

ORIGINAL

Decision No. 57911

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

WEIMAR CHEST CENTER, a public
institution,)

Complainant,)

vs.)

THE GREYHOUND CORPORATION)
(Western Greyhound Lines Division),)
a corporation.)

Defendant.)

Case No. 6071

John H. Tiernan, for complainant.
Gerald H. Trauman, for The Greyhound Corporation,
defendant.
Warren P. Marsden, for State Department of Public
Works, Division of Highways, interested party.
Charles W. Overhouse, for the Commission staff.

O P I N I O N

The Weimar Chest Center commenced this proceeding on March 7, 1958. After a hearing at Weimar before Examiner John Power on November 18, 1958, the matter was partially submitted.

Weimar Chest Center is a public health facility jointly operated by thirteen counties, chiefly in the Sacramento Valley and adjacent mountain areas. As the name indicates, it is primarily a hospital for the treatment of tuberculosis and related conditions. It is located on U.S. Highway No. 40 between Auburn and Colfax in Placer County. It is governed by a board of trustees which includes one supervisor for each participating county.

The instant proceeding grew out of the conversion of Highway 40 into a limited access road or freeway. The part of this highway at Weimar already has been converted. The Chest Center

witnesses characterized Greyhound service as satisfactory before this time. After the conversion the buses had to leave the freeway in order to make a stop at Weimar. Such departures create delays and are an annoyance to through passengers.

Greyhound Lines attempted to solve this problem by stopping two schedules in each direction at Weimar Village. The stop is at a store in the village and is on or near the old highway location. It is, however, at some distance from the Chest Center with the large gash of the freeway in between. The distance from the Chest Center's main gate to the store-station is said to be about 1,000 feet.

Subsequent to the filing of this complaint the Commission instituted an investigation (Case No. 6130) of the bus stop situation on Highway 40. The instant case was consolidated with Case No. 6130 insofar as any attempt at permanent relief is concerned. The November 18 hearing was solely concerned with interim relief until a decision can be reached in the broader proceeding.

The Chest Center's administrator suggested the addition of a third schedule in each direction. It appears from the evidence, however, that two schedules may be sufficient. The morning schedule in each direction has been much too early. The west-bound departure time is 7:10 a.m. The morning east-bound schedule arrives at Weimar at 9:40 a.m. It is these two that are the most unsatisfactory. The two evening schedules drew little criticism from Weimar witnesses.

At 7:10 a.m. when the morning west-bound schedule leaves, the Greyhound Agency at Weimar is closed. The importance of this is underlined when one realizes that convalescents may be traveling and that mountain mornings are cold, sometimes very cold. The Center

also dislikes to send out patients without food. This schedule forces the Center to rouse patients at an hour sufficiently early to process them out, feed them, and get them across to the village by 7:10 a.m. In bad weather, the schedule is likely to be late. Passengers might not have shelter while waiting. The east-bound schedule originates at San Francisco. It proceeds nonstop to Sacramento and leaves there at 8:25 a.m., Roseville at 8:54, Auburn at 9:22 and arrives at Weimar at 9:40. It appears from a timetable (Exhibit 2) that one would have to leave Vallejo at 1:27 a.m. to catch this schedule at Sacramento after a wait of five hours and forty minutes at the latter point. Solano County is a member of the hospital district. Because of the early hour connections may be difficult from other places, especially those north. It is clear that relief is necessary so far as the two morning schedules are concerned. The evidence does not show the two evening schedules to be sufficiently unsatisfactory to require relief. The evidence does not show that three schedules daily each way are needed.

O R D E R

Complaint having been filed and answered and a public hearing held and the Commission basing its decision on the findings and conclusions set forth in the foregoing opinion,

IT IS ORDERED that:

1. The Greyhound Corporation, Western Greyhound Lines Division, shall continue to provide stops at Weimar, Placer County, of its schedules Nos. 770, 759 and 775 as at present.

2. The Greyhound Corporation, Western Greyhound Lines Division, shall provide a stop at Weimar on a west-bound schedule passing that point between 9:00 a.m. and 12 noon, daily.

3. The Greyhound Corporation, Western Greyhound Lines Division, shall provide a stop at Weimar on an east-bound schedule passing that point between 11:00 a.m. and 1:00 p.m., daily.

4. The stops referred to in paragraphs 2 and 3 hereof shall have origin or destination at Sacramento or beyond.

5. The relief herein granted shall expire upon the issuance of a decision in Case No. 6130 and may be reviewed upon motion by either party at intervals of not less than ninety days.

6. The record herein shall be considered to be a part of the record in Case No. 6130 to the extent material therein.

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

Dated at Los Angeles, California, this 27th day of January, 1959.

[Signature]
President
[Signature]
[Signature]
[Signature]
Commissioners