

Decision No. 50655**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES)
 for authority to extend service between)
 Davis Junction and South Woodland Junction) Application No. 35629
 in substitution for related authorized)
 routes.)

O P I N I O N

In the above-entitled proceeding Pacific Greyhound Lines requests authority to establish and operate a passenger stage service for the transportation of passengers, baggage and express, not exceeding 100 pounds in weight per shipment, between Davis Junction and South Woodland Junction. The latter point is located about 3 miles south of Davis Junction on U. S. Highway 40.

Applicant also proposes and requests authority to discontinue regular route operations between Davis Junction and Woodland Junction via Winters Junction. Woodland Junction is located on U. S. Highway 40 southwesterly of South Woodland Junction. It also desires to discontinue operations between West Woodland (U. S. Highway 99) and Winters Junction over an alternate route along which no local service is provided. The proposals of applicant will have no effect on present rates, fares, or operation.

As justification for the authority sought, applicant alleges that recently a new highway has been constructed which extends about two and one-half to three miles due south from Davis Junction to South Woodland Junction on U. S. Highway 40. This new highway extension is designated as U. S. Highway 99W instead of the highway between Davis Junction and South Davis. The latter is the junction point of U. S. Highway 40 and the former U. S. Highway 99W.

Traffic moving over relocated U. S. Highway 99 and U. S. Highway 40 would use a clover leaf at the intersection of these highways thus eliminating traffic hazards existing at Woodland Junction which applicant would no longer use. Applicant reports that no passengers have been picked up or discharged along the route between Davis Junction and Woodland Junction via Winters Junction.

Applicant also asserts its alternate route between West Woodland and Winters Junction has not been maintained in a condition to sustain normal heavy traffic and local authorities had posted signs along such route prohibiting its use by vehicles exceeding certain weights which would exclude those used by applicant.

After full consideration of the evidence in this proceeding, the Commission finds that public convenience and necessity no longer require passenger stage operations by applicant between Davis Junction and Woodland Junction via Winters Junction (Route 4.02) and between West Woodland and Winters Junction (Alternate route 1.04). Applicant will be authorized to discontinue service over the routes between those points. It is further found that public convenience and necessity require the establishment of service by applicant between Davis Junction and South Woodland Junction and intermediate points.

No protest to the application has been received and it will be granted. No public hearing appears to be necessary.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and based upon the evidence herein,

IT IS ORDERED:

(1) That Pacific Greyhound Lines is hereby authorized to discontinue passenger stage service between West Woodland and Winters

Junction (Route 1.04) and between Davis Junction and Woodland Junction and intermediate points via Winters Junction (Route 4.02) and the operative rights therefore are hereby revoked and annulled provided that notice of discontinuance of such service shall be posted in all equipment operating over the routes to be abandoned for at least ten days immediately prior thereto.

(2) 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 that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers, baggage and express between the points and over the routes described in redefined route 1.01 and route 4.02 as set forth in Second Revised Page 9 and Second Revised Page 16, respectively, both of which are attached hereto and each marked Appendix A.

(3) That Appendix A of Decision 47907, Application 31883, is hereby amended by incorporating therein said Second Revised Page 9 and Second Revised Page 16 as referred to in paragraph (2) of this order.

(4) That the operative authority granted in paragraph (2) of this order is hereby consolidated with and made a part of the operative right created by Decision 47907 and is subject to all the provisions therein set forth.

(5) That within thirty days after the effective date hereof applicant shall file appropriate and satisfactory maps with the Commission delineating the effects of the authorities herein granted.

(6) Within sixty days after the effective date hereof, and upon not less than five days' notice to the Commission and the public,

applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, appropriate tariffs and timetables satisfactory to the Commission.

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

Dated at San Francisco, California, this 13th day of OCTOBER, 1954.

John E. Mitchell
President

Justin J. Casper

Dave Higgins

Ralph Winters

Commissioners

SECTION 1 - INTERCITY ROUTES AND SPECIAL RESTRICTIONS

ROUTE GROUP 1

- *1.01 - Between the Oregon-California State Line north of Yreka, and South Woodland Junction:

From the point where U. S. Highway 99 intersects the Oregon-California State Line, over U. S. Highway 99 to Red Bluff, thence over U. S. Highway 99W to junction U. S. Highway 40 (South Woodland Junction), serving Southern Pacific rail stations at Hornbrook and Hilt.

- 1.02 - Between the Oregon-California State Line north of Dorris and Weed:

From the point where U. S. Highway 97 intersects the Oregon-California State Line, over U. S. Highway 97 to junction U. S. Highway 99 (Weed).

- 1.03 - Between Dunnigan and Vacaville:

From Dunnigan, over California Highway 21 to Vacaville.

- *1.04 - Intentionally left blank.

- 1.05 - Between Yreka and Grenada Junction:

From Yreka, over unnumbered highway via Montague and Grenada to junction U. S. Highway 99 (Grenada Junction).

SPECIAL RESTRICTIONS

- S-1.01 - No traffic may be transported having origin at Winters and destination at Sacramento, or origin at Sacramento and destination at Winters.
- S-1.02 - Only summer-season service is authorized between Dunnigan and Vacaville over California Highway 21.
- S-1.03 - No express may be transported between Yreka and Grenada Junction over the route via Montague and Grenada.

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*Changed by Decision No. 50655, Application No. 35629

Correction No. 76.

ROUTE GROUP 4

4.01 - Between Sacramento and Crockett Junction:

From Sacramento, over unnumbered highway to Yolo Causeway, thence over U. S. Highway 40 to North Fairfield Junction, thence over former U. S. Highway 40 via Fairfield to West Fairfield Junction, thence over U. S. Highway 40 to Crockett Junction.

*4.02 - Between South Davis and Davis Junction:

From South Davis, over unnumbered highway via Davis to junction U. S. Highway 99W (Davis Junction).

4.03 - Between Milk Farm and Midway:

From Milk Farm, over unnumbered highways and authorized urban routes for the City of Dixon to junction U. S. Highway 40 (Midway).

4.04 - Between East Vacaville and West Vacaville:

From East Vacaville, over unnumbered highway via Vacaville to junction U. S. Highway 40 (West Vacaville).

4.05 - Between North Fairfield Junction and West Fairfield Junction:

From junction of former U. S. Highway 40 and present U. S. Highway 40 north of Fairfield (North Fairfield Junction), over U. S. Highway 40 (Fairfield Freeway) to junction with former U. S. Highway 40 west of Fairfield (West Fairfield Junction), to be operated as an alternate route.

4.06 - Between Cordelia Junction and Napa Wye:

From Cordelia Junction, over California Highway 12 to junction California Highway 29 (Napa Wye), to be operated as an alternate route.

4.07 - Between East Vallejo and Morrow Cove Junction:

From East Vallejo, over authorized urban routes for the City of Vallejo to Sonoma Boulevard, thence over Sonoma Boulevard to junction U. S. Highway 40 (Morrow Cove Junction).

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Correction No. 77.