

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of
VICTORIA MISETICH, for certificate of
public convenience and necessity to
operate passenger service between
Sacramento City, California, and
Riverbank, in the County of Yolo.

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Application No. 13316.

ORIGINAL

A. J. Adams and R. J. Coulter, for Applicant.
Charles R. Detrick and L. I. McKim, for
Sacramento Northern Railroad,
Protestant.

BY THE COMMISSION:

O P I N I O N

Victoria Misetich has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by her of an automobile stage line as a common carrier of passengers between Sacramento and Riverbank and Carly Acres, and intermediate points, over and along the route described in Exhibit "A" attached to said application, which is a proposed extension of applicant's present authorized passenger service between Sacramento and West Sacramento.

A public hearing on this application was conducted by Examiner Satterwhite at Sacramento, the matter was submitted and is now ready for decision.

Applicant proposes to charge rates and to operate under a time schedule as set forth in Exhibit "C" attached to said application and to use the equipment described in Exhibit "C" attached thereto.

The Sacramento Northern Railroad protested the granting of said application.

Applicant testified in her own behalf and called other witnesses in support of her application.

The territory proposed to be served consists of two outlying subdivisions, distant three miles from Sacramento, known as Riverbank and Carly Acres. Riverbank has a population, as indicated by its school attendance, of about 700 people, and Carly Acres has about 250 people. The population consists of laboring people who work almost entirely at Sacramento. The evidence shows that the great majority of these people own their own automobiles and drive to their places of employment, frequently taking a neighbor along with them.

The other residents of this district who own no cars either walk to Sacramento or patronize the Sacramento Northern Railroad, which electric line runs between Riverbank subdivision and Riverbank extension. Most of the dwellings are located in Riverbank subdivision proper, and also scattered along the railroad line as well as throughout the main subdivision, the center of population being about one-half mile from the depot of the electric line called Bryte Station. The houses in Carly Acres are widely scattered, the owners mostly using their own cars in traveling to and from Sacramento. These subdivisions have grown rather slowly in the last four or five years and there is very little development going on at the present time.

The evidence shows that applicant by direct solicitation obtained signatures of a large number of residents of the territory to a petition favoring her desired service, on the basis that the proposed bus service would be an additional convenience and would probably attract new people to the territory. The record shows, however, that a large number of these residents, several of whom were witnesses at the hearing, would continue to use their own automobiles in going back and forth from Sacramento and will only avail themselves of the bus service when it

serves their particular convenience.

Applicant offered little or no evidence to show that any material number of these people will use the proposed bus service daily or regularly. Applicant admitted that she has made no estimate whatever of probable patronage or that she has made any calculation as to the cost of operations or amount of revenues to be derived from the proposed service, or whether such proposed service can be operated at all profitably.

It appears that applicant has little or no financial resources or any definite plan to finance her desired extension. She testified that she expects to have her son act as her driver and that in order to maintain her proposed time schedule he will be compelled to work at least fourteen hours a day. She proposes to purchase on the installment plan a 21-passenger street car bus costing \$4000, and after making whatever initial payment is required expects to pay monthly installments in sufficient amounts to complete payments in eighteen months.

Applicant offered no evidence whatever to indicate or to show that the revenues from the limited passenger travel that she may attract will exceed or even equal the cost of operation of the proposed extended service.

The Sacramento Northern Railroad, protestant, introduced both documentary and oral evidence in support of its protest. The record shows that the protestant maintains a well equipped electric train service operating nine trains daily in each direction between Riverbank and Sacramento and under a time schedule that affords every laborer or employee ample time and opportunity to reach their respective places of employment in Sacramento as early as 7.30 A.M. and about every two hours thereafter.

Two years ago ten trains were operated daily, the first train reaching Sacramento from Bryte at 6:45 A.M., but was discontinued due to the lack of patronage.

L. I. McKim, Assistant General Passenger Agent of the Sacramento Northern, testified that the protestant renders an adequate service in every respect, that monthly commutation tickets at reduced rates are issued for the benefit of its patrons who work at Sacramento. This witness also presented a statement, Protestant's Exhibit No. 2, showing the passenger revenue covering a period of heaviest travel for four months in each year from 1923 to 1926, inclusive, which shows that there has been a very material reduction in travel between Sacramento and Bryte. This falling off of patronage is attributed to the facts that this district has developed very slowly in the last few years and that a great majority of the residents constantly use their own automobiles to go to their places of employment at Sacramento.

After careful consideration of all the evidence in this proceeding we are of the opinion and hereby find as a fact that public convenience and necessity do not require the proposed service of applicant and that the application should be denied.

O R D E R

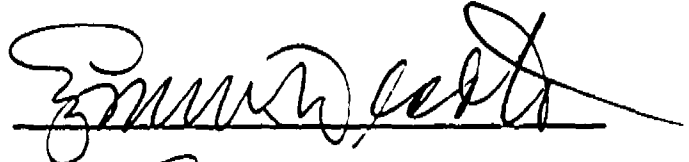
A public hearing having been held in the above entitled proceeding, the matter having been duly submitted and being now ready for decision,

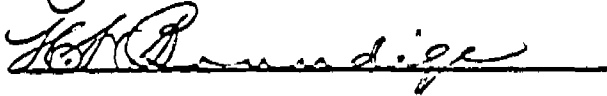
THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that public convenience and necessity do not require the proposed service of applicant between Sacramento and

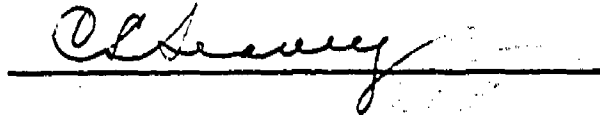
Riverbank and Carly Acres and intermediate points.

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

Dated at San Francisco, California, this 25th day of May, 1927.









Commissioners.