

ORIGINAL

Decision No. 40451

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 GIBSON LINES, a corporation, for a)
 certificate of public convenience and)
 necessity authorizing it to operate)
 as a passenger stage corporation for) Application No. 27906
 the transportation of passengers,)
 baggage and express over an alternate)
 route between McClellan Field,)
 California, and Sacramento, California.)

In the Matter of the Application of)
 NORTH SACRAMENTO TRANSIT LINES, a cor-)
 poration, for a certificate of public)
 convenience and necessity authorizing)
 the modification of service regulations)
 regarding routes in Sacramento and) Application No. 28186
 North Sacramento, California, and areas)
 in Sacramento County in the vicinity)
 thereof.)

HERBERT C. CAMERON, for North Sacramento Transit Lines.
 REGINALD L. VAUGHAN and ROBERT E. GOCKE, for Gibson Lines.
 DOUGLAS PROOKMAN, for Pacific Greyhound Lines.
 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

Gibson Lines presently provides a service for the transportation of passengers, baggage and shipments of express weighing 100 pounds or less over the main highway (U. S. Highway No. 40) between Sacramento and Roseville and intermediate points. By Application No. 27906, as amended, it seeks a certificate to provide a similar service between the termini of Sacramento and Roseville over an additional route southerly of and roughly paralleling the present route between these points.

By Application No. 28186, North Sacramento Transit Lines requests authority to revise many of its passenger stage routes

between Sacramento, West Sacramento, Broderick, North Sacramento, McClellan Field, Carmichael and other points.

These matters were heard jointly before Examiner Paul on November 13, 1946, February 4 and March 4, 1947, and submitted on the record. There was no protest to either application.

The evidence of record shows that there has been an extensive development of residential areas including Citrus Heights and Sierra Oaks Vista along the alternate route over which Gibson Lines proposes to operate. From the testimony of witnesses called by Gibson Lines, it was shown that residents of the area involved have occasion to travel to Sacramento, Roseville, North Sacramento or McClellan Field where they are either employed, or desire to transact business. Most of these witnesses stated that they are required to walk from a few blocks to distances in excess of 3/4 of a mile to reach present transportation facilities on the main highway. Officers of applicant Gibson Lines following requests to establish such service made an extensive survey of the territory involved and concluded that there is sufficient request for the proposed service to justify its establishment. Real estate subdividers in the Sierra Oaks Vista and Citrus Heights communities stated that they had received many inquiries with respect to the need for service of the type proposed. Based upon this evidence we find that public convenience and necessity require the establishment and operation of the passenger stage service proposed by Gibson Lines. However, there was no showing made with respect to the need for the transportation of baggage and express as proposed.

Following submission of these proceedings, North Sacramento Transit Lines discontinued all its operations because of

its precarious financial condition. Thereupon Gibson Lines filed an application requesting temporary authority to provide passenger stage service between the points theretofore served by North Sacramento Transit Lines. By Decision No. 40227, dated May 1, 1947, the Commission issued an interim opinion and order authorizing Gibson Lines to establish such service. It therefor appears to be inappropriate to pass upon the North Sacramento Transit Lines' application which will be dismissed without prejudice.

O R D E R

A public hearing having been had in the above-entitled matters and based upon the evidence of record and the findings and conclusions set forth in the preceding opinion,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Gibson Lines authorizing the transportation of passengers between Sacramento and Roseville and intermediate points via Arden Park, Arden Oaks, Sierra Oaks Vista and Citrus Heights, as an extension and enlargement of and consolidated with the operative rights created by Decision No. 35292, subject to the following restriction:

No passengers or baggage shall be picked up or discharged on Greenback Lane between the intersection of Sylvan Road and Greenback Lane and the intersection of Greenback Lane and U. S. Highways 99-E and 40.

(2) That in providing service pursuant to the certificate herein granted, Gibson Lines shall comply with and observe the following service regulations:

- a. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed 30 days from the effective date hereof.

- b. Within 60 days from the effective date hereof and on not less than 5 days' notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A, by filing in triplicate and concurrently making effective, appropriate tariffs and time tables.
- c. Subject to the authority of this Commission to change or modify them by further order, applicant shall conduct operations pursuant to the certificate herein granted over and along the following routes:
1. Beginning at the intersection of Auburn Boulevard (U. S. Highways Nos. 99-E and 40) and Watt Avenue, thence along Watt Avenue and Fair Oaks Boulevard to the intersection of Fair Oaks Boulevard and Fulton Avenue.
 2. Beginning at the intersection of U. S. Highways Nos. 99-E and 40 and Marconi Avenue, thence along Marconi Avenue and Edison Avenue to Watt Avenue.
 3. Beginning at the intersection of Watt Avenue and Edison Avenue thence along Edison Avenue, Arcade Boulevard, Cypress Avenue and Manzanita Avenue to the intersection of Manzanita and U. S. Highways Nos. 99-E and 40.
 4. Beginning at the intersection of U. S. Highways Nos. 99-E and 40 and Greenback Lane, thence along Greenback Lane and Sylvan Road to the intersection of Sylvan Road and U. S. Highways Nos. 99-E and 40.
 5. Beginning at the intersection of U. S. Highways Nos. 99-E and 40 and Auburn Boulevard (Sylvan Corners) thence along Auburn Boulevard, Sunrise Avenue, Twin Oaks Avenue to the intersection of Twin Oaks Avenue and U. S. Highways Nos. 99-E and 40.
- (3) That Application No. 28186 is hereby dismissed

without prejudice.

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

Dated at San Francisco, California, this 24th day of June, 1947.

Harold D. Kule
Justus J. Casmen
Justus Powell
A. I. [unclear]
Frederick Potter
COMMISSIONERS