

Decision No. 27616

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
PACIFIC GREYHOUND LINES, INC. a corpor-
ation, for certificate of public conven-
ience and necessity to operate a passenger
stage service as a common carrier between
Lower Lake and Upper Lake via Clear Lake
Oaks and Lucerne, and for authority to
suspend the operation of through schedule
between San Francisco and Calistoga approxi-
mately during the period September 15th, to
May 15th, of each year.

ORIGINAL

) Application
) No. 19661

- E. C. Lucas, for Applicant.
- Nathan F. Coombs, for San Francisco, Napa & Calistoga
Railway, Protestant.
- Charles Crady, for Napa Chamber of Commerce, Protestant.
- J. B. Winkleman, for Calistoga Chamber of Commerce,
Protestant.
- Col. R. J. Feneuf, for Veterans Home, Protestant.
- L. W. Cobb, for Pacific Union College, Protestant.
- Lawrence Palmer, City Attorney, for City of St. Helena
and St. Helena Chamber of Commerce, Protestants.

BY THE COMMISSION -

OPINION

Applicant seeks the removal of a condition imposed by
Decision No. 23244, on Application No. 16989, wherein applicant
was required to operate not less than one through schedule
daily between San Francisco and Calistoga, via San Rafael,
Ignacio, Sears Point, Shellville and Napa. Applicant also
sought herein a certificate between Lake county points, which
was granted ex parte by Decision No. 27518 herein. Only the
removal of the restriction noted is now involved.

Public hearing was conducted by Examiner Williams at
Calistoga, at which time the matter was submitted for decision.

Applicant's predecessor, Calistoga and Clear Lake Stage Co.,
acquired a right to conduct through service over the route before
mentioned on the basis of two through trips each way daily.
(Decision No. 21709, on Application No. 14900). Such service was

duly established and maintained until, after transfer to applicant, it was reduced to one through trip each way daily, by authority of the following paragraph in Decision No.23244:

"The permission for consolidation herein given shall not permit the discontinuance of through service between Calistoga and San Francisco, and at least one through schedule each way daily must be maintained unless otherwise ordered by the Railroad Commission."

This paragraph was the result of opposition from the region affected, particularly Calistoga, to the abolition of through service. The operation of one through schedule has continued since that time (October, 1929), and has at all times connected with applicant's stage service to Lake county points. Applicant is the carrier serving all Lake county points, there being no rail service in the county.

The through service was sought and granted as a necessary extension of the Lake county operations. It was not offered as a seasonal service nor so authorized; it was to and from terminals and performed no local intermediate service. Applicant's plan to suspend this service from September 15th to May 15th is in effect to reduce it to four months in a favorable season. During the eight months of suspension the public would be provided other schedules between Calistoga and San Francisco, via San Rafael or Vallejo. The service via Napa and San Rafael involves broken schedules and change of vehicle at Napa, Sonoma and Ignacio. The service via Vallejo involves at least one change - at Sacramento Junction, or "Wye." Two schedules daily are provided via Vallejo, with an additional schedule week ends and holidays.

T. Finkbohner, superintendent of transportation for applicant, testified that, if the through service is suspended, applicant will make its connecting point Middletown instead of Calistoga. He further testified that applicant's service to and from and within Lake county is "financially successful."

The removal of the obligation of through service was opposed by the Napa Chamber of Commerce, by the testimony of Charles Grady; the Veterans Home at Yountville, by the testimony of Col. R. J. Faneuf; Pacific Union College, near St. Helena, by the testimony of H. W. Emmerson; St. Helena Chamber of Commerce, by the testimony of L. D. Vasconi, Secretary; by the City of St. Helena and its Chamber of Commerce, through Walter Metzner, Mayor, and Lowell Palmer, its City Attorney; the City of Calistoga and its Chamber of Commerce, by Andrew Rocca, Mayor; J. B. Winkleman, Secretary. The opposition was uniformly based on the theory that the service of the Napa Electric Railway must be preserved and that only seasonal operation by applicant for four months each year would be to the disadvantage of the preservation of rail facilities, now in precarious condition, the electric road being in a receivership and pending sale under demand of the trustee for the bondholders.

Mr. Finkbohner testified that the average number of through passengers per day between October, 1933, and May, 1934, was 1.4. Walter Maxwell, Redwood Highway Division Superintendent of applicant, testified that the equipment used was standard 30-passenger, and that the equipment used in Lake county (connecting at Calistoga) is 10 passenger and 7 passenger.

An exhibit filed by applicant for the twelve months ending September 30, 1934, shows that the income was 25.8 cents per mile for passengers. Express and newspaper transportation added income sufficient to make the gross 26.7 cents per mile. Revenue ranged from 13.8 cents per mile in February to 43.8 cents in August.

It is our opinion, based on the record, that applicant should continue the through service it is obligated to perform.

Its extension to Middletown to connect with the Lake county system seems unobjectionable. Applicant now has authority to serve all intermediate points and should serve them by the through service rather than a broken method involving three changes by the passengers. Lake county patronage, exclusively served by applicant, should not be required to change more than once - at Calistoga or Middletown. Applicant has a responsibility as a public carrier; it is not conducting unprofitable operations as a whole and its Lake county operations are "financially successful." It should maintain the present service.

An order denying the application accordingly will be entered.

C R D E R

Pacific Greyhound Lines, Inc. having made application to suspend through service between San Francisco and Calistoga, between September 15th and May 15th, a public hearing having been held, the matter having been duly submitted and now being ready for decision,

IT IS HEREBY ORDERED that the application be and the same hereby is denied as to such abandonment.

IT IS HEREBY FURTHER ORDERED that Decision No. 27518 herein, issued November 13, 1934, remain in effect and unaltered.

Dated at San Francisco, California, this 29th day of December, 1934.

Leon ...
...
W. B. ...
...
FRANK ...
COMMISSIONERS.