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Decision No. 45119

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)	
of Stanislaus Stage Line for)	
authority to discontinue and abandon)	Application No. 31823
operation of an automotive service as)	
a common carrier between Modesto and)	
Waterford.)	

O P I N I O N

ORIGINAL

In this application, as amended, Earl F. Curtis requests authority to discontinue passenger stage operations between Modesto and Waterford, and intermediate points. The right was created by Decision No. 38165 in Application No. 26865 and acquired by applicant from R. H. Caplan, pursuant to authority contained in the Commission's Decision No. 38775 in Application No. 27210.

In justification for the authority sought, applicant asserts that the revenues from the operation have declined to the extent that he is unable to meet the expenses incurred by the operation. He further states that two units of equipment had been used in this operation; that one of them is broken down and not usable, and that the other unit is in need of extensive repairs and new tires. The total cost of rehabilitating this equipment would amount to approximately \$1,700. Applicant contends that there is no prospect for any increase in revenues from the operation, nor could its earning position be improved by a reasonable increase in fares.

Statements attached to the original application show that during the period of January 1 to August 26, 1950, applicant conducted service on 137 days. No service was provided on Sundays or holidays and service was suspended during the period from February 5 to April 12, both dates inclusive. Said statements further show that on the days of operation applicant transported a total of 8,441 passengers and

a small amount of express traffic. The gross operating revenue from this traffic amounted to \$1,863.40, of which \$1,758.65 was passenger revenue and \$104.75 was express revenue. The daily average of this revenue was \$13.60. The total expenses of the operation for that period amounted to \$1,938 without allowances for depreciation of equipment. Applicant asserts that he had employed his son as a driver at a rate of \$6.00 a day. After the son left applicant was unable to employ another driver at that wage.

An amendment to the application states that applicant discontinued operations on August 26, 1950. Before doing so he had pointed out to some of his patrons that he would be unable to continue his operations unless he could obtain more riders. He discussed his service with his riders, rearranged schedules ⁽¹⁾ in an attempt to better suit their convenience, advertised in newspapers

(1) Applicant's Timetable No. 10 bearing an effective date of April 12, 1950, shows the following service:

		Schedules Nos.							
		1	3	5	7	9	11	13	
		AM	AM	AM	PM	PM	PM	PM	
Miles:		DXSH:	DXSH:	SO	DXSH:	DXSH:	DXSH:	DXSH:	
0.0	Modesto Lv.	7:00	8:00	9:15	12:01	3:30	3:30	6:00	
5.0	Empire Ar.	7:15	8:15	9:30	12:15	3:45	3:45	6:15	
9.2	Hughson Ar.	7:25	8:25	9:40	12:25	3:55	3:55	6:25	
17.2	Hickman			9:55			4:10		
18.5	Waterford			10:00			4:15		

		Schedules Nos.							
		2	4	6	8	10	12	14	
		AM	AM	AM	PM	PM	PM	PM	
Miles:		DXSH:	DXSH:	SO	DXSH:	DXSSH:	SO	DXSH:	
0.0	Waterford Lv.			10:00			4:15		
1.3	Hickman Lv.			10:05			4:20		
9.2	Hughson Lv.	7:25	8:25	10:20	12:30	3:55	4:35	6:25	
13.5	Empire Lv.	7:35	8:35	10:30	12:40	4:00	4:45	6:35	
18.5	Modesto Ar.	7:50	8:50	10:45	12:55	4:15	5:00	6:50	

DXSH - Daily except Sundays and holidays.
 DXSSH - Daily except Saturdays, Sundays and holidays.
 SO - Saturdays only.

and tried to persuade patrons to use his line instead of various pool-car arrangements which were organized at various points he served. None of applicant's efforts induced increased use of his line, which he states has been in operation about four years. During that time he has received nothing for himself and is now without finances to continue the operation.

After full consideration of this proceeding the Commission finds that public convenience and necessity no longer require the operation of service by applicant between Modesto and Waterford and intermediate points. The application will be granted. No public hearing appears to be necessary.

O R D E R

An application therefor having been filed and duly considered by the Commission, and good cause appearing,

IT IS ORDERED:

(1) That Earl F. Curtis is hereby authorized to discontinue passenger stage service between Modesto and Waterford and intermediate points, and the operative right therefor created by Decision No. 38165 in Application No. 26865 is hereby revoked and annulled.

(2) That all effective tariffs and timetables on file with the Commission in the name of Earl F. Curtis are hereby cancelled.

The effective date of this order shall be twenty (20) days after the date hereof

Dated at San Francisco, California, this 12th day of December, 1950.

James J. Calver
Chairman

Kenneth H. Lotter
COMMISSIONERS