

ORIGINAL

Decision 93644 OCT 20 1981

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of Lawrence L. Wilson, an individual to sell and transfer a certificate of public convenience and necessity authorizing his operation as a passenger stage corporation, pursuant to Section 1031 of the California Public Utilities Code; and James and Sharon D. Vaughn, as a general partnership, to acquire and control the certificated passenger stage corporation operations of Lawrence L. Wilson.

Application 60765  
(Filed July 27, 1981)

O P I N I O N

Lawrence Wilson (seller) is now conducting operations under a certificate of public convenience and necessity issued to him by this Commission in Decision 91940 in Application 59627. The certificate authorizes seller to provide home-to-work passenger stage service between points in the Cities of Santa Rosa, Cotati, Petaluma, and Novato, on the one hand, and the United Air Lines Maintenance Base at San Francisco International Airport, on the other hand. The service was intended to provide transportation for the numerous employees of United Air Lines who reside in those cities.

James and Sharon D. Vaughn (buyers) have agreed to purchase the certificate of public convenience and necessity issued by the Commission together with the single bus used in the service and certain other property. The price of the bus is \$9,000 and the business goodwill is priced at \$1,250. The total price to be paid is \$11,000. Buyers propose to continue the operations.

Seller desires to be relieved of his obligations as a common carrier. Buyers believe that continuance of the service is in the

public interest and that there are no viable alternatives to mass transportation from these points to the base. It is claimed that buyers have the financial ability and will have the equipment to continue the operation satisfactorily. They propose to provide additional equipment and facilities when necessary.

According to the financial statement attached to the application, buyers have total assets of \$232,000 and a net worth of \$141,762.

There is no directly competitive certificated carrier. Accordingly, it is unnecessary to require service on any competitor and there is no reason to conduct a hearing.

Findings of Fact

1. Buyers have the financial qualifications to operate a home-to-work passenger stage.
2. Seller no longer desires to operate as a common carrier.
3. It is in the public interest to ensure the continued operation authorized under the certificate. Buyers will continue to operate in a manner satisfying the public need for transportation.

Conclusion of Law

The proposed transfer is in the public interest and should be authorized. A public hearing is not necessary.

Only the amount paid to the State for operative rights may be used in rate fixing. The State may grant any number of rights and may cancel or modify the monopoly feature of these rights at any time.

O R D E R

IT IS ORDERED that:

1. By January 1, 1982, Lawrence Wilson may sell and transfer the operative rights and property specified in the application to James and Sharon D. Vaughn.

2. Buyers shall:

- a. File with the Transportation Division written acceptance of the certificate and a copy of the bill of sale or other transfer document within 30 days after transfer.
- b. Amend or reissue seller's tariffs and timetables, state in them when the service will start, make them effective 10 or more days after this order is effective, and allow at least 10 days' notice to the Commission.
- c. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.
- d. File an annual report of seller's operations for the period from the first day of the current year to the date of transfer.
- e. Maintain accounting records in conformity with the Uniform System of Accounts.

3. If the transfer is completed, on the effective date of the tariffs a certificate of public convenience and necessity is granted to James and Sharon D. Vaughn, authorizing them to operate as a passenger stage corporation, as defined in PU Code Section 226, between the points and over the routes set forth in Appendix A.

This order becomes effective 30 days from today.

Dated OCT 20 1981, at San Francisco, California.

JOHN E. BRYSON  
President  
RICHARD D. GRAVELLE  
LEONARD M. GRIMES, JR.  
VICTOR CALVO  
PRISCILLA C. GREW  
Commissioners

*I certify that this decision was approved by the above Commissioners today.*  
*John E. Bryson*

T/seq

Appendix A  
(D.91940)

\*James and Sharon D. Vaughn  
Doing Business As  
ROYAL BUS LINES

First Revised Title Page  
Cancels  
Original Title Page

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
PSC - 1119

Showing passenger stage operative rights, restrictions,  
limitations, exceptions, and privileges.

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All changes and amendments as authorized by  
the Public Utilities Commission of the State of California  
will be made as revised pages or added original pages.

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\*Changed by Decision 93644, dated OCT 20 1981, of the  
Public Utilities Commission of the State of California in  
Application 60765.

T/seq

Appendix A  
(D.91940)

\*James and Sharon D. Vaughn  
Doing Business As  
ROYAL BUS LINES  
(PSC 1119)

First Revised Page 1  
Cancels  
Original Page 1

SECTION I. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,  
AND SPECIFICATIONS.

\*James and Sharon D. Vaughn, doing business as Royal Bus Lines, by the certificate of public convenience and necessity granted by the decision noted in the margin, are authorized to operate as a passenger stage corporation to transport home-to-work passengers between points in Santa Rosa, Cotati, Petaluma, and Novato, on the one hand, and the United Airlines Maintenance Base at San Francisco International Airport, on the other hand, subject, however, to the authority of this Commission to change or modify this authority at any time and subject to the following provisions:

- a. All transportation of passengers shall originate at the pickup points hereinafter specified on the one hand, and shall be destined to the United Airlines Maintenance Base at San Francisco International Airport, on the other hand or the reverse.
- b. Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- c. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.

Issued by California Public Utilities Commission.

\*Changed by Decision 93644, Application 60765.

T/seq

Appendix A  
(D.91940)

\*James and Sharon D. Vaughn  
Doing Business As  
ROYAL BUS LINES  
(PSC 1119)

First Revised Page 2  
Cancels  
Original Page 2

SECTION II. ROUTE DESCRIPTIONS.

Commencing in the City of Santa Rosa with a pickup point at the intersection of Dutton Avenue and State Highway 12; then to the City of Cotati with a pickup point at the intersection of the Gravenstein Highway (State Highway 116) and South Santa Rosa Avenue; then to the City of Petaluma with a pickup point at the intersection of Lakeville Street and Caulfield Lane; then to the City of Novato with a pickup point at the Ignacio Boulevard Exit of State Highway 101; then on State Highway 101 to the United Airlines Maintenance Base at San Francisco International Airport.

Issued by California Public Utilities Commission.

\*Changed by Decision 93644, Application 60765.