

Decision No. 17281

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of
E. H. WARD, doing business as Ward's
Auto Stage, for a certificate of pub-
lic convenience and necessity to
operate a passenger automobile stage
line between Antioch and Bridgehead,
California, and intermediate points
in conjunction with and as an exten-
sion of the passenger service now being
rendered by applicant from Pittsburg to
Antioch.

Application No. 10970.

Gwyn H. Baker, for Applicant.
A. B. Tinning, for County of Contra Costa,
Protestant.
Sanborn & Roehl and DeLancey C. Smith, by
A. B. Roehl, for Beverly Gibson, Protestant.

BY THE COMMISSION:

OPINION

In this proceeding, E. H. Ward, doing business under the name of Ward's Auto Stage, seeks a certificate of public convenience and necessity authorizing the establishment of an automobile passenger stage line between Antioch, Bridgehead and intermediate points, in conjunction with and as an extension of his present stage service between Pittsburg and Antioch. Accompanying the application are the proposed time schedules and tariff of fares. For this service, applicant will use the equipment now in use between Pittsburg and Antioch.

Public hearings were held before Examiner Austin at Antioch and San Francisco, when evidence was offered, the matter was submitted, and it is now ready for decision.

Applicant Ward testified that he now conducts a stage service between Antioch and Pittsburg, operating ten round-trips daily, which serves the industrial district. He proposes to ex-

tend this service from Antioch to Bridgehead, a distance of about five miles, in order to connect with the ferry operated between Bridgehead and Sherman Island, where the Victory Highway bridge was under construction, the same having been completed since the hearing. He testified that a number of men employed on the bridge would use the service, and that he also expected to connect with the line of Beverly Gibson, terminating at Curtis Landing, thereby serving Sherman Island and points north along the Sacramento River. Upon completion of the bridge applicant expects to operate across the bridge so as to avoid inconvenience to passengers transferring from one line to the other.

The proposed schedules will connect at Antioch with three of applicant's Pittsburg stages, thereby affording a direct service to Pittsburg. By connecting with the Gibson line, applicant proposes to serve the farming district on Sherman Island and along the Sacramento River, including Isleton, Rio Vista and points north as far as Freeport and Sacramento. Applicant's showing was submitted on his own testimony, no additional witnesses having been called.

The granting of this application was protested by Beverly Gibson and the County of Contra Costa. Beverly Gibson offered no testimony, but on behalf of protestant, County of Contra Costa, two of its supervisors testified, stressing particularly the desire of the board to avoid duplication of stage facilities over the county's highways. One of the county's witnesses admitted that if Gibson's proposed extension to Antioch, Pittsburg and Bay Point were authorized (Application No. 10879), no necessity would exist for the extension of Ward's line as proposed in this application. He further stated that if Contra Costa Transit Company, in which Ward is interested as a co-partner, were authorized to establish a stage service between Brentwood and Martinez

via Antioch, Pittsburg and Bay Point (Application No. 10958), there would be no duplication of service.

The proposed line parallels in part the route intended to be covered by Beverly Gibson under Application No. 10879, seeking an extension of his present stage line from Curtis Landing to Antioch, Pittsburg and Bay Point. This application has been granted by this Commission under Decision No. 17280, consequently, there appears to be no need for the service proposed. The Gibson line will afford direct service from Sherman Island and points north to the towns mentioned, while that proposed by applicant involves a transfer at Bridgehead. Since passengers will now be afforded the convenience of a through service, there appears to be no need for an additional stage line which would serve the same points but with the added inconvenience of a transfer. Under the circumstances, the application will be denied.

Upon full consideration of the evidence, we are of the opinion, and hereby find as a fact, that public convenience and necessity do not require the operation by E. E. Ward, doing business as Ward's Auto Stage, of an automobile stage line for the transportation of passengers between Antioch and Bridgehead, and intermediate points, in conjunction with and as an extension of said E. E. Ward's existing service between Pittsburg and Antioch.

An order will be entered accordingly.

O R D E R

Public hearings having been held in the above-entitled application, the matter having been duly submitted, the Commission being now fully advised, and basing its order on the finding of fact which appears in the opinion preceding this order,--

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

HEREBY DECLARES THAT PUBLIC CONVENIENCE AND NECESSITY DO NOT REQUIRE the operation by E. E. WARD, doing business as Ward's Auto Stage, of an automobile stage line for the transportation of passengers between Antioch and Bridgehead, and intermediate points, in conjunction with and as an extension of said E. E. Ward's existing service between Pittsburg and Antioch.

IT IS HEREBY ORDERED that this application be, and the same is hereby denied.

Dated at San Francisco, California, this 27th day of August, 1926.

H. A. Randall
C. C. Lawrence
Thomas S. Rafter
Commissioners.