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ORIGINAL

Decision No. 68955

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
GREYHOUND LINES, INC., for authority
to reroute its operations over free-
way U.S. Highway 40 (Interstate High-
way 80): (a) between Donner Park
Overcrossing and Soda Springs Inter-
change, bypassing Donner Lake, Summit
(Placer Co.), Norden and Soda Springs;
(b) between Hampshire Rocks, a point
just east of Rainbow Tavern, and Putts
Lake Interchange, bypassing Rainbow
Tavern, Big Bend Ranger Station, Cisco
Grove and Emigrant gap; (c) to sub-
stitute bus turnout facilities at
Donner Park, Soda Springs, Cisco and
Putts Lake in lieu of the present
tariff points on the former U.S.
Highway 40 above referred to as being
bypassed; Nevada and Placer Counties;
and for incidental relief, including
highway renumbering.

Application No. 46691
(Filed June 3, 1964)

FINAL OPINION AND ORDER

By interim order in Decision No. 68342, dated December 15, 1964, herein, Greyhound Lines, Inc., was authorized to reroute its operation over the Sierra Nevada from old U.S. Highway 40 to Interstate Highway 80 freeway subject to a number of conditions, including that it provide, until July 1, 1965, daily service to the off-route points: Donner Lake Lodge and Donner Summit Lodge. This proceeding was held open for the purpose of affording the parties to this proceeding opportunity to review the schedules required to be published and filed by Greyhound and to make protest, if they desired, to the Commission.

Pursuant to the provisions of Decision No. 68342, Greyhound published and filed its timetables on January 25, 1965,

to become effective February 3, 1965 designating the service to Donner Lake Lodge and Donner Summit Lodge. Those timetables were served upon the parties of record on January 22, 1965. No protests have been received by the Commission. Actually the presently existing service was restored to Donner Lake Lodge on January 21, following the series of snow storms occurring in December and January which had closed old U.S. Highway 40 in this vicinity.

By petition for reconsideration filed February 19, 1965, and served upon the parties of record, Greyhound Lines, Inc., stated that it initiated a 15-day study of the number of passengers utilizing the services referred to hereinabove. It found that during such period only two passengers were received, and only three passengers were discharged at Donner Lake Lodge. It further states that Donner Lake Lodge has not been open during the winter season, except on weekends, which fact was not known at the time of the hearing or anticipated in the Commission's decision.

The report of the 15-day study made by applicant shows that it served Donner Lake Lodge with two eastbound and two westbound schedules daily, or a total of 60 schedules for the period; that during the entire period one passenger boarded an eastbound schedule, three debarked from eastbound schedules, one passenger boarded a westbound schedule, and no passengers were discharged from westbound schedules. Each schedule requires a deviation of seven miles from the through route; therefore, during the period applicant was required to operate 420 miles off route to provide service to only five passengers.

The company was requested to make a more recent check, which was made during March 21-27, 1965, inclusive. This check

revealed that only three passengers boarded and two passengers were discharged during the entire week at Donner Lake Lodge, requiring approximately 750 through passengers to ride an additional 20 minutes off the freeway.

In Decision No. 68342 the Commission concluded that the testimony showed that there was sufficient demand for service in the Donner Lake area to require Greyhound to depart from its through route until July 1, 1965, to serve Donner Lake Lodge with two daily schedules in each direction, so as to provide passengers with a sheltered bus stop during the winter season.

We find that:

1. Public convenience and necessity do not require applicant to serve Donner Lake Lodge.

2. The timetables published and filed by applicant designate reasonable service to Donner Summit Lodge.

We conclude that the certificate of public convenience and necessity granted to applicant in Decision No. 68342 should be amended to delete the requirement that it serve Donner Lake Lodge, and that in all other respects the order in said decision should be made final.

Our attention has been directed to a clerical error in the description of Route No. 3.03, appearing on Eighth Revised Page 5 of Appendix A to Decision No. 55893, as amended by Decision No. 68342. That error will be corrected.

IT IS ORDERED that:

1. Ordering Paragraph 3 of Decision No. 68342 is amended to read as follows:

"3. Applicant shall, until July 1, 1965, provide Donner Summit Lodge with daily service of at least

two schedules eastbound and two schedules westbound, to be served as an off-route point from Soda Springs (interchange)."

2. Ordering Paragraph 2 of Decision No. 68342 is amended to read as follows:

"2. Appendix A of Decision No. 55893 as heretofore amended, is further amended by incorporating therein Ninth Revised Page 5, attached hereto, in revision of Eighth Revised Page 5."

3. In all other respects said Decision No. 68342 shall remain in full force and effect and is hereby made final.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 27th day of

APRIL, 1965.

Fredrick B. Hallock
President

John E. Dwyer

George E. Hoover

August

William G. Bennett
Commissioners

ROUTE GROUP 3

*3.01 - Between the Nevada-California State Line west of Floristan, and Sacramento:

From the point where Interstate Highway 80 intersects the Nevada-California State Line, over Interstate Highway 80 to junction U.S. Highway 40 (Elvas Junction), thence over U.S. Highway 40 to Sacramento.

Authority is granted to serve all intermediate points and also the points of Colfax and Auburn over available access highways to Interstate Highway 80.

Authority is granted to serve the Donner Summit Lodge over available access highways to Interstate Highway 80. 1/

No traffic shall be transported which has both point of origin and point of destination at or between Roseville and Sacramento.

Until uncompleted segments of Route No. 3.01 are open for travel, authority is granted to temporarily deviate therefrom over available detour routes.

3.02 - Between Nevada City and Auburn:

From Nevada City over California Highway 20 to Grass Valley, thence over California Highway 49 to Auburn.

Authority is granted to deviate from this route to serve DeWitt State Hospital.

Authority is not granted to serve intermediate points between Grass Valley and Nevada City and traffic to or from Nevada City may be transported only on through schedules originating at or destined to Sacramento or points beyond.

*3.03 - Between Elvas Junction and Sacramento:

From junction Interstate Highway 80 and U.S. Highway 99E (Elvas Junction), via Interstate Highway 80 to Sacramento, to be operated as an alternate route.

3.04 - Between Tahoe Junction and Tahoe Valley Junction:

From junction Interstate Highway 80 and California Highway 89 (Tahoe Junction), over California Highway 89 to junction U.S. Highway 50 (Tahoe Valley Junction).

Regularly scheduled service is authorized to be conducted during the summer season only. Service in Special Operations may be conducted throughout the year.

Issued by California Public Utilities Commission.

*Revised by Decision No. 68955, Application No. 46691.

1/ Expires July 1, 1965.