

**ORIGINAL**

Decision No. 47108

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

|   |   |                       |
|---|---|-----------------------|
| Application of PACIFIC GREYHOUND LINES    | ) |                       |
| for clarification of and definition of    | ) |                       |
| the operating rights, route descriptions, | ) | Application No. 32146 |
| seasonal service and other conditions     | ) |                       |
| applicable to its operating authority in  | ) |                       |
| the Lake Tahoe territory.                 | ) |                       |

O P I N I O N

In this proceeding Pacific Greyhound Lines requests a new certificate defining its passenger stage operative rights in the Lake Tahoe area extending from Truckee to Tahoe City and from the California-Nevada State Line at Cal-Neva to the California-Nevada State Line east of Lakeside, via Tahoe City, Homewood and Tahoe Valley Junction, and from the latter point to Sacramento via Placerville, Folsom, Mills and Perkins. The route between the state boundary at Lakeside and Sacramento via Placerville is over U. S. Highway 50. Between Folsom and Florida Inn on U. S. Highway 40 an alternate route is used. Applicant's present passenger fares and rates for the transportation of express and rules and regulations and charges governing baggage presently applicable between the points involved would be continued.

Daily service would be continued throughout the year between Sacramento and Placerville. Applicant would continue to operate a regular scheduled service each year from approximately June 10 to September 10, and service by "special operations"<sup>(1)</sup>

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(1) Conditions attaching to service rendered in "special operations" provide in general that applicant requires 24 hours advance notice, purchase and presentation of a minimum of 35 adult one-way tickets and the ability of applicant to furnish equipment without undue interference with its regular service.

throughout the year (a) between the Nevada-California State Line east of Lakeside and Placerville, (b) between Truckee and Tahoe City and Tahoe Valley Junction provided, however, that over the route between Nevada-California State Line east of Lakeside and Placerville scheduled service would be performed during the remainder of the year with not less than one round trip a week if and when justified by traffic demands. Between the Nevada-California State Line at Cal-Neva and Tahoe City, service by "special operations" only would be conducted. No express will be transported between Mills and Mather Field as no authority therefor has ever been received. No service is now or would be rendered to, from or between points intermediate to Folsom and Florida Inn. No service would be provided to, from or between points intermediate to East Folsom Junction and West Folsom Junction over U. S. Highway 50 as this route is authorized as an alternate route only. Service between Mills and Mather Field will be conducted on a nonscheduled basis for 25 or more adult fares. Local service between Sacramento, Mills and Mather Field is provided by Gibson Lines.

Applicant's proposals involve certain abandonments of operative authority and revisions of the privileges and limitations attaching to the transportation of express over the routes proposed to be operated. Justifications for revisions of the operative authority are as follows:

Abandonment between Fallen Leaf Junction and Fallon Leaf Lodge.

This operative right was a portion of one created in 1927 (Decision No. 19146) and acquired by applicant pursuant to Decision No. 34891. Applicant was authorized by Decision No. 36161, Application No. 25052, to suspend operations between Camp Richardson and

Fallen Leaf Lodge until further order of the Commission. According to the application the service has not since been operated nor has there been any demand for it. Therefore, applicant proposes to abandon the service.

Abandonment of Shingle Springs Detour.

By Decision No. 31014, in Application No. 29976, the Commission authorized the use as an alternate route over that portion of U. S. Highway No. 50 which had then recently been reconstructed and rerouted from a point about four miles east of Shingle Springs for a distance of about two miles. Applicant states that this alternate route is no longer in use and requests that authority to use such route be cancelled.

Elimination of 30-pound Weight Limitation on Express Shipments.

By Decision No. 32366, in Application No. 22983, a predecessor in interest of applicant was authorized to discontinue the transportation of shipments of express weighing in excess of 30 pounds except on shipments of automobile parts on which the limitation was placed at 100 pounds per shipment. These limitations were applicable to operations between Sacramento and points on the California-Nevada State Line east of Brockway and east of Lakeside and intermediate points via Placerville. Applicant desires that this limitation be made uniform with its system maximum shipment weight limitation of 100 pounds.

Elimination of Shipment Weights in Excess of 100 Pounds.

Decision No. 25417, in Application No. 18538, provided that the shipment weight of 100 pounds applicable to general operations should not apply to shipments transported for Southern Pacific Company between Truckee and Tahoe Tavern. This authority was restated in Decision No. 32506, in Application No. 22995.

Applicant requests that this exception to the general weight per shipment limitation be eliminated as no need exists for its continuance.

As justification for the proposed seasonal dates of operation from approximately June 10 to September 10 of each year, the application states that the service authorized between Truckee and Tahoe City by Decision No. 23244 provided that such service should be operated between the approximate dates of May 15 and November 15 of each year; that as to seasonal service between the other Lake Tahoe points including points westerly to Placerville various seasonal dates of operation were provided in the numerous decisions creating the various rights involved including provisions of tariffs applicable to prescriptive operative rights of predecessors of applicant; that many of such seasonal provisions included only the period of the year resorts around Lake Tahoe were open or contingencies dependent upon road conditions. It is further stated that past experience has shown that there is insufficient demand for bus transportation between September 10 of one year and June 10 of the following year to justify regularly scheduled service over the route from Truckee to Tahoe Valley Junction via Tahoe City and the route between the Nevada-California State Line east of Lakeside and Placerville. However, so applicant asserts, intermittently during the winter period depending upon climatic and highway conditions in the Lake Tahoe area there does occur a demand for transportation service for groups moving to and from the winter sports centers. These demands, so it is stated, arise almost exclusively on weekends and during holiday periods and are for movements on an individual fare basis wherein all the passengers of a given group have a common point of origin and of

destination. Since these movements are dependent upon snow conditions they are mostly on call or on demand movements on short notice and may occur at any time during the winter for very short or for more extended periods or for more than one period. Applicant contends that the foregoing justifies the proviso that scheduled service may be provided between September 10 of one year and June 10 of the following year between a point on the Nevada-California State Line east of Lakeside and Placerville with not less than one round trip per week if and when justified by traffic demands.

In regard to applicant's request to provide service by "special operations" between Cal-Neva and Tahoe City, it is stated that there is not at any period of the year sufficient traffic between those points to support a regularly scheduled service.

After full consideration of applicant's request, the Commission finds that public convenience and necessity require the issuance of a new certificate which would supersede all of applicant's present certificates or other passenger stage operative rights between Truckee and Tahoe City; between Cal-Neva and Tahoe Valley Junction via Tahoe City; between a point on the California-Nevada State Line where it is intersected by U. S. Highway 50 east of Lakeside and Sacramento via Tahoe Valley Junction, Placerville, Folsom and Mills, and between Folsom and Florida Inn. The new certificate will delete authority to operate between Fallen Leaf Junction and Fallen Leaf Lodge; delete authority to operate over the Shingle Springs detour and modify the present shipment weight limitations in the area to conform to such limitations on the remainder of applicant's system.

O R D E R

An application therefor having been filed, it having been found that public convenience and necessity so require, and it appearing that no public hearing is required,

IT IS ORDERED:

(1) 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 226 of the Public Utilities Code, for the transportation of passengers, baggage and shipments of express not in excess of 100 pounds per shipment to be transported in passenger carrying vehicles only, between the termini and all intermediate points and over the routes as follows:

(a) Between the Nevada-California State Line east of Lakeside, and Sacramento:

From the point where U. S. Highway 50 intersects the Nevada-California State Line, over U. S. Highway 50 to junction former U. S. Highway 50 (East Folsom Junction), thence over former U. S. Highway 50 via Folsom and Nimbus to junction present U. S. Highway 50 (West Folsom Junction), thence over present U. S. Highway 50 to Sacramento.

(b) Between the Nevada-California State Line at Cal-Neva, and Tahoe City:

From the point where California Highway 39 contacts the Nevada-California State Line, over California Highway 39 to Tahoe City.

(c) Between Truckee and Tahoe City:

From Truckee, over U. S. Highway 40 to junction California Highway 89 (Tahoe Junction), thence over California Highway 89 to junction California Highway 39, thence over California Highway 39 to Tahoe City.

(d) Between Tahoe City and Tahoe Valley Junction:

From Tahoe City, over California Highway 39 to junction California Highway 89, thence over California Highway 89 to junction U. S. Highway 50 (Tahoe Valley Junction).

(e) Between Diamond Springs Crossroads and El Dorado Junction:

From Diamond Springs Crossroads, over unnumbered Highway via Diamond Springs and El Dorado to junction U. S. Highway 50 (El Dorado Junction).

(f) Between Folsom and Florida Inn:

From Folsom, over unnumbered highway (Greenback Lane) via Orangevale to junction U. S. Highway 40 (Florida Inn), to be operated as an alternate route.

(g) Between Mills and Mather Field:

From Mills, over unnumbered highway to Mather Field, to be operated as an optional route on call for 25 or more adult fares.

(h) Between East Folsom Junction and West Folsom Junction:

From the junction of present U. S. Highway 50 and former U. S. Highway 50 east of Folsom (East Folsom Junction), over present U. S. Highway 50 to junction with former U. S. Highway 50 west of Nimbus (West Folsom Junction), to be operated as an alternate route.

(2) That operations pursuant to the certificate herein granted shall be conducted subject to the following conditions:

(a) On the following routes, regularly scheduled service shall be operated during the season extending approximately from June 10 to September 10 of each year. Service in "special operations" may be conducted throughout the year:

(aa) Between the Nevada-California State Line east of Lakeside, and Placerville (part of Route (a) supra).

(bb) Between Truckee and Tahoe City (Route (c) supra).

(cc) Between Tahoe City and Tahoe Valley Junction (Route (d) supra).

Provided that over the aforesaid route between the Nevada-California State Line east of Lakeside, and Placerville, scheduled service shall be resumed during the remainder of the year with not less than one round trip per week, if and when justified by traffic demands.

- (b) On the following route, service is authorized to be conducted in "special operations" only:

Between the Nevada-California State Line at Cal-Neva and Tahoe City (Route (b) supra).

- (c) No express shall be transported between Mills and Mather Field.
- (d) No service shall be rendered to, from or between intermediate points between Folsom and Florida Inn.
- (e) No service shall be rendered to, from or between intermediate points between East Folsom Junction and West Folsom Junction over the present U. S. Highway 50.
- (f) Service between Mills and Mather Field may be conducted on a non-scheduled basis on call for 25 or more adult fares.

(3) That the certificate herein granted shall supersede all other certificates of public convenience and necessity or other operative rights between such points which are hereby revoked and annulled including the operative rights acquired by applicant pursuant to Decision No. 34891, in Application No. 24660.

(4) That the following language contained in Decision No. 23244, in Application No. 16989 (35 CRC 667,684) to wit:

"k. Truckee-Tahoe, May 15th to November 15th" is hereby deleted therefrom.

(5) That the certificate of public convenience and necessity granted in paragraph (1) hereof is hereby consolidated with and made a part of the operative rights created by Decision No. 23244, in Application No. 16989.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 5<sup>th</sup> day of May, 1952.

*[Handwritten Signature]*  
President  
*[Handwritten Signature]*  
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Commissioners