

Decision No. 15781.

**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 of passengers, their baggage and for the transportation of property.

)  
) Application No. 15781  
) (Fifth Supplemental)

In the Matter of the Application of PICKWICK STAGES SYSTEM, a corporation, for an order defining its operative rights and routes for the transportation of passengers and their baggage, and for the transportation of property; to abandon certain operations and to change or establish certain routes and to reconsider and amend existing restrictions; and to have issued to it a certificate of public convenience and necessity in lieu of all existing certificates, all involving all of applicant's operative rights in California north and east of San Francisco.

)  
) Application No. 16079  
) (Second Supplemental)

Earl A. Bagby - For applicant in both proceedings.

Arthur Frame - City Attorney of Clovis, protestant in Application No. 15781.

BY THE COMMISSION:

OPINION AND ORDER  
ON  
SUPPLEMENTAL APPLICATIONS.

The above entitled proceedings are supplemental applications by Pacific Greyhound Lines, Inc., substituted by order of the Commission as party applicant in both proceedings, and in which the Commission is asked to issue its order authorizing applicant

1. To change its route for all of its service between Eureka and Crescent City and between Eureka and Big Bar so as to use the new State highway between Arcata and Mad River on its Eureka-Crescent City service and the same highway between Arcata and the point where such highway intersects the old Alliance-Big Bar highway approximately one-fourth

mile west of Alliance, on its Eureka-Big Bar service.

2. To abandon its route between Berkeley and San Francisco via the direct Berkeley ferry, routing all its service over its other route between said points via Oakland.
3. To operate its service between Santa Rosa and Calistoga as a seasonal service only, to-wit: approximately from May 15th to October 1st of each year, service between October 1st and May 15th to be resumed when traffic demands warrant such operation.
4. To change its route between Richgrove and Delano so as to operate over the Orange Belt Highway between Richgrove and a point where said last mentioned highway intersects with Cecil Avenue, thence over Cecil Avenue to Main Street, Delano, thence on Main Street to the Company's station and thence westerly from the Company's station to the main Fresno-Bakersfield state highway.
5. To change its route between Chowchilla and Fresno so as to use the relocated state highway west of the Southern Pacific right of way and main line tracks near Califa, abandoning the former route via the old state highway east of said Southern Pacific right of way, including the use of the subway under the said Southern Pacific right of way.
6. To abandon its service between Fresno and Clovis and intermediate points.
7. To abandon its service between Tupman and a point where the main Tupman highway intersects with the main Bakersfield-Taft Highway.

At a public hearing held by Examiner Cannon in San Francisco both matters were consolidated, testimony heard and an order of submission made. Arthur Frame, City Attorney of the City of Clovis, protested the granting of authority to discontinue the service between Fresno and Clovis. He offered no evidence and his protest seemed to be largely based upon a misunderstanding as to the operating situation in that territory.

The only witness called was T. Finkbohner, Supervisor of Schedules of Pacific Greyhound Lines, Inc. As to the Clovis-Fresno service proposed to be abandoned, he testified that it had been operated at a loss for some time, Exhibit No. 2, submitted by him, showing that from May, 1926, to April, 1930, inclusive, the revenue per mile from the Fresno-Clovis operations average .08878 as against a claimed out-of-pocket cost of operation of 17 cents per mile.

The records of the Commission show that there is now in operation between Fresno and Clovis an automotive service for the transportation of passengers, express, freight and baggage operated by the San Joaquin and Eastern Railroad, which acquired the right to serve the territory through purchase of the operating rights of W. R. Miles.

With respect to other changes for which authority is sought by fifth supplemental application No. 15781, witness Finkbohner testified that the re-routings were sought to enable applicant to take advantage of new highway construction. As to the abandonment of service to Tupman, witness testified that the operation was conducted at an absolute loss, there being no demand at all for the very limited express service applicant was authorized to perform. Passenger service is not involved in the Tupman operation.

Testifying as to the changes proposed in second supplemental application No. 16079, witness Finkbohner stated that the change proposed in the Eureka district would result in the elimination of six rail crossings at grade between Eureka and Crescent City, and four crossings at grade between Eureka and Big Bar, besides providing a more direct route. But one fare point is affected, Alliance, which is described as a "cross-roads" with no population.

Regarding the proposal to abandon its service between Berkeley and San Francisco via direct ferry, the testimony was to the effect that this service was established in the belief that it would prove a convenience to travelers from points north and east of San Francisco, but that operation had proved it more of an inconvenience due to the fact that there are practically as many passengers bound to and from Oakland as there are to and from San Francisco. The Oakland passengers, through the operation by direct ferry, are deprived of an opportunity to use the schedules so routed, complaints on this score being numerous. On the other hand the expected demand for direct service out of San Francisco, via Berkeley ferry, has not materialized.

As to the proposal to change the service between Santa Rosa and Calistoga from that of a year-round service to a seasonal one, witness Finkbohner referred to Exhibit "B", attached to and made a part of the supplemental application herein, showing that during the period from January 1st to December 31, 1929, 1064 passengers were transported between Calistoga and Santa Rosa for a revenue of \$1455.50. The receipts from express amounted to \$83.95, bringing the total up to \$1539.45, or a revenue per mile of \$.10544, approximately 7 cents less per mile than the estimated out-of-pocket cost of operation. Except for the months of July, August and September, it is claimed by applicant that operation of the service is not justified by the monetary return.

Giving due consideration to the evidence offered in support of the proposed changes, we are of the opinion that they should be authorized. The traveling public will be the gainer by the proposed re-routings and the use of new

highways, particularly as such re-routings, in addition to providing more feasible and direct routes, will, by the avoidance of rail crossings, lessen considerably one of the main hazards of highway travel.

### O R D E R

The above entitled matters having been heard and submitted and the Commission being fully advised,

IT IS HEREBY ORDERED that Pacific Greyhound Lines, Inc., be and it is hereby authorized.

1. To change its route for all of its service between Eureka and Crescent City and between Eureka and Big Bar so as to use the new State highway between Arcata and Mad River on its Eureka-Crescent City service and the same highway between Arcata and the point where such highway intersects the old Alliance-Big Bar highway approximately one-fourth mile west of Alliance, on its Eureka-Big Bar service.
2. To abandon its route between Berkeley and San Francisco via the direct Berkeley ferry, routing all its service over its other route between said points via Oakland.
3. To operate its service between Santa Rosa and Calistoga as a seasonal service only, to-wit: approximately from May 15th to October 1st of each year, service between October 1st and May 15th to be resumed when traffic demands warrant such operation.
4. To change its route between Richgrove and Delano so as to operate over the Orange Belt Highway between Richgrove and a point where said last mentioned highway intersects with Cecil Avenue, thence over Cecil Avenue to Main Street, Delano, thence on Main Street to the Company's station and thence westerly from the Company's station to the main Fresno-Bakersfield state highway.
5. To change its route between Chowchilla and Fresno so as to use the relocated state highway west of the Southern Pacific right-of-way and main line tracks near Califa, abandoning the former route via the old State highway east of said Southern Pacific right of way, including the use of the subway under the said Southern Pacific right of way.
6. To abandon its service between Fresno and Clovis and intermediate points.

7. To abandon its service between Tupman and a point where the main Tupman highway intersects with the main Bakersfield-Taft Highway.

IT IS HEREBY FURTHER ORDERED that Pacific Greyhound Lines, Inc., shall make such tariff and time schedule filings covering the changes herein authorized as are required by the Commission's General Order No. 79.

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

C. L. Sawyer  
E. J. [unclear]

Thos. J. [unclear]

M. J. [unclear]  
Commissioners.