

Decision No. 34292

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of J. L. GRAVES	)
operating under the name of MOTHER LODE LINES,	) Supplemental
for authority to discontinue operations to the	) Application
town of Coloma, County of El Dorado, State of	) No. 23305
California. (1)	)

HENRY S. LYON, for Applicant.

**ORIGINAL**

BY THE COMMISSION:

SUPPLEMENTAL OPINION

By supplemental application in this proceeding, J. L. Graves, operating under the name of Mother Lode Lines as a passenger stage corporation (2) as defined by section 24, Public Utilities Act, seeks permission to abandon service between Placerville and Coloma.

At the hearing had May 2, 1941, at Placerville, before Examiner Austin, testimony was offered on behalf of applicant. Although due public notice of applicant's proposal had been given by publication and by posting, no one appeared as a protestant.

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(1) The application to abandon service at Coloma was filed as a supplemental application in this proceeding wherein applicant Graves sought a certificate to conduct a passenger stage service between Placerville and Auburn and intermediate points. The original application was entitled:

"In the Matter of the Application of J. L. Graves, doing business as MOTHER LODE LINES, for certificate of public convenience and necessity to operate passenger and express service between Placerville and Auburn."

(2) Applicant proposes not only to abandon the passenger service but the baggage and express business as well. By Decision No. 33466, he was authorized to transport express shipments weighing not in excess of one hundred pounds each.

Pursuant to a certificate granted by Decision No. 33466, rendered in this proceeding September 3, 1940, applicant has been operating as a passenger stage corporation, transporting passengers, baggage and express, between Placerville and Auburn and intermediate points, including Coloma, Kelsey, Georgetown, Greenwood and Cool. The distance between the terminals of Placerville and Auburn, via Georgetown, is thirty-six miles; Coloma, nine miles from Placerville, is served as a branch line point.

Applicant's showing indicates that though the service to Coloma has been improved, the patronage has declined and the revenues have fallen to a point where operations no longer are remunerative. There appears to be no prospect of any improvement.

The record discloses that an adequate and frequent service has been afforded Coloma. That originally established was limited to one round trip daily, but, responsive to requests of Coloma residents, this was increased to three round trips daily. Subsequently, when it developed that the morning schedule was too early, this was reduced to two round trips. Before establishing these schedules, applicant consulted his patrons, and endeavored to meet their requirements.

From applicant's testimony, it appears that the population of Coloma has diminished so that now it does not exceed 175 people. This was occasioned, he testified, by the present National Defense Program which has attracted many to the coastal industrial centers.

Notwithstanding applicant's efforts to improve the service, the patronage of the Coloma line has continued to decline. Although the number of passengers using the Placerville - Auburn

service has increased, even during the winter period, this has not been true as to Coloma. <sup>(3)</sup> Some of the residents, it appears, use the mail stage, or ride with friends or strangers.

Statements were offered disclosing the operating losses which applicant has suffered. Though the entire system has been operated at a loss, that incurred in conducting the Coloma service was relatively higher than the loss encountered in providing the Placerville - Auburn service.

The residents of Coloma have been fully apprised of applicant's proposal to abandon the service. Since February, 1941, when the matter was first discussed, they have raised no objection. In our judgment, applicant has established sufficient cause to warrant the discontinuance of the service and, accordingly, the application will be granted.

(3) This situation is reflected in the following tabulation, based upon the figures submitted:

<u>1940</u>	<u>Number of Passengers Transported</u>		
	<u>Placerville Coloma</u>	<u>Placerville Auburn</u>	<u>Total</u>
October	14	21	35
November	6	49	55
December	17	110	127
<u>1941</u>			
January	21	122	143
February	8	88	96
March	5	80	85
April	<u>14</u>	<u>99</u>	<u>113</u>
Total	85	569	654
Average per Month	12.14	81.28	93.42

O R D E R

Application having been made as above-entitled, a public hearing having been had, evidence having been received, the matter having been duly submitted, and the Commission now being fully advised:

IT IS ORDERED that J. L. Graves, doing business as Mother Lode Lines, be and he hereby is authorized to discontinue and abandon all of his operations as a passenger stage corporation, as defined by section 2½, Public Utilities Act, between Coloma and Placerville and any point, or points, which he now serves as such passenger stage corporation, between Coloma and Placerville, subject to the following conditions:

- (1) Applicant shall post notice of the abandonment of service herein authorized in his busses and at his terminals for a period of not less than five (5) days prior to actual abandonment of said service.
- (2) Applicant shall cancel, in conformity with the rules of the Commission, all tariffs and time schedules applying to the service (including the transportation of passengers, baggage and express) herein authorized to be abandoned.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 10<sup>th</sup> day of June, 1941.

Ray L. Rice  
Justus P. Casper  
Francis D. Havenor  
Richard L. Baker  
COMMISSIONERS