

Decision No. 22221.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of )  
 CALIFORNIA TRANSIT CO., a corporation, )  
 for an order defining its operative )  
 rights and routes for the transportation Application No. 15721  
 of passengers, their baggage and for the ) (Fourth Supplemental)  
 transportation of property. )

Earl A. Bagby - For Applicant.

BY THE COMMISSION:

OPINION AND ORDER ON  
FOURTH SUPPLEMENTAL APPLICATION

This is a supplemental application by Pacific Greyhound Lines, Inc., a corporation, substituted by order of the Commission as party applicant in the above entitled proceeding, for an order of the Railroad Commission authorizing temporary suspension of automotive passenger stage service between Martinez and Stockton.

A public hearing was held at San Francisco by Examiner Cannon. There was no protest against the granting of the application.

It appears from the record that on June 15, 1928, by Decision No. 19900, the Commission granted applicant authority to transport persons between Stockton and Martinez, the order carrying certain restrictions as to service locally between the termini, and providing that the Stockton-Martinez right be maintained as a separate right and not operated as part of the main system of applicant. These restrictions were continued in effect by Decision No. 21359, issued on December 3, 1929, granting applicant a new certificate in

lieu of previously granted and established rights. On July 17, 1928, applicant filed its application No. 14912 asking for a removal of certain of the restrictions and for authority to operate between Oakland, Martinez and Stockton, via Franklin Canyon, rather than via Crockett, said service to be operated in connection with and as part of applicant's main system.

The records of the Commission show that numerous hearings have been had on Application No. 14912, the most recent being held on June 16, 1930, at which time the matter was continued to August 26, 1930 for further hearing.

It is the contention of applicant, as shown by the testimony of its witness T. Finkbohner, that the authorized operation between Martinez and Stockton cannot be operated at a profit because of the restricted service authorized by the Commission. An exhibit filed by applicant shows that the service as now operated does not in fact return out-of-pocket costs of operation. The average revenue per mile from all schedules operated from August, 1928, to February, 1930, both inclusive, according to this exhibit, has been .070 cents as against an out-of-pocket cost of approximately seventeen cents a mile, or an average loss of approximately 10 cents a mile. It is the desire of applicant to discontinue the service as now performed between Stockton and Martinez until final determination by the Commission of the transportation needs of the territory as may be disclosed in its decision on Application No. 14912.

It would appear from a review of the evidence in this matter that the application should be granted. The order will so provide.

O R D E R

A public hearing having been held in the above entitled matter, an order of submission made and the Commission being fully advised,

IT IS HEREBY ORDERED that Pacific Greyhound Lines, Inc., be and it is hereby authorized to discontinue operation of stage service between Stockton and Martinez and intermediate points heretofore authorized by Decision No. 21859, said discontinuance to be temporary and subject to such further orders as the Commission may elect to issue in the matter.

IT IS HEREBY FURTHER ORDERED that Pacific Greyhound Lines, Inc., make such tariff and time schedule filings as are necessary to comply with the Commission's General Order No. 79.

Dated at San Francisco, California, this 1<sup>st</sup> day of July, 1930.

W. C. Scamney  
E. J. [unclear]

Thos. J. [unclear]

W. J. [unclear]  
Commissioners.