

Decision No. 31829

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of BEVERLY GIBSON for a certificate of public convenience and necessity to operate auto stage lines for the transportation of passengers, baggage, and express, for compensation, and as a common carrier, between Port Chicago (Bay Point), and San Francisco, California, via Concord, Walnut Creek, Lafayette and Oakland, and intermediate points; also between Willow Pass Junction and San Francisco, California, via Willow Road Pass, Concord, Walnut Creek, Oakland, and intermediate points; said service to be rendered in addition to, in conjunction with, and as an extension and enlargement of the transportation service now being rendered by applicant over the route between Sacramento and Port Chicago (Bay Point), California, via Clarksburg, Courtland, Walnut Grove, Antioch, and intermediate points.

ORIGINAL

Supplemental
Application
No. 19969

BY THE COMMISSION:

EIGHTE SUPPLEMENTAL OPINION AND ORDER

Beverly Gibson, applicant herein, on February 14, 1939, filed his Petition for Modification of Order, asking for permission to reduce the amount of service between Rio Vista and Rio Vista Junction now being maintained in compliance with Part III of Decision No. 29781, as amended by Decision No. 30743.

By Decision No. 30743, applicant Gibson was ordered to operate passenger motor coach service between Rio Vista and Rio Vista Junction co-ordinated with the passenger trains of Sacramento Northern Railway on a schedule of not less than two round trips per day. In his present petition applicant requests that he be authorized to reduce this service to one round trip per day.

In support of his request for the reduction of service sought, applicant presents his Exhibit "A," attached to and made a

part of the application and shows therein that for the period October 1938 to January 1939, both months inclusive, a total of 492 trips were operated on which 58 passengers were transported. Of the 492 trips operated only 53 carried passengers, the remaining 439 schedules being operated without a single passenger. Additionally by Exhibit "B," attached to and made a part of the application, applicant showed, in an analysis of his operations between October 1, 1938, and January 31, 1939, (both dates inclusive) that of all schedules operated 89.4% carried no passengers. Also during this 123 day period 61.8% of the operating days were days upon which not a single passenger was carried. This analysis further shows the revenue per mile as \$.0052, a total number of 5559.6 miles operated; a total revenue of \$28.95 received and the sale of one interline and thirty-four local tickets during this period.

Under applicant's proposal as made herein the one round trip to be operated will consist of schedule 205 out of Rio Vista at 3:10 p.m. and schedule 206 from Rio Vista Junction at 3:36 p.m. according to Exhibit "C" of the application. By the retention of schedules 205 and 206 applicant will continue in operation schedules which have proven to be the most heavily patronized and where there have been fewer trips operated empty. Additionally, these schedules also make direct connection with Sacramento Northern Railway trains from the bay area according to applicant.

Undoubtedly, according to the figures made available in this matter, Beverly Gibson has been subjected to a heavy loss in the operation of two round trips daily between Rio Vista and Rio Vista Junction. It is equally clear that the continuance of such service is a heavy drain upon applicant's other operations and

patronage developed is hardly indicative of any existing public demand for this service as now being rendered.

Sacramento Northern Railway has advised the Commission in writing that it has no objection to the granting of this request.

Based upon the facts herein set forth it is quite clear that public convenience and necessity do not require the operation by Beverly Gibson, doing business as River Auto Stages, of the two round trips between Rio Vista and Rio Vista Junction as now required by Decision No. 30743 and that the one round trip proposed will, at this time, reasonably meet the demands of the traveling public. It further appears that this is a matter in which a public hearing is not necessary and that the application for reduction of service should be granted ex parte.

ORDER

IT IS HEREBY ORDERED that Part III of Decision No. 29781, as amended by Decision No. 30743, be and it is hereby further amended as follows:

PART III

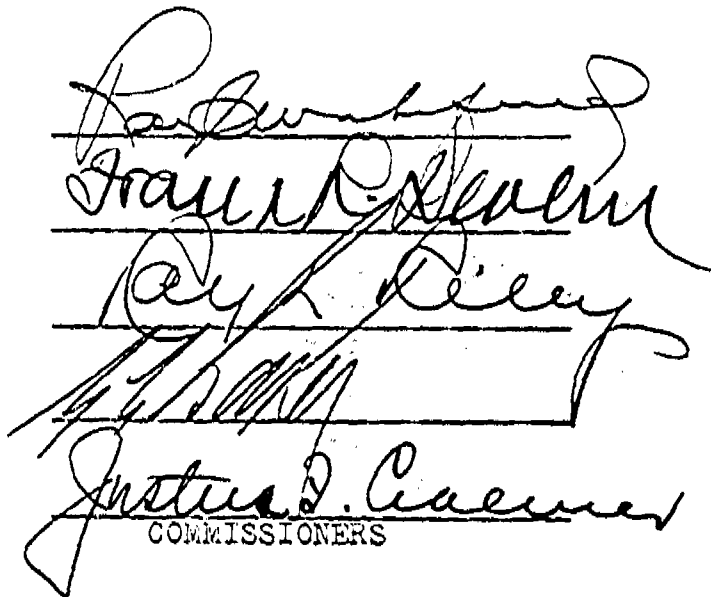
IT IS HEREBY ORDERED that applicant Beverly Gibson shall continue to operate motor coach service between Rio Vista and Rio Vista Junction co-ordinated with the passenger trains of Sacramento Northern Railway on a schedule of not less than one (1) round trip per day, subject to the following conditions:

- (1) Said service shall be substantially in accordance with the schedule shown in the Petition for Modification of Order and connect with trains of Sacramento Northern Railway at Rio Vista Junction.
- (2) Applicant shall give not less than ten (10) days' notice to the public of said reduction in service by posting notice in all motor coaches operating between Rio Vista and Rio Vista Junction and at Rio Vista.

For all other purposes the Order heretofore issued in this matter shall remain in full force and effect.

The effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, this 13th day of March, 1939.


COMMISSIONERS