

ORIGINAL

Decision No. 41955

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 JOHN CUNNINGHAM, LEONE CUNNINGHAM and)
 MINNIE J. SMITH doing business as)
 PIEDMONT LIMOUSINE SERVICE, for a)
 certificate to operate a passenger stage)
 corporation, and for the transportation) Application No. 29222
 of passengers and passengers' baggage)
 between Camp Stoneman (Pittsburg) and)
 Oakland Airport and Mills Field (San)
 Francisco Airport).)

JOHN P. MEANY, for applicant
 DOUGLAS BROOKMAN, for Pacific Greyhound Lines, Protestant
 ROBERT E. COCKE, for Gibson Lines, Protestant
 HERBERT J. DeGRAFF, for Fialer's Limousine Service, Inc.,
 Protestant

O P I N I O N

This is an application of John Cunningham, Leone Cunningham
 and Minnie J. Smith,⁽¹⁾ doing business as Piedmont Limousine Service for
 a certificate of public convenience and necessity to operate a passen-
 ger stage service between Camp Stoneman on the one hand, and Oakland
 Airport and Mills Field on the other. A public hearing was held
 before Examiner Cannon at San Francisco on June 23, 1948, and the
 matter was submitted.

Applicant operates a limousine service in Piedmont and
 Oakland and has a contract with certain air lines by which he delivers
 passengers to the airports and picks them up there for delivery to
 destination. The distance between Camp Stoneman and Oakland Airport
 is approximately 40 miles and it is proposed to charge a fare of
 \$3.00. Applicant's equipment consists of one 7-passenger limousine.
 He will not operate on a regular schedule, but will meet the planes

(1) Applicant John Cunningham testified in behalf of the three
 applicants. His testimony, therefore, will hereinafter be
 referred to collectively.

as they arrive.

The testimony shows that there is very little activity at Camp Stoneman at present. Passengers arriving at the Camp purchase tickets to their destination, either by air, train or bus, and he proposes to carry these passengers to Oakland or San Francisco.

Applicant testified that he had no assurance of being permitted to enter Camp Stoneman to properly render the service proposed. In the event he required additional equipment he testified he would purchase a used car from his attorney at a price to be determined. Apparently this piece of equipment is in poor condition since applicant's attorney stated he would be willing to "give the car away."

The application is protested by Pacific Greyhound Lines and Gibson Lines, both of whom render service to Camp Stoneman. Greyhound has on file with the Commission a tariff of joint passenger fares with Fialer's limousines, Inc., naming one way and round trip passenger fares between Camp Stoneman or Pittsburg to Oakland Municipal Airport. The one-way fare is \$1.50 and round trip \$2.90. It has a direct service of its own from Camp Stoneman and Pittsburg to San Francisco Airport with a fare of 90 cents one way and \$1.62 round trip.

Greyhound presently provides 12 direct schedules each way daily between Camp Stoneman, Oakland and San Francisco. In addition to these, there are 35 schedules coming from Pittsburg to San Francisco and Oakland, and 37 schedules operating in the reverse direction, all of these schedules being in addition to the 12 direct schedules. There are also two local carriers who render service between Camp Stoneman and Pittsburg.

When ships arrive or there is a discharge of military personnel, Greyhound provides equipment to handle the extra volume of business and move it out to San Francisco and Oakland. Facilities are provided by this carrier inside Camp Stoneman for the purchase of tickets and for other conveniences, all of this service being rendered with the cooperation of the military authorities. The running time to San Francisco is one hour and 50 minutes. San Francisco passengers are discharged at 7th and Mission Streets, and Oakland passengers at 20th and San Pablo.

Gibson Lines operate two round trips daily between Camp Stoneman and Oakland and San Francisco. It also operates inter-city service between Sacramento, Oakland and San Francisco passing through Pittsburg. Its service between Camp Stoneman, Oakland and San Francisco has been recently curtailed due to operation losses sustained because of a decrease in traffic.

A thorough review of the record convinces us that there exists no present demand for additional service between Camp Stoneman and the Oakland and San Francisco Airports. The application is not supported by the testimony of a single public witness, nor did any official or employee of the Camp appear to testify that the present service was not satisfactory and adequate. We are of the opinion, and so find, that the application should be denied, and it will be so ordered.

O R D E R

A public hearing having been held in the above-entitled proceeding, the matter having been submitted and the Commission being fully advised,

IT IS ORDERED that Application No. 29222 of John Cunningham, Leone Cunningham and Minnie J. Smith for a certificate of public convenience and necessity to operate a passenger stage service between Camp Stoneman and Oakland Airport and Mills Field, San Francisco, be, and it hereby is, denied.

The effective date of this order shall be 20 days from the date hereof.

Dated at San Francisco, California, this 17th day of August, 1948.

R. E. Anderson
Justice F. Calver
Wm. H. Dwyer
Harold P. Hill
Samuel P. Potter
COMMISSIONERS