

Decision No. 51290**ORIGINAL**

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES )  
 for authority to abandon bus service ) Application No. 35911  
 between Folsom and Florida Inn via )  
 Orangevale. )

O P I N I O N

By the above-entitled application Pacific Greyhound Lines requests authority to discontinue passenger stage operations between Folsom and Florida Inn over its Route 3.07 which is over an unnumbered highway known as Greenback Lane. Florida Inn is at the junction of Greenback Lane and U. S. Highway 40. The distance between Folsom and Florida Inn is approximately seven miles.

As justification for the authority sought, the application states that operations of applicant over the route between Folsom and Florida Inn have been conducted as a segment of through local operations between Folsom and Placerville, on the one hand, and Sacramento, on the other hand, over the route via Orangevale and Florida Inn. The principal operations of applicant between Folsom and Placerville, on the one hand, and Sacramento, on the other hand, are and for a long time have been conducted over U. S. Highway 50, which is the main highway of travel between these termini. However, one of applicant's through schedules between these points has been operated via Orangevale and Florida Inn for the purpose of accommodating local traffic along the Greenback Lane route.

Applicant asserts that for several years such local traffic has not justified the diversion of a through schedule over the route via Orangevale, or of depriving the intermediate points between Folsom and Sacramento on its main route over U. S. Highway 50 of the additional frequencies of service that might be afforded if such schedule were not so diverted. The lack of demand for service over the route via Orangevale has resulted in an ultimate reduction of service over

this route to a single schedule (No. 1778) operated between Sacramento and Folsom via Florida Inn and Orangevale daily except Saturdays, Sundays and holidays.

Applicant states that it made a study of the use of the Orangevale route for the month of September 1954. This study covered every day except Saturdays, Sundays and holidays of that month. Local passengers used that service on five days only. A total of eight local passengers was transported, five of whom were destined to Orangevale and one originated at that point. The other two passengers were destined to the point of San Juan on the Orangevale route.

The following table shows the statistics of applicant's local operations between Placerville and Sacramento for the month of July 1954 in comparison with the month of July 1953.

|            | <u>Bus<br/>Miles</u> | <u>Revenue<br/>Per Bus Mile<br/>¢</u> | <u>Load<br/>Factor %</u> | <u>Average<br/>Passengers<br/>Per Bus</u> |
|------------|----------------------|---------------------------------------|--------------------------|---|
| July, 1954 | 7,429                | 25.05                                 | 28.72                    | 11.4                                      |
| July, 1953 | 9,074                | 24.42                                 | 27.40                    | 10.7                                      |

Applicant alleges that if its operation over the Orangevale route is transferred to its route over U. S. Highway 50 between Sacramento and Placerville via Folsom, additional traffic may be developed, particularly because of the greater desirability of the route over U. S. Highway 50 and the additional frequency of service to and from intermediate points on this route between Folsom and Sacramento.

The passengers residing at or in the vicinity of Orangevale will continue to have the bus facilities of the Gibson Lines available for service to and from Sacramento. One of Gibson Line's routes extends through Orangevale along Greenback Lane, a distance of approximately  $1\frac{1}{2}$  miles easterly of Orangevale.

After full consideration of applicant's request we are of the opinion that public convenience and necessity no longer require passenger stage service by applicant between Folsom and Florida Inn

via Orangevale over its Route 3.07. Therefore, the application will be granted. Copies of the application were served by applicant upon the City Clerks of Folsom and Sacramento, the Board of Supervisors of Sacramento County and the Gibson Lines. No protest to the application has been received, and a public hearing appears to be unnecessary.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and good cause appearing,

IT IS ORDERED:

(1) That Pacific Greyhound Lines is hereby authorized to discontinue passenger stage service between Folsom and Florida Inn and intermediate points via Orangevale over its Route 3.07 provided that notice thereof is posted in all vehicles operating between points along this route, at least ten consecutive operating days prior to such discontinuance of service.

(2) That Route 3.07 as set forth at First Revised Page 14 of Appendix A of Decision No. 47907 is hereby deleted therefrom.

(3) That Appendix A of said Decision No. 47907 is hereby amended by incorporating therein Second Revised Page 14.

(4) That Pacific Greyhound Lines is hereby authorized, on not less than five days' notice to the Commission and to the

public, to amend its tariff pursuant to the authority herein granted. ✓

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

Dated at San Francisco, California, this 5th day of APRIL, 1955.

E. P. Mitchell  
President  
James F. Callahan  
Ralph H. Kremer  
William H. Hooley  
Commissioners

APPENDIX A      PACIFIC GREYHOUND LINES      Second Revised Page 14  
Cancels  
First Revised Page 14

3.06 - 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).

\*3.07 - Intentionally left blank.

3.08 - 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:

3.09 - Between Mills and Mather Field:

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

3.10 - Between Nevada City and Auburn:

From Nevada City, over California Highway 49 to Auburn, diverting from said highway to serve DeWitt State Hospital.

Issued by Public Utilities Commission of the State of California

\*Changed by Decision No. 51230.      Application No. 35911.

Correction No. 84