

ORIGINAL

Decision No. 39978

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of) NORTH SACRAMENTO TRANSIT LINES, a) corporation, substituted for A. J.) CHAPIN, doing business as NORTH) SACRAMENTO STAGE LINE, for authority) to operate over and along the North) Sacramento Freeway, etc.)	Application No. 25106 7th Supplemental
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In the Matter of the Application of) GIBSON LINES, a corporation, for an) order restating the operative rights) of applicant, etc. - For authority) to use North Sacramento Freeway.)	Application No. 24889 3rd Supplemental
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In the Matter of the Application of) PACIFIC GREYHOUND LINES, a corpora-) tion, for authority to operate via) the North Sacramento Freeway, etc.)	Application No. 28004
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HERBERT C. CAMERON, for North Sacramento Transit Lines.
REGINALD L. VAUGHAN and ROBERT E. GOCKE, for Gibson Lines.
DOUGLAS BROOKMAN, for Pacific Greyhound Lines.
FRANK B. DURKEE, for The Department of Public Works of
the State of California, interested party.
BARTLEY W. CAVANAUGH, City Manager, for the City of
Sacramento, interested party.
W. G. STONE, for the Sacramento Chamber of Commerce,
interested party.

O P I N I O N

By the above designated applications North Sacramento Transit Lines, Gibson Lines and Pacific Greyhound Lines, severally request authority to use a freeway, now under construction and commonly referred to as the North Sacramento Freeway, which begins near the northeasterly end of the North Sacramento Viaduct and runs easterly for a distance of approximately four miles connecting with U. S. Highways Nos. 40 and 99-E, at a point near the Sacramento Municipal Golf Course, about one-half mile east of the Ben Ali Underpass. These matters were publicly heard on a consolidated record before Examiner Paul at Sacramento on November 13, 1946 and

(1)
February 4, 1947, and were submitted for decision. Subsequent to the filing of 7th Supplemental Application No. 25106 by A. J. Chapin, the Commission authorized him to transfer all of his passenger stage operative rights to the corporation North Sacramento Transit Lines (Decision No. 39407, dated September 10, 1946). The Commission is requested to substitute the corporation as party applicant in said 7th Supplemental Application. This request will be granted.

According to the record the purpose of the Freeway is to bypass heavy traffic around the increasingly congested business district of North Sacramento thus relieving the traffic congestion presently existing there. Use of this Freeway will also enable applicants to eliminate the necessity of operating all their services through the North Sacramento business district, particularly during peak traffic periods, and to provide a more expeditious route of operations. There would be no changes in present fares or charges of any of the applicants.

There was no protest nor opposition to the granting of the applications. However, the record shows that the Division of Highways of the Department of Public Works is concerned with the

(1) The proceedings here considered were heard with the 6th, 8th, 9th and 10th Supplemental Applications No. 25106 and Application No. 28186 of North Sacramento Transit Lines; and Application No. 27802, 2nd Supplemental Application No. 24889 and Application No. 27906 of Gibson Lines. The request of the applicants that a separate decision be issued in the applications for use of the North Sacramento Freeway, here considered, was granted.

The 6th, 8th, 9th and 10th Supplemental Applications Nos. 25106, Application No. 27802 and 2nd Supplemental Application No. 24889 are being currently considered by separate decision. Applications Nos. 28186 and 27906 are continued for further hearing.

manner in which traffic moves over the Freeway, which is under construction and expected to be completed and ready for use in the early part of the summer of 1947. The Division of Highways has no objection to the use of the freeway by passenger stages so long as they are operated to move with the flow of traffic and do not stop to pick up or discharge passengers on the Freeway. A witness from the Division of Highways testified that the Division intends to provide barriers or fences to keep pedestrians off the Freeway.

After full consideration of all the evidence of record relevant to these proceedings we find that public convenience and necessity require the use of the North Sacramento Freeway by applicants subject to a restriction prohibiting the picking up or discharging of passengers on the Freeway.

O R D E R

A public hearing having been had in the above entitled matters, evidence adduced, the matters submitted and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That North Sacramento Transit Lines, a corporation, is hereby substituted in the place and stead of A. J. Chapin as the party applicant in 7th Supplemental Application No. 25106.

(2) That a certificate of public convenience and necessity is hereby granted to North Sacramento Transit Lines authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public

Utilities Act, for the transportation of passengers over and along the following route:

Beginning at the intersection of the North Sacramento Freeway and Antelope Road, thence along said Freeway to its intersection with Del Paso Boulevard

as an extension and enlargement of and consolidated with the certificate granted by Decision No. 35675, dated August 11, 1942, provided that no passengers may be picked up or discharged on the Freeway.

(3) That a certificate of public convenience and necessity is hereby granted to Gibson Lines authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers, baggage and shipments of express weighing not in excess of 100 pounds each on passenger carrying vehicles only, over and along the following route:

Beginning at the intersection of U. S. Highways Nos. 99-E and 40 and the North Sacramento Freeway at a point near the northerly end of the North Sacramento Viaduct, thence along North Sacramento Freeway to its intersection with U. S. Highways Nos. 99-E and 40 and to its intersection with Antelope Road, there connecting with applicant's presently certificated routes

as an extension and enlargement of and consolidated with the certificate granted by Decision No. 35292, dated April 28, 1942, provided that no passengers, baggage or express may be picked up or discharged on the Freeway.

(4) That a certificate of public convenience and necessity is hereby granted to Pacific Greyhound Lines authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act,

for the transportation of passengers, baggage and shipments of express weighing not in excess of 100 pounds each on passenger carrying vehicles only, over and along the following route:

Beginning at the intersection of U. S. Highways Nos. 99-E and 40 and the North Sacramento Freeway at a point near the northerly end of the North Sacramento Viaduct, thence along North Sacramento Freeway to its intersection with U. S. Highways Nos. 99-E and 40, thence over applicant's presently certificated route

as an extension and enlargement of and consolidated with the certificate granted by Decision No. 23244, dated December 31, 1930, provided that no passengers, baggage or express may be picked up or discharged on the Freeway.

(5) That North Sacramento Transit Lines, Gibson Lines and Pacific Greyhound Lines shall severally file written acceptances of the certificates herein granted within a period of not to exceed 30 days from the effective date hereof.

The effective date of this order shall be 20 days from the date hereof.

Dated at San Francisco, California, this 15th day of February, 1947.

Harold J. Kuls
Justus D. Cooper
John H. Powell
A. J. ...
Terrence ...
COMMISSIONERS