

ORIGINAL

Decision No. 42706

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
STOCKTON CITY LINES, INC. for an)
order of this Commission, authorizing)
applicant to discontinue service over)
two extensions of its Routes Nos. 2)
and 5 as more particularly set forth)
herein.)

Application No. 30686

Gilbert L. Jones and Dan S. Lane, for applicant;
Bill L. Dozier and Taubner G. Hamma, for City
of Stockton, interested party; Charles Richmond,
for Colonial Heights; F. C. Sloan and Lt. L. G.
Maxwell, for Naval Supply Annex, interested
party; Everett C. Allary, for Lincoln School
District, protestant; C. D. Carmean, for
Lincoln Village Homes Association, interested
party; D. C. Haines, for Rose Manor, protestant;
Mrs. Ora E. Condy, for Mr. and Mrs. J. R. Bennett,
Mr. and Mrs. J. McKiever and Mrs. C. Mikel,
protestants; Jack Quarles, for Swain Oaks Improve-
ment Association, protestant.

O P I N I O N

Stockton City Lines, Inc. operates an urban passenger stage service within the City of Stockton and between Stockton and adjacent territory. In this proceeding it requests authority to discontinue passenger service on the No. 2 route between the intersection of Stadium Drive with Pacific Avenue, in the City of Stockton, and the junction of the Lower Sacramento Road with Thornton Road, commonly known as Otto's Place or Five Mile House. Also, authority is sought to discontinue service on its No. 5 route between the intersection of Fresno Street with Charter Way and the route terminus in the United States Naval Supply Annex on Rough and Ready Island.

A public hearing was held at Stockton on December 2, 1949, and the matter was submitted subject to the filing of Exhibits Nos.

1 and 2 by applicant, which have been received.

Route No. 2 - Lower Sacramento Road

Stockton City Lines, Inc., was authorized to operate a passenger stage service between downtown Stockton and Five Mile House on Lower Sacramento Road, north of Stockton. (Decision No. 41943, dated August 10, 1948, on Application No. 29463). This service was designed to provide off-peak shoppers' transportation for residents of several new subdivisions along Lower Sacramento Road. (1) Authority was requested to perform this service for a trial period of 180 days; however, should the operation prove to be unprofitable, permission to discontinue the service would be sought upon the termination of such period, it was alleged. By the decision mentioned the application was granted, and applicant was authorized to operate between the points described above. It made no reference to operation on a trial basis.

A witness for applicant states that three round trip schedules were operated daily except Saturdays and Sundays between Stadium Drive on Pacific Avenue and Five Mile House. The testimony and exhibits show the passenger traffic totals and averages for selected days to be as follows:

<u>Date</u>		<u>Total Passengers on Six Schedules</u>	<u>Average No. Passengers Per Schedule</u>
Friday,	10/7/49	23	3.8
Monday,	10/10/49	15	2.5
Monday,	10/31/49	12	2.0
Tuesday,	11/1/49	13	2.2
Wednesday,	11/2/49	15	2.5
Thursday,	11/3/49	12	2.0
Friday,	11/4/49	16	2.7
Monday,	11/28/49	17	2.8
Tuesday,	11/29/49	20	3.3
Wednesday,	11/30/49	21	3.5
Thursday,	12/1/49	16	2.7
Total		180	
Average for 11 days		16	2.7

(1) The opinion in Decision No. 41943 states in part, "It is the intention of applicant to inaugurate the service as a shopper's special, with three round trips made in the off-peak hours of the day from Monday through Friday."

Applicant contends the revenue from that traffic is inadequate to meet the out-of-pocket cost of the operation.

There was only a limited protest to applicant's proposal to discontinue the off-peak shoppers' service. Testimony of those protestants indicated that residents along and adjacent to Lower Sacramento Road desire peak period service for the transportation of workers between their homes in that area and their places of employment in the City of Stockton. Representatives of Swain Oaks Improvement Association testified that many residents of Swain Oaks Manor subdivision had requested applicant to establish peak-period service but had made no survey to determine what public use would be made of such service.

In that regard witnesses for applicant testified that institution of peak-period service would require applicant to purchase additional equipment; that during peak-periods all of its equipment is needed on other routes of operation; that if the requested peak-period service were established, similar service on the remainder of the system would be depreciated to the detriment of the entire operation. The witness further stated that in the absence of any showing that an additional capital outlay for more equipment would be justified he did not feel that applicant should be required to install said peak-period service.

A review of the evidence with respect to applicant's proposal to discontinue service over Lower Sacramento Road and consideration of the certificate authorizing that operation show that that authority was granted upon applicant's proposal to provide an off-peak shoppers' service which has produced insufficient traffic to justify its continuation. Therefore, we find that applicant

should be authorized to abandon the service as proposed.

Route No. 5 - Naval Supply Annex

Passenger stage service was extended from Stockton to the United States Naval Supply Annex on Rough and Ready Island by Stockton City Lines during the latter part of the recent war to transport civilian employees and military personnel. Passenger traffic on this route extension has progressively diminished since the termination of the war.

Six schedules in each direction on Mondays through Fridays and four schedules in each direction on Saturdays and Sundays were operated until November, 1949, when service was reduced to two schedules in each direction daily during morning and evening peak periods.

Testimony of witnesses for applicant and exhibits show that passenger traffic totals and averages for selected days to be as follows:

<u>Date</u>	<u>Schedules Operated</u>	<u>Total Daily Passengers</u>	<u>Average No. Passengers Per Schedule</u>
Friday, 10/7/49	12	65	5.4
Monday, 10/10/49	12	61	5.1
Monday, 10/17/49	12	85	7.1
Tuesday, 10/18/49	12	76	6.3
Wednesday, 10/19/49	12	77	6.4
Thursday, 10/20/49	12	62	5.2
Friday, 10/21/49	<u>12</u>	<u>86</u>	<u>7.2</u>
Total	84	512	
Average for 7 days		73	6.1
Friday, 11/25/49	4	21	5.3
Monday, 11/28/49	4	32	8.0
Tuesday, 11/29/49	4	19	4.8
Wednesday, 11/30/49	<u>4</u>	<u>23</u>	<u>5.8</u>
Total	16	95	
Average for 4 days	4	24	6.0

<u>Date</u>	<u>Schedules Operated</u>	<u>Total Daily Passengers</u>	<u>Average No. Passengers Per Schedule</u>
Saturday, 10/8/49	8	28	3.5
Sunday, 10/9/49	10	17	1.7
Saturday, 10/22/49	8	12	1.5
Sunday, 10/23/49	<u>8</u>	<u>17</u>	<u>2.1</u>
Total	34	74	
Average for 4 days		19	2.2
Saturday, 11/26/49	4	6	1.5
Sunday, 11/27/49	<u>4</u>	<u>4</u>	<u>1.0</u>
Total	8	10	
Average for 2 days	4	5	1.3

In view of the limited use of this service and the six-mile route distance of operation that these few passengers must be carried, it is the opinion and finding of the Commission that the application to discontinue service to and from the Naval Supply Annex should be granted.

Stockton City Lines, Inc. extends two round trip schedules on weekdays on its No. 3 Poplar Route to Louis Park, where connections are made with Naval Annex boats operating across Stockton Channel to the supply depot. These boat connection schedules now furnish an alternate service to that provided during peak periods by the No. 5 route. This service would be continued.

A representative of the United States Naval Supply Annex requested thirty days' notice should this application be granted, so that the Navy might establish substitute transportation service. This request appears reasonable.

O R D E R

An application therefor having been filed, a public hearing had thereon, the matter having been submitted and fully

considered by the Commission, and basing this order upon the evidence of record and the conclusions and findings expressed in the opinion hereof,

IT IS ORDERED:

(1) That Stockton City Lines, Inc. is hereby authorized to discontinue passenger stage service along its Route No. 2 between the intersection of Stadium Drive with Pacific Avenue and the junction of Lower Sacramento Road with Thornton Road, known as Five Mile House.

(2) That Stockton City Lines, Inc. is hereby authorized to discontinue passenger stage service along its Route No. 5 between the intersection of Fresno Street with Charter Way and the terminus of this route in the United States Naval Supply Annex on Rough and Ready Island.

(3) That at least ten (10) days prior to discontinuance of the service authorized in paragraphs (1) and (2) of this order, notice thereof to the public shall be posted for ten (10) consecutive days prior thereto in vehicles operating between the points set forth in said paragraphs.

(4) That within sixty (60) days from the effective date hereof and on not less than five (5) days' notice to the Commission and the public, applicant shall file appropriate tariffs and time tables reflecting the authority herein granted.

The effective date of this order shall be thirty (30) days after the date hereof.

Dated at San Francisco, California, this 17th day
of January, 1950.

R. Z. McIntire
Justin J. Carr
Harold P. Hill
Herbert P. Fetter
COMMISSIONERS