

Decision No. 15638

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of
WEST COAST TRANSIT COMPANY, a cor-
poration, for an order of the Rail-
road Commission, authorizing the con-
solidation of its operative right
between Healdsburg and Santa Rosa with
its general operations from San Fran-
cisco to Eureka and other points in
northern California.

Application No. 11081.

Chas. A. Beck, for Applicant;

Wallace L. Ware, for Santa Rosa-
Petaluma-Sausalito Auto Stage
Company;

J. J. Geary, for Northwestern
Pacific Railway Company,
Protestant.

BY THE COMMISSION:

O P I N I O N

West Coast Transit Company, a corporation, has pe-
titioned the Railroad Commission, in accordance with its
amended application, for an order declaring that public con-
venience and necessity require the consolidation of certain
operative rights obtained from A. Dunham under Decision No.
14937, in Application No. 11017, dated April 22, 1925, with
the operative rights now owned and operated by said applicant

obtained under Decision No. 13435, in Application No. 9807, dated April 18, 1924, Decision No. 13961, in Application No. 10040, dated August 25, 1924, and Decision No. 14334, in Application No. 10630, dated December 5, 1924, said consolidation to permit of the establishment of through routes and rates for the transportation of passengers for compensation between points authorized to be served under said certificate obtained from said A. Dunham at all points authorized to be served in the common carriage of passengers by said applicant under said decisions above specified, with the proviso, however, that passengers originating at San Francisco and points on said applicant's line to Santa Rosa shall be picked up on northbound cars only when destined to Windsor or points north thereof at the present time served by said applicant and passengers shall be transported on southbound cars when originating at points now served by said applicant north of, but including Windsor, destined to points served by applicant from Santa Rosa to San Francisco inclusive; provided further that applicants shall not transport passengers for compensation locally between San Francisco and Santa Rosa, both points inclusive, and points intermediate thereto.

A public hearing on this application was conducted before Examiner Satterwhite at San Francisco, the matter was submitted and is now ready for decision.

Applicant proposes to charge through rates, in accordance with amended Exhibit "A" attached to said application and to operate on the time schedule shown in Exhibit "B" attached to said application and to use the equipment now operated by said applicant with the addition of the equipment heretofore operated by said A. Dunham and now taken over and owned by applicant.

Northwestern Pacific Railroad Company and Santa Rosa, Petaluma and Sausalito Stage Company appeared in opposition to the granting of said application. During the hearing, however, the Santa Rosa, Petaluma & Sausalito Stage Company withdrew as a protestant by reason of a stipulation having been made by said applicant that said application would be amended in accordance with amendments now of record in this proceeding and as shown by amendments to application filed with the Commission on July 31, 1925.

Applicant called a large number of witnesses in support of its application, consisting of several of its officials and several stage drivers now in the employ of said applicant. Also several ticket agents of said applicant located at San Francisco and Santa Rosa and other points testified in support of the application.

The evidence shows that in the operation of applicant's passenger stages from San Francisco to Yreka and other points in northern California applicant has been obliged to refuse to transport passengers from Healdsburg and intermediate points north of Santa Rosa to San Francisco, as well as in the opposite direction, due to the fact that applicant's present certificates do not allow such transportation. It was shown that passengers travelling to these various points, when desiring transportation by stage, are obliged to go by street car to the ferry building in San Francisco, thence by ferry boat to Sausalito, thence by stage to Santa Rosa, and at that point are also compelled to transfer to another stage for points north of Santa Rosa to and including Healdsburg. As

a result of these various transfers numerous complaints have been made to the officers and agents of the applicant at its stage offices and headquarters. It was shown by all the agents that these numerous transfers from ferry boat to stage and from stage to stage is inconvenient and very unsatisfactory to the travelling public. It appears from the evidence that the establishment of this consolidated service of the local operative route from Santa Rosa to Healdsburg, with the existing operations of applicant, will result in the establishment of a through, convenient and satisfactory service to all the points proposed to be served.

Northwestern Pacific Railroad offered testimony as to its train service and fares between San Francisco and Healdsburg and other points proposed to be served, as well as exhibits showing a comparative statement of its revenues and expenses, condensed income account and corporate surplus for the six months ending June 30, 1925, which statement shows a decrease in revenues for the period shown.

After careful consideration of all the evidence in this proceeding, we are of the opinion and hereby find as a fact that public convenience and necessity require the consolidation and establishment of through routes and fares as proposed by said applicant and that the application should be granted.

O R D E R

A public hearing having been held in the above entitled application, the matter having been submitted, the Commission being

now fully advised and basing its order on the findings of fact appearing in the foregoing opinion:

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity require the consolidation of the operative rights of West Coast Transit Company, a corporation, and the establishment of through routes and rates for the transportation of passengers between the termini and intermediate points served by and along its present several routes, which routes are as follows:

1. An operative right for the transportation of passengers, baggage and packages between Santa Rosa and Healdsburg and intermediate points, pursuant to a decision of said Commission No. 14837 in Application No. 11017, dated April 22, 1925;

2. An operative right for stage service as a common carrier of passengers and express between Healdsburg, Crescent City and intermediate points, via Eureka over what is known as the Redwood Highway route; between Eureka and Red Bluff via Forest Glen; between Eureka and Big Bar via Korbol; between Eureka and Orleans, via Hoopa and Weitchpec; and also between Eureka and Orleans via Orick; between Eureka and Falk, and between Eureka and Ferndale; and between intermediate points over and along the routes between each of the termini above mentioned, said certificates to include permission to operate stages and to sell through tickets between each and all of the termini and intermediate points included under the above described routes, subject to the condition, among others, that no express service shall be carried on automotive stages, operating upon through schedule, that cannot be handled upon a passenger stage and which shall exceed 100 pounds in weight for each individual shipper, all

operated by authority granted under Commission's Decision No. 13435 in Application No. 9807, dated April 18, 1924.

3. An operative right to conduct an automobile stage line as a common carrier of passengers only between Healdsburg and San Francisco in conjunction with and as a part of its existing stage service north of Healdsburg, subject to the condition, among others, that applicants shall transport no passengers whatsoever locally between San Francisco, Healdsburg and any points intermediate thereto, but shall on north-bound trips pick up south of Healdsburg only such passengers as may be destined to points north thereof, and on south-bound trips shall pick up no passengers whatsoever from Healdsburg to San Francisco, or points intermediate thereto, and after leaving Healdsburg shall transport solely passengers who have originated north of the last named point; pursuant to authority granted by this Commission's Decision No. 13961, in Application No. 10040, dated August 25, 1924,

4. An operative right to conduct a passenger and freight service between Eureka and Freshwater and intermediate points via Freshwater Corners. Operated under authority granted by Commission's Decision No. 14334 in Application No. 10630, dated December 4, 1924.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same is hereby granted to West Coast Transit Company, a corporation, to consolidate the operative rights described in the foregoing declaration and to establish through routes and rates under the aforesaid consolidated operative rights, provided, however, that passengers originating

at San Francisco and points on said applicant's line to Santa Rosa shall be picked up on north-bound cars only when destined to Windsor or points north thereof at the present time served by said applicant and passengers shall be transported on south-bound cars when originating at points now served by said applicant from Santa Rosa to San Francisco inclusive, provided further that applicant shall not transport passengers for compensation locally between San Francisco and Santa Rosa, both points inclusive, and points intermediate thereto. The authority herein granted is subject to the following conditions:

1. Applicant herein shall file with the Railroad Commission its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date herein; shall file, in duplicate, tariff of rates and time schedules within a period of not to exceed ten (10) days from date herein, such tariff of rates and time schedules to be identical with those attached to the application herein and shall commence operation of said service within a period of not to exceed fifteen (15) days from date hereof.

2. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

3. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all purposes, other than hereinabove stated, the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 14th day of November, 1925.

H. B. Brundage
Chairman
Commissioners
Leon Whitcomb
Commissioners.