a total of \$28.27. Exhibit 5 shows that eliminating Redway will save the applicant \$37.91 a week in operating costs (based on a system-wide figure of 67.55 cents a mile); eliminating the other four points will save an additional \$32.77 a week. A witness testified that the increased summer patronage does not result in a profit either; from May through October of 1967 the total income over the route was \$313.35, or about \$50 a month; it costs \$213 a month to provide the service. Applicant's witnesses emphasized that the proposed route will guarantee the thousands of people passing through the area a faster, safer means of transportation and will permit the applicant to furnish service comparable to that of its principal competitor, the privately owned automobile.

Nine local residents appeared to protest the application, request that it be denied and that service be extended to Phillipsville, Miranda and Arden. They stated that Redway has a population of 1,400 and Miranda 630; the school in Redway has 450 students and the one in Miranda about 700; school transportation is provided but Greyhound service is important to those students who leave for school late, have to keep medical appointments or are too unruly to ride in a school bus. One lady testified that she was crippled and living alone; she rode the bus from Redway to Garberville for her groceries since she is not able to walk a mile from her home to the Redway market; another advised that her husband had a stroke and can no longer drive; he is completely dependent on Greyhound service from Redway to get to San Francisco for treatment; several remarked that many retired people live in the area and depend entirely on Greyhound service. A Humboldt County Supervisor advised that recreation is the number two industry

in the County and cannot be fully developed without good bus service; he further advised that Redway is to have a 600 man government conservation camp in the near future and a bus service would be greatly appreciated. Another resident stated that the County, Chamber of Commerce, and various local groups spend a total of thousands of dollars each year to advertise the Valley of the Giants; and the elimination of bus service through the giant trees will reduce the number of potential customers passing through and inconvenience the isolated stores and motels which depend on the bus for newspapers and delivery of small packages. It was argued that if it is necessary to eliminate some of the service, at least the route including Redway should be retained.

Discussion and Findings

Whenever a route is changed or abandoned many individuals may be inconvenienced. This also occurs when primary highways are changed or private property is taken for public use. The evidence shows there is insufficient traffic to continue Greyhound service over the old highway. The overall transportation needs of the area can best be served by authorization of the new route. Applicant's service in and out of the Redway-Garberville area will be improved by the change and the bus stops provided by turn-off ramps on the new freeway are approximately the same distance apart as the tariff points on the old road. We further find as follows:

1. Western Greyhound Lines provides four daily schedules in each direction through the Garberville-Redway area on the route between San Francisco and Eureka.

2. Western Greyhound Lines has applied herein to abandon its route over the old two-lane highway through the redwoods and to provide all service over the recently completed four-lane freeway.

3. The proposed route will provide safer and faster service through the area and should be authorized.

Based on the findings we conclude that the application should be granted.

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 Fourteenth Revised Page 15 and Fifth 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 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 Fourteenth Revised Page 15 and Fifth Revised Page 16 in revision of Thirteenth Revised Page 15 and Fourth Revised Page 16.

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-A.

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

Dated at San Francisco, California, this
5th day of MARCH, 1968.

President
William J. Lyons

Commissioners
John P. Monahan

Commissioner Peter E. Mitchell, 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, Garberville, Ukiah, and Healdsburg over available highways affording access to U. S. Highway 101.

Until uncompleted segments of relocated U. S. Highway 101 between Pepperwood Junction and Englewood and between Dean Creek Junction and South Garberville Junction are opened for travel, authority is granted to temporarily deviate therefrom over available detour routes.

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.

*Revised by Decision No. 73804, Application No. 49613.

APPENDIX A
(Dec. 55893)

GREYHOUND LINES, INC.

Fifth Revised Page 16
Cancels
Fourth Revised Page 16

8.05 - Between Navarro River Bridge and Monte Rio Junction:

From junction California Highway 128 and California Highway 1 (Navarro River Bridge), over California Highway 1 to junction California Highway 116 near Jenner, thence over California Highway 116 to Monte Rio Junction.

Service is authorized to be conducted in Special Operations only.

No express shall be transported over this route.

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 - Intentionally left blank.

*8.08 - Between Myers Flat and Maple Hills Bridge:

From Myers Flat, over California Highway 254 via Miranda to junction U. S. Highway 101 (Maple Hills Bridge).

Issued by California Public Utilities Commission.

*Revised by Decision No. 73804, Application No. 49613.