

GH

Decision No. 58440

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE GREYHOUND CORPORATION)
for authority to discontinue operations) Application No. 40558
between Sloat Junction and Sloat.)

John D. Maatta, for applicant.
E. F. Elworthy, for residents of Sloat,
protestants.

O P I N I O N

The Greyhound Corporation requests authority to discontinue the rendition of transportation service between Sloat Junction and Sloat over Route No. 2.14 and that such authorization be revoked and deleted from its operating authority. Sloat is a community in Plumas County approximately 1 mile off Feather River Highway (U.S. 40 Alternate).

A public hearing was held before Examiner Thomas E. Daly on April 22, 1959, at Sloat.

The record indicates that Sloat is an unincorporated area with a population of approximately 250. Service to Sloat is provided by two through schedules operated in each direction between San Francisco and Reno. Due to the lack of patronage and the inconvenience to its through passengers, applicant requests authority to discontinue the direct off-highway service to Sloat and to provide in its place a flag-stop service at Sloat Junction and the highway.

During the month of August 1958, and for the week of April 5-11, 1959, applicant transported the following number of passengers to and from Sloat:

<u>Date</u>	<u>WESTBOUND</u>			<u>EASTBOUND</u>		
	<u>On</u>	<u>Off</u>	<u>Total Thru Psgrs.</u>	<u>On</u>	<u>Off</u>	<u>Total Thru Psgrs.</u>
August, 1958	7	6	471	10	12	522
April 5-11, 1959	3	0	62	0	1	71

Out of 76 schedules operated to and from Sloat during said periods, 50 schedules were operated without picking up or discharging any passengers at Sloat.

Residents of the area testified that a new lumber mill is soon to be constructed and will be in operation by July or August of this year. It is expected that the mill will employ 75 to 100 men. They were of the opinion that this would result in additional use of applicant's service. Several stated that they made occasional use of the service, but for the most part relied upon private means of transportation.

After consideration the Commission is of the opinion that public convenience and necessity no longer require applicant's service to Sloat.

O R D E R

Application having been filed, public hearing having been held, and the Commission being fully informed in the premises,

IT IS ORDERED:

(1) That applicant may discontinue service over Route No. 2.14 between Sloat Junction and Sloat.

(2) That Appendix A of Decision No. 55893 is hereby amended by substituting Second Revised Page 4 attached hereto and made a part hereof in the place and stead of First Revised Page 4.

(3) That on not less than five days' notice to the Commission and to the public applicant shall amend its tariffs and timetables on file with this Commission to reflect the authority herein granted.

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

Dated at San Francisco, California, this 19th day of May, 1959.

[Signature]
President

Theodore Jenner

I concur
[Signature]
Matthew J. Dooley, Commissioner
Date MAY 20 1959

Commissioners

Commissioner Everett C. McKee, being necessarily absent, did not participate in the disposition of this proceeding.

2.09 - Between Yuba City and Sacramento:

From Yuba City, over Alternate U. S. Highway 40 to Woodland, thence over California Highway 16 to Sacramento.

2.10 - Between Ostrom and Sacramento:

From junction U. S. Highway 99E and Forty-Mile Road (Ostrom), over Forty-Mile Road to Pleasant Grove Road, to Bear River Road to Rio Oso, thence over El Centro Boulevard to Garden Highway to Jibboom Street to Sacramento, to be operated as an alternate route.

2.11 - Between the Oregon-California State Line north of Tulelake and Susanville:

From the point where California Highway 139 contacts the Oregon-California State Line, over California Highway 139 to junction U. S. Highway 299, thence over U. S. Highway 299 to junction U. S. Highway 395, thence over U. S. Highway 395 to junction California Highway 36, thence over California Highway 36 to Susanville.

2.12 - Between Johnstonville and California-Nevada State Line east of Purdy:

From Johnstonville, over U. S. Highway 395 to the point where said highway intersects the California-Nevada State Line.

2.13 - Between the Nevada-California State Line east of Purdy, and Oroville:

From the point where U. S. Highway 395 intersects the Nevada-California State Line, over U. S. Highway 395 to junction Alternate U. S. Highway 40 (Hallelujah Junction), thence over Alternate U. S. Highway 40 to Oroville.

*2.14 - Intentionally left blank.

Issued by California Public Utilities Commission

*Changed by Decision No. _____, Application No. 40558.