

Decision No. 39214

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC GREYHOUND LINES, a corporation,)
for a certificate of public convenience)
and necessity to operate a passenger)
stage service authorizing the trans-)
portation of passengers, baggage and)
express between Pittsburg and Concord)
via Donovan Road, serving all inter-)
mediate points, and to consolidate)
such certificate with the remainder of)
applicant's system.)

ORIGINAL

Application No. 27366

In the Matter of the Application of)
GIBSON LINES, a corporation, for a)
certificate of public convenience and)
necessity authorizing it to operate as)
a passenger stage corporation for the)
transportation of passengers, baggage)
and express between Camp Stoneman,)
California, on the one hand, and all)
points and places which applicant is)
authorized to serve, on the other.)

Application No. 27386

- DOUGLAS BROOKMAN, for Pacific Greyhound Lines.
- ROBERT E. COCKE, for Gibson Lines.
- E. WALTER LYNCH, City Attorney, Pittsburg, for the City of Pittsburg and the Chamber of Commerce of Pittsburg, protestants.
- CAPTAIN JOSEPH L. JUDSON, U. S. Army, Staff Judge Advocate, for Camp Stoneman.

O P I N I O N

Among the points which Pacific Greyhound Lines serves on its system are Concord and Pittsburg. By Application No. 27366 it seeks authority to operate passenger stage service for the transportation of passengers, baggage and shipments of express weighing not in excess of 100 pounds each between Concord and Pittsburg over an additional route via Donovan Road in order to serve the military installation at Camp Stoneman. No local service would be provided between Camp Stoneman and Pittsburg.

Among the points which Gibson Lines serves are Los Medanos, Pittsburg and Concord over State Route No. 24 and Willow Pass Road. By Application No. 27386 Gibson Lines requests authority to serve Camp Stoneman by deviation from its present route at Los Medanos, which is intermediate to Antioch and Pittsburg. This service would be provided over an east-west route roughly parallel with State Route No. 24. It also proposes to deviate from its route through Pittsburg to Camp Stoneman, a distance of about one mile. Gibson likewise would provide no local service between Pittsburg and Camp Stoneman.

A public hearing on these matters was had before Examiner Paul at San Francisco on June 27, 1946, on a consolidated record. The matters were submitted and are ready for decision.

Neither applicant protested the other's application provided certain applicable restrictions be carried forward. The Staff Judge Advocate of Camp Stoneman testified in support of both applications. His testimony was in substance to the following effect: Camp Stoneman is being organized as a permanent military post for the induction, training, replacement and separation of troops from the military establishment. The present population of the camp is approximately 26,020. It is segregated as to permanent personnel, amounting to 6,946, and quasi-permanent personnel of 19,074. The permanent personnel group is further segregated into a station complement of 5,167 persons and an overseas replacement depot of 1,779 persons. On the basis of such population a proposed pass plan has been established. Three types of passes will be used consisting of six hour passes, twenty-four hour passes and three day passes. The plan provides that the different designated personnel groups receive passes based upon an established percentage

applicable to the different types of passes and also applicable to week days or week ends: Under such plan a very substantial proportion of the camp population will be off the post on passes on week days and particularly on week ends. In his opinion the facilities of the local communities are insufficient to absorb such a large group of army personnel on pass. During the war about 10% of the post personnel was released on passes of various types, whereas, at the present time, the average is about 23%. The camp authorities desire that a more readily available transportation service be established to enable those on pass, who so desire, to travel to other points; particularly to the San Francisco Bay Area. This will assist the military authorities in maintaining better morale and welfare conditions for the personnel. The local public transportation between the camp and Pittsburg has fully and adequately met the need between such points. However, it was the opinion of the witness that the present transportation facilities between Camp Stoneman and points beyond Pittsburg are insufficient to properly meet the needs of the military personnel. If the authority here requested is granted, a stage depot will be erected on the post for the joint use of applicants. Stages would be loaded at the depot and those persons destined to San Francisco Bay points would avoid the necessity of transfer. Such arrangement would also be helpful in maintaining appropriate regulations and controls over the personnel.

The only opposition to the proposals of applicants was that of the City of Pittsburg and the Pittsburg Chamber of Commerce both of which were represented by the City Attorney of Pittsburg. It is their feeling that if the certificates sought are granted, it would render the local stage services between Pittsburg and

nearby areas less lucrative, requiring a reduction thereof which would adversely affect the community. It was stated by witnesses of protestants that the local carriers had been able to extend their services largely as a result of revenues derived from military personnel.

Opinions were expressed that schedules not fully loaded would attract civilian traffic from Pittsburg and schedules not operated through the town would offer no opportunity for riders to disembark there.

While we are not unmindful of the fact that the additional services proposed might have the effect of depriving Pittsburg of some local business developed from military personnel, we do not believe it will deprive the city of its local services to and from Camp Stoneman. A direct service to and from San Francisco Bay Area points as well as to and from other points on the lines of applicants would be established which would undoubtedly relieve the military personnel congestion in the local area, which relief, the military officials contend, is necessary and desired by them. The Commission is required to give primary consideration to the desires or needs of the travelling public. We think the record is adequate to show a public need for through transportation to and from cities other than those near the camp.

After careful consideration of the evidence of record, we find that public convenience and necessity require the establishment and operation of the services proposed by applicants subject to appropriate restrictions.

O R D E R

A public hearing having been held on the above entitled applications, the matters submitted and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Pacific Greyhound Lines authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2½ of the Public Utilities Act, for the transportation of passengers, baggage and shipments of express weighing not in excess of 100 pounds each on passenger carrying vehicles only, between Pittsburg and Concord and intermediate points via Camp Stoneman as an extension and enlargement of and consolidated with the certificate granted by Decision No. 34238, rendered May 27, 1941, subject to the following restrictions:

- a. No passengers shall be transported locally between Camp Stoneman and Pittsburg.
- b. No passengers, baggage or express shall be transported between Sacramento, on the one hand and Port Chicago, Camp Stoneman, Antioch and intermediate points, on the other hand via Martinez.

(2) That in providing service pursuant to the certificate herein granted, Pacific Greyhound Lines shall comply with the following service regulations:

- a.. A written acceptance of the certificate herein granted shall be filed with the Commission within a period of not to exceed 30 days from the effective date hereof.
- b.. Within 60 days from effective date hereof and on not less than one day's notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Orders Nos. 79 and 80 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective appropriate tariffs and time tables.

- c. Subject to the authority of this Commission to change or modify it by further order, Pacific Greyhound Lines shall conduct operations pursuant to the certificate herein granted over and along the following route:

Over and along Railroad Avenue and Donovan Road between Pittsburg and the junction of Donovan Road and Marsh Creek Road.

(3) That a certificate of public convenience and necessity is hereby granted to Gibson Lines authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 24 of the Public Utilities Act, for the transportation of passengers, baggage and shipments of express weighing not in excess of 100 pounds each on passenger carrying vehicles only, between Pittsburg, Camp Stoneman, Los Medanos, Willow Pass Junction and intermediate points as an extension and enlargement of and consolidated with the operative rights created by Decision No. 35292 dated April 28, 1942, subject to the following restrictions:

- a. No passengers shall be transported locally between Camp Stoneman and Pittsburg.
- b. No passengers, baggage, or express may be transported between Los Medanos and Concord and intermediate points, on the one hand, and any point west of Concord to and including Temescal Junction, on the other hand.
- c. No passengers, baggage, or express shall be transported locally between Temescal Junction and Concord and intermediate points, all points inclusive.
- d. No commutation fares shall be published locally in the territory between Antioch and San Francisco, both points inclusive.

(4) That in providing service pursuant to the certificate herein granted, Gibson Lines shall comply with the following service regulations:

- a. A written acceptance of the certificate herein granted shall be filed with the Commission within a period of not to exceed 30 days from the effective date hereof.

- b. Within 60 days from the effective date hereof and on not less than one day's notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Orders Nos. 79 and 80 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective appropriate tariffs and time tables.
- c. Subject to the authority of this Commission to change or modify it by further order, Gibson Lines shall conduct operations pursuant to the certificate herein granted over and along the following routes:

Leaving present route (State Route No. 24) at Los Medanos; thence west on the County Road paralleling Camp Stoneman's north boundary to the West Gate of Camp Stoneman located at the intersection of said County Road and Railroad Avenue (also known as Donovan Road); thence north on Railroad Avenue to its intersection with State Route No. 24, or, to the intersection of a County Road about 0.5 miles north of the West Gate of Camp Stoneman, thence over such county road to its intersection with State Route No. 24 west of Pittsburg.

The effective date of this order shall be the 20th day from and after the date hereof.

Dated at San Francisco, California, this 9th day of July, 1946.

Richard C. Culver
James J. Caswell
Francis Dean
Samuel L. Luce
Harold P. Kula
 COMMISSIONERS