

**ORIGINAL**

Decision No. 59984

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
SUBURBAN TRANSIT LINES, a corpora- )  
tion, for authority to abandon a )  
portion of and to extend its pas- )  
senger stage service. )

Application No. 41891

Handler and Baker, by Daniel W. Baker,  
for applicant.  
Charles W. Overhouse, for the Commission  
staff.

O P I N I O N

Suburban Transit Lines, presently rendering a passenger stage service between West Sacramento, Bryte, Broderick, Sacramento, North Sacramento, Rio Linda Parker Homes, Ben Ali, McClellan Field, Carmichael, Fair Oaks and Orangevale, Perkins, Manlove, Mayhew, Bradshaw, Routier, Mills, Rancho Cordova and Mather Field, requests authority to abandon its Rio Linda "G" Route and to establish a new route to be known as the "J" Route.

Public hearing was held before Commissioner Theodore H. Jenner and Examiner Thomas E. Daly on March 14, 1960, at Sacramento. The matter was submitted upon the receipt of late-filed Exhibit No. 11, since filed and considered.

Applicant proposes the discontinuance of Route "G", which serves the Rio Linda area. If so authorized, applicant proposes to serve that portion of Route "G" located south of Northgate Boulevard and Silver Eagle Road by other of its lines. That portion of Route "G" located north of Northgate Boulevard and Silver Eagle Road would be left without service.

Notwithstanding a rate increase granted by Decision No. 58908, dated August 19, 1959, applicant has continuously operated at a loss. For the year 1959 applicant suffered a net loss of \$61,026.26. For the last four months of 1959 following the rate increase applicant experienced a net loss of \$3,950.25. In an attempt to stabilize the operation, applicant's president, A. B. Allen, has waived his monthly salary of \$750. In addition, the Allen Transportation Co., which leases nine vehicles to applicant has not charged any rental since January 1, 1959. Had these additional expenses been included applicant would have experienced a net loss of \$98,783.26 for the year 1959 and a net loss of \$21,771.23 for the last four months of 1959.

A study prepared by the Commission staff indicates that 141 passengers used the "G" Route on March 1, 1960. According to the staff's figures on out-of-pocket costs, Route "G" is operated at a deficit of 5 cents per mile. On the basis of 155 miles operated daily five days a week this would amount to a net loss of \$38.75 a week.

Uncontroverted evidence introduced by the staff shows that applicant operates its Route "G" over certain noncertificated streets. Applicant should seek revision of its certificated authority to permit operation over the presently unauthorized portions of existing routes.

The record contains evidence indicating that applicant's buses do not, in all instances, carry destination signs clearly indicating the particular trip destination. The order herein will require applicant to install adequate destination signs on all of its buses on which such present inadequacies exist.

One resident of the Rio Linda area testified that applicant's service is her only means of transportation. Its

discontinuance, she asserted, would work an extreme hardship on herself and other residents who use applicant's service to and from Sacramento for the purpose of business, shopping, keeping medical and dental appointments and for social engagements. A number of other residents of Rio Linda who were present at the hearing indicated that they shared the same views as those expressed by this witness.

Proposed Route "J" would provide service to North Highlands, Town & Country, and Country Club Center. Applicant assertedly received numerous requests for the proposed extended service. A survey of the Country Club Center conducted by applicant indicated that of approximately 1,000 employees, 200 stated that they were potential users of such a service. Applicant expressed the hope that the proposed extension would generate new patronage and thus help to offset current losses.

In considering the record it is difficult to see how the abandonment of the "G" Route with the resulting weekly saving of \$38.75 is going to materially affect applicant's financial status. Applicant's problem is apparently systemwide and the "G" Route is a relatively small contributing factor. The requested authority to abandon will be denied.

With respect to the "J" Route the Commission is of the opinion that public convenience and necessity require the proposed extension of service.

O R D E R

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

IT IS ORDERED:

1. That a certificate of public convenience and necessity is hereby granted to Suburban Transit Lines authorizing the transportation of passengers, as a passenger stage corporation, over Route "J" as described in Second Revised Page 3 attached hereto which hereby replaces First Revised Page 3 of Appendix B attached to Decision No. 58504 in Applications Nos. 40979 and 40980.

2. That in providing service pursuant to the authority herein granted, applicant shall comply with and observe the following service regulations:

- a. Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.
- b. Within sixty days after the effective date hereof, and on not less than ten days' notice to the Commission and to the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective, tariffs and timetables satisfactory to the Commission.

3. That the requested authority to abandon service over Route "G" is hereby denied.

4. That applicant shall in all instances equip its buses with signs clearly indicating the trip destination.

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

Dated at San Francisco, California, this 19th day of April, 1960

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

- Route F1 Sacramento Depot (11th and Eye), Eye Street, 11th Street, H Street, Fair Oaks Blvd., Fulton Avenue, Arden Way, Watt Avenue (Arden Town), La Brea, La Sierra Way, Arden Way, Fair Oaks Blvd. (Carmichael), San Juan, Sunset Avenue, Pennsylvania Avenue, Wilson Avenue (Fair Oaks), Sunset Avenue, Hazel Avenue (Orangevale), Central Avenue, Main Avenue, Greenback Lane, Hazel Avenue. Return via same route except enter Sacramento on Eye Street to Depot.
- Route F2 Sacramento Depot (11th and Eye), Eye Street, 11th Street, H Street, 30th Street, Elvas Freeway, Arden Way, Watt Avenue (Arden Town), thence present route F1 route to Orangevale. Return via same route except enter Sacramento on Eye Street to Depot.
- Route G Sacramento (4th and Eye), 4th Street, L Street, 11th Street, Terminal Way, Depot, Eye Street, 11th Street, H Street, 16th Street, Del Paso Blvd. (North Sacramento), Cantalier West El Camino (Gardenland), Lower Marysville Road, Silver Eagle Road, Sully Road, Ford Road, Park Street, Grand Avenue, Dry Creek Road, Curve Bridge Road, M Street, Rio Linda Boulevard to Grand Avenue. Return via same route except enter Sacramento via 12th Street, thence Eye Street to 4th Street.
- \*Route J Originates at Rio Linda Avenue and Grand Avenue, then along Grand Avenue, Marysville Road, Del Paso Boulevard, Arden Way, Ethan Avenue, El Camino Avenue, Howe Avenue, Marconi Avenue, Fulton Avenue, Arden Way, Watt Avenue, Don Julio Boulevard, Larchmont Drive, Thomas Street, and Plymouth Drive. Return via same route, except commencing on Watt Avenue and not traversing Don Julio Boulevard, Larchmont Drive, Thomas Street and Plymouth Drive.
- Route I MATHER FIELD and RANCHO CORDOVA: Sacramento Depot (11th and Eye), Eye Street, 11th Street, H Street, Alhambra Blvd., Folsom Blvd., Mather Field, Folsom Blvd., Rancho Cordova. Return via same route except enter Sacramento on Eye Street to Terminal.
- Route 2 Originates at 12th Avenue and 21st Street, 21st to H Street, Fair Oaks Blvd., Fulton Avenue, Auburn Blvd., Watt Avenue, McClellan Field. Return via same route.

Issued by California Public Utilities Commission.

\*Added by Decision No. 52981, Application No. 41891.