

Decision No. 33065

ORIGINAL

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 neces- )  
sity to operate auto stage lines for the transpor- )  
tation 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 exten- )  
sion and enlargement of the transportation service )  
now being rendered by applicant over the route be- )  
tween Sacramento and Port Chicago (Bay Point), )  
California, via Clarksburg, Courtland, Walnut Grove, )  
Antioch, and intermediate points. )

Application  
No. 19969

BY THE COMMISSION:

NINTH SUPPLEMENTAL ORDER

Beverly Gibson, applicant herein, on January 25, 1940, filed his amended and supplemental petition for modification of the Order in Eighth Supplemental Opinion and Order, (Decision No. 31829) in Application No. 19969, asking for permission to reduce the service now being rendered between Rio Vista and Rio Vista Junction to an "on request" service.

Sacramento Northern Railway has signified, in writing, that it has no objection to the granting of this petition.

By Eighth Supplemental Decision No. 31829 Beverly Gibson was authorized to reduce service from that ordered to be placed in effect by Part III of the Order in Decision No. 29781 to one round trip per day between Rio Vista and Rio Vista Junction. This one round trip daily is now being operated between the above points, and connects with certain trains of Sacramento Northern Railway at Rio Vista Junction.

In support of his request for the reduction of service

sought, applicant presents his Exhibits "A" and "B" attached to and made a part of his petition, and shows that for the period April 1, 1939, to January 1, 1940, a total of 6,212 miles were operated on which 64 passengers were carried, resulting in a revenue of \$31.20. The expense of performing this service amounted to \$950.58. During this period 550 trips were operated between Rio Vista and Rio Vista Junction, of which only 53 trips (or 9.6%) carried passengers. The remaining 497 trips carried no passengers.

Under applicant's proposal the one round-trip daily will be discontinued and the service placed on an "on request" basis, whereby passengers desiring transportation will notify applicant.

It is apparent that the amount of use made of the Rio Vista-Rio Vista Junction regular service does not warrant its continuance and that the request should be granted.

#### O R D E R

IT IS HEREBY ORDERED that Part III of Decision No. 29781, as amended by Decisions Nos. 30743 and 31829 be and it is hereby further amended as follows:

#### PART III

IT IS HEREBY ORDERED that applicant Beverly Gibson shall reduce motor coach service between Rio Vista and Rio Vista Junction, upon five (5) days' notice to the Commission and the public, from one round-trip per day to an "on request" or "on call" service, as outlined in said amended and supplemental petition filed January 25, 1940.

For all other purposes Decisions Nos. 29781, 30743, and 31829 heretofore issued in this matter shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 30<sup>th</sup> day of ~~March~~ <sup>April</sup>, 1940.

Ray L. Sully  
Frank D. Sullivan  
Robert W. Wakefield  
J. H. W. W.  
Justin D. Coe

Commissioners