

Decision No. 50102**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 American Buslines, Inc., a corporation,)
 for an order authorizing seasonal sus-) Application No. 35311
 pension of service between Stockton)
 and Walnut Grove and between Stockton)
 and Isleton.)

Reynold J. Gualco, for applicant.
Charles W. Overhouse, for Commission
 Staff.

O P I N I O N

Applicant alleges that it is engaged in the business of a passenger stage corporation as defined in Section 226 of the Public Utilities Act, for the transportation of passengers, baggage and express over public highways between certain points in the State of California. By Decision No. 35292 dated April 28, 1942 in Application No. 34889, by Decision No. 38789 dated March 26, 1946 in Application No. 26611, and by Decision No. 39128 dated June 25, 1946 in Application No. 27460 applicant's predecessor Gibson Lines was authorized by this Commission to operate as follows:

- (1) Between Walnut Grove and Stockton via Thornton, Woodbridge and Lodi, and
- (2) Between Isleton and Stockton via Terminus and Lodi.

These with other operating rights were acquired by Burlington Transportation Company pursuant to authority contained in Decision No. 44494 dated June 27, 1950 in Application No. 30584. This company became merged with applicant American Buslines, Inc., on October 8, 1951 as evidenced by Decision No. 46190 dated September 18, 1951 in Application No. 32417.

By the present application authority is sought for a seasonal suspension of service each year commencing October 15 and continuing

until May 15 the following spring when service would again be instituted. The suspension would be between Walnut Grove and Thornton Junction along an unnumbered county road and between Isleton and the intersection of Terminus-Kettleman Road and Cherokee Lane south of Lodi along said Terminus-Kettleman Road.

As justification for the request the application contains the following allegation:

- (a) That the area between the points involved in this application is very sparsely populated, consisting mostly of ranches and farms. During the summer months these ranches employ numerous migratory workers and for this reason service is to be maintained only during these months.
- (b) That the load factors on the schedules through this territory during the balance of the year are insufficient to meet out-of-pocket expenses of the operation.
- (c) That many of the passengers carried on these schedules are terminal to terminal passengers who can be adequately served by applicant's existing service between Sacramento and Stockton over other highways.
- (d) That the only village involved which would be without bus service during the periods of suspension would be Terminus.
- (e) That applicant is making arrangements to re-schedule its present Sacramento-Stockton service via Franklin and Thornton to operate via Woodbridge and Lodi in order to avail those communities of service otherwise suspended except during summer months.

Public hearing was held in Lodi on May 13, 1954 before Examiner Rowe at which time evidence both oral and documentary was introduced by applicant in support of the application. Although adequate notice of the hearing and of the proposed suspension of service was given to the public, and to the Board of Supervisors of San Joaquin County, no one appeared in opposition to the request.

From the evidence of record the Commission finds that annually during certain months commencing approximately October 15 and continuing until about May 15 of the succeeding year, the operation

over the routes proposed to be abandoned fails to return out-of-pocket costs and that service over said routes is not required. According to the uncontradicted testimony and based upon 1953 operating costs and revenues, the net loss occasioned by operations during the period of the proposed suspension is \$3,693.29. Upon consideration of the evidence the Commission is of the opinion and finds that the application should be granted.

O R D E R

Application therefor having been filed, public hearing having been held and basing this order upon the evidence adduced herein,

IT IS ORDERED:

(1) That applicant American Buslines, Inc. be, and it hereby is, authorized to suspend its passenger stage service from approximately October 15 of each year until approximately May 15 of each succeeding year between Walnut Grove and Thornton Junction over and along an unnumbered county road, and between Isleton and the intersection of Terminus-Kettleman Road and Cherokee Lane southwest of Lodi over and along said Terminus-Kettleman Road.

(2) That said Decisions Nos. 35292, 38789 and 39128 to the extent necessary to effect such suspension shall be considered as and they are amended hereby.

(3) That prior to the modification of service herein authorized, notice thereof to the public shall be posted for at least ten consecutive days prior thereto in vehicles operating over the routes where service is to be suspended.

(4) That within sixty days after the effective date hereof and on not less than five days' notice to the Commission and the public, applicant shall, file appropriate tariffs and timetables reflecting the authority herein granted.

(5) That authority to suspend as herein provided is conditioned upon applicant's operating each day, one or more schedules of that portion of its Sacramento-Stockton service now conducted along Lower Stockton Road, via Woodbridge and Lodi to avail those communities of service which would otherwise be suspended as herein provided.

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

Dated at San Francisco, California, this 1st day of June, 1954.

John E. Mitchell

President

James J. Caswell

Bennett Potter

Gene Roggens

Commissioners