

T/RWL/ARM

ORIGINAL

Decision No. 93216 JUN 16 1981

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 GREYHOUND LINES, INC. for authority )  
 to Revise Route 13.17 to provide )  
 Special Operations between )  
 Lancaster, California and Mira Loma )  
 facility. )

Application No. 59996  
 (Filed October 8, 1980)

OPINION AND ORDER

By this application, Greyhound Lines, Inc. (Greyhound) has requested authority for the permanent discontinuance of regular Route 13.17 and to reauthorize Route 13.17 for special operations only.

As presently set forth in Greyhound's certificate, regular Route 13.17 reads as follows:

13.17 - Between Lancaster and Mira Loma Facility:

From Lancaster, over unnumbered highway to Mira Loma Facility. Scheduled service shall consist of at least one round trip each Sunday.

The carrier has requested that the authority be restated as follows:

13.17 - Between Lancaster and Mira Loma Facility:

From Lancaster, over unnumbered highway to Mira Loma Facility.

Service is authorized to be conducted as Special Operations only.

Concurrently, with the above change in its operating authority, Greyhound proposes to eliminate the on-call "OC" and "D" features on Schedules 6050 and 6006 as reflected on its present timetable.

Greyhound requests that the proposed operating authority be consolidated with the remainder of applicant's system and that such authority be incorporated in Appendix A to Decision No. 55893, and become a part thereof, subject to applicable general conditions set forth in Section III thereof, particular reference being made to General Condition No. 9, "Special Operations."

Applicant conducts all special operations under rules and regulations provided in tariffs filed with the Commission. These operations are conducted in nonscheduled service to accommodate groups moving over authorized routes of applicant between common points of origin and destination in instances where payment for the transportation is on an individual-fare basis.

In explanation of and justification for the revision sought herein, applicant alleges:

"It is just not economically feasible for Greyhound to continue service as presently operated between Lancaster and Mira Loma Facility. The Mira Loma Facility was an air force facility during World War II that has been used as a county jail since the end of the war. This facility is not used as a jail any more and does not house prisoners any longer. There is, however, a skeleton crew of county personnel still there at this time."

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"Passenger travel via Greyhound between Lancaster and the Mira Loma Facility is nil. The Greyhound agent in Lancaster has confirmed that not one passenger has been handled by Greyhound Lines during the past several months. Discontinuance of the service as presently operated will have no adverse effect on local residents. The Antelope Valley Bus Line, Inc. adequately handles any local service demands. They presently operate eight round trips Monday thru Friday between Lancaster and the Mira Loma Facility. On Saturday, they operate three round trips and a fourth and last trip is a one way trip which terminates at the facility. Attached hereto and marked a EXHIBIT IV is Antelope Valley Bus Line, Inc.'s presently operated regular schedule. Because of these circumstances, applicant seeks authority to convert the routes herein concerned in Los Angeles County from regular route service to Special Operations service only."

While Greyhound relies in part on the existence of local service by Antelope Valley Bus Line as justification for the discontinuance of this service route, it is noted that Antelope Valley Bus Line does not operate any Sunday service. The service to be discontinued by Greyhound operates on Sundays only, and then only upon demand. ✓

However, inasmuch as Greyhound states there is only "a skeleton crew of county personnel" at the facility at this time and "that not one passenger has been handled by Greyhound Lines during the ✓

past several months," it appears that public convenience and necessity no longer require operation of the service in question.

The application was listed on the Commission Calendar of October 14, 1980. Local governmental agencies were advised.

No protests to the granting of the application or requests for public hearing have been received.

It appears and the Commission finds that these matters constitute good cause for the amendment of the aforementioned certificate and that such changes would not be adverse to the public interest. The Commission, therefore, concludes that the certificate should be revised and that tariffs and timetables applicable to the service thereunder should be changed accordingly.

Conclusions of Law

1. Public convenience and necessity no longer require a continuation of Greyhound's service over its Route 13.17.
2. Greyhound should be authorized to discontinue regular service over Route 13.17.
3. Greyhound should be authorized to redesignate Route 13.17 as Special Operations only as set forth in Appendix A attached hereto.

IT IS ORDERED that:

1. On the effective date of this decision and on not less than ten days' notice to the Commission and to the public, Greyhound Lines, Inc., is authorized to discontinue its regular passenger stage service over Route 13.17.

2. All tariffs and timetables presently on file with this Commission relating to the above-described route are canceled.

3. Greyhound Lines, Inc., is authorized to redescribe these routes as Special Operations only as set forth in Appendix A attached hereto.

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

Dated JUN 16 1981, at San Francisco, California.

John E. Bay  
President  
Richard D. Hough  
Leonard J. ...  
Victor Cabro  
Presuda C. Hew  
Commissioners

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Appendix A  
(D-55893,  
A-39394)  
(PE-340, RRD 100)

GREYHOUND LINES, INC.  
(PSC-1)

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Cancels  
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13.16 - Between Mammoth Lakes Junction and Mammoth Lakes:

From junction U.S. Highway 395 and California Highway 203 (Mammoth Lakes Junction), over California Highway 203 to Mammoth Lakes.

13.17 - Between Lancaster and Mira Loma Facility:

From Lancaster, over unnumbered highway to Mira Loma Facility.

\* Service is authorized to be conducted as Special Operations only.

13.18 - Between Hollywood and Glendale:

From junction De Longpre Avenue and Vine Street, Hollywood, over Vine Street to Sunset Boulevard, thence over Sunset Boulevard to Western Avenue, thence over Western Avenue to Los Feliz Boulevard, thence over Los Feliz Boulevard to junction Interstate Highway 5 (Golden State Freeway), to be operated as an alternate route.

13.19 - Between Glendale and Figueroa Street Junction:

From Glendale, over Colorado Street to junction Figueroa Street (Figueroa Street Junction), to be operated as an alternate route.

13.20 - Between California City Junction and California City:

From junction California Highway 14 and unnumbered highway north of Mohave (California City Junction), over unnumbered highway to California City.

Service is authorized to be conducted as Special Operations only.

No express shall be transported over this route.

Issued by California Public Utilities Commission.

\* Revised by Decision No. 93216 Dated JUN 16 1981 Application 59996