

Decision No. 18249**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of CALIFORNIA TRANSIT CO., a corporation, for a certificate of public convenience and necessity to (a) consolidate its operative rights and establish certain through service over separate operative rights, (b) extend its operative rights from Oakland to San Francisco and (c) to correct certain fares and establish new rates, rules and regulations governing the transportation of persons, baggage and express.

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) Application
) No. 11005
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BY THE COMMISSION -

SUPPLEMENTAL ORDER

WHEREAS, the order of the Railroad Commission in Decision No. 18107, issued in the matter of the above entitled application of California Transit Company, a corporation, is ambiguous insofar as it refers to the intermediate points to be served under said order and as to certain other matters involved in the description of the routes to be followed by said company in the territory involved in the above entitled proceedings. Now,

Therefore, good cause appearing,

IT IS HEREBY ORDERED that the following order be substituted for the order originally issued in Decision No. 18107:

O R D E R

An application having been filed with the Railroad Commission, as indicated in the Opinion which precedes this Order, public hearings having been held, the matter having been duly submitted, and the Commission being now fully advised and basing its order on the findings of fact which appear in the Opinion preceding this Order:

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY
DECLARES that public convenience and necessity require the
operation by California Transit Company, a corporation, of an
automobile stage service for the transportation of passengers and
baggage, over the following routes:

(a) - Between Rodeo and Vallejo, serving as intermediate
points the communities of Oleum, Shortway, Morrow Cove and South
Vallejo, and between Crockett and Vallejo, serving as intermediate
points the communities of Tormey, Shortway, Morrow Cove and
South Vallejo, both of said routes via Shortway and Morrow Cove
and ferry boats operating between said points, in connection with
its consolidated operations herein authorized.

(b) - Between Oakland and Sacramento and intermediate points
now served via Vallejo as hereinafter specified, authority being
heroby expressly given to serve said termini and intermediate
points by means of a direct through service without interchange
or transfer of passengers or baggage at Vallejo, or at any other
intermediate point.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY
FURTHER DECLARES That public convenience and necessity require
the operation by California Transit Company, a corporation, of
an automobile stage service for the transportation of passengers,
baggage and express (subject to a weight limit of 100 pounds
per package), over the following route:

Between San Francisco and Oakland, not as a separate oper -
ative right, but in connection with and as a part of applicant's
unified and consolidated operations as herein authorized; and
in this respect, between San Francisco and all points on appli-
cant's system as consolidated herein, except over the following
routes, to-wit: between San Francisco and Oakland, on the one
hand, and Napa, Martinez, Vallejo or Sacramento, via Vallejo,
respectively, or intermediate points, on the other hand; provided

that no passengers or baggage shall be transported to or from San Francisco, originating at or destined to points west of Santa Rita.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same is hereby granted said California Transit Company for the establishment and operation of the services hereinabove described, subject to the conditions hereinafter set forth.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY FURTHER DECLARES that public convenience and necessity require the consolidation and unification of the operative rights of said California Transit Company as one unified system of through service for the transportation of passengers and baggage between all the termini and intermediate points served by and along its present several routes, except as herein expressly limited, which routes are as follows:

(1) Between Oakland and Sacramento, serving as intermediate points the communities of West Berkeley, Albany, El Cerrito, Richmond, San Pablo, Tank Farm, Pinole, Franklin Junction, Rodeo Oleum, Shortway, Morrow Cove, South Vallejo, North Vallejo (Vallejo), Flodden, Napa Junction, Sacramento Junction, Creston, Cordelia, Suisun, Fairfield, Vacaville, Sub-station, Dixon, and Davis;

(2) Between Oakland and Martinez, serving as intermediate points the communities of West Berkeley, Albany, El Cerrito, Richmond, San Pablo, Tank Farm, Pinole, Franklin Junction, Rodeo, Oleum, Shortway, Tormey, Crockett and Port Costa;

(3) Between Oakland and Napa, serving as intermediate points the communities of West Berkeley, Albany, El Cerrito, Richmond, San Pablo, Tank Farm, Pinole, Franklin Junction, Rodeo, Oleum, Shortway, Morrow Cove, South Vallejo, North Vallejo (Vallejo), Flodden, Napa Junction, Sacramento Junction, Soscol, and Napa Hospital, excepting service locally between North Vallejo and

Napa and intermediate points (subject to reservations set forth in the foregoing opinion).

(4) - Between Napa and Sacramento, serving as intermediate points the communities of Napa Hospital, Soscol, Sacramento Junction, Creston, Cordelia, Suisun, Fairfield, Vacaville, Substation, Dixon and Davis.

(5) Between Sacramento and Stockton via the following routes, to-wit:

(A) Via Forest Lake, Cherokee Lane, Lodi, and Henderson, serving as intermediate points the communities of Elk Grove, McConnell, Arno, Galt, Lodi and Henderson;

(B) Via Forest Lake, Woodbridge, Lodi and Henderson, serving as intermediate points the communities of Elk Grove, McConnell, Arno, Galt, Woodbridge, Lodi and Henderson;

(C) Via Forest Lake and Cherokee Lane Road direct to Stockton (flag Lodi on highway), serving as intermediate points the communities of Elk Grove, Mc Connell, Arno, Galt and Lodi (flag on highway);

(6) Between Stockton and San Jose, serving as intermediate points the communities of French Camp, Lathrop Corner, San Joaquin Bridge, Banta, Tracy, Standard Oil, Mountain House, Altamont, Ulmar, Livermore, Pleasanton, Sunol, Mission San Jose, Warm Springs and Milpitas;

(7) Between Stockton and San Francisco, serving as intermediate points the communities of French Camp, Lathrop Corner, San Joaquin Bridge, Tracy, Standard Oil, Mountain House, Altamont, Ulmar, Livermore, Pleasanton, Santa Rita, Dublin, Hayward and Oakland; also between Stockton and San Francisco, serving the same intermediate points excepting Pleasanton and/or Hayward;

(8) Between Stockton and Manteca, serving as intermediate points the communities of French Camp, Hedgeside, Lathrop Corner and West Manteca; also between Stockton and Manteca, serving as intermediate points the communities of French Camp, Hedgeside and Turner Station.

(9) Between Stockton and Carl Inn, serving as intermediate points the communities of Colledgeville, Escalon, Oakdale, Orange Blossom Ranch, Knights Ferry, Tuolumne Inn, Curtain Ranch, Keystone, Yosemite Junction, Chinese Camp, Shawmut, Jacksonville, Stevens Bar, National Mine, Moccasin Creek, Priest's Station, Big Oak Flat, Groveland, Second Grody, Big Creek, Smith Ranch, Ranger Station, Buck Meadows, Colfax Springs, South Fork, Berkeley Camp, Sunset Camp and Crockers, the service, however, between Groveland and Carl Inn and to intermediate points between said last two termini being seasonal and to be rendered during the open season of each year, approximately between June 1st and September 15th.

(10) Between Stockton and Tuolumne, serving as intermediate points the following communities; Colledgeville, Valley Home, Oakdale, Orange Blossom Ranch, Knights Ferry, Tuolumne Inn, Curtain Ranch, Keystone, Yosemite Junction, Jamestown, Sonora, Standard Road and Ralph; also between Stockton and Tuolumne, serving the same last mentioned intermediate stations and in addition thereto the community of Standard;

(11) Between Stockton and Modesto, serving as intermediate points the communities of French Camp, Hedgeside, Lathrop Corner, Munter Corner, (West Manteca), Manteca, Calla, Weston, Ripon, Salida; also between Stockton and Modesto, serving as an intermediate point the community of Turner Station, in addition to the intermediate points last above set forth, and excepting the communities of West Manteca and Lathrop Corner.

(12) Between Tracy and Fresno, serving as intermediate points the communities of Vernalis, Westley, Patterson, Crows Landing, Newman, Gustine, Volta, Los Banos, Santa Rita Ranch Junction, Dos Palos, Oxalis, Firebaugh and Mendota; also between Tracy and Fresno, serving as intermediate points the same communities above described as lying between Tracy and Los Banos, and in addition thereto the following communities, Santa Rita Ranch Junction, Chowchilla Road Junction, Chowchilla, Califa, Berenda, Madera, Herndon;

(13) Between Los Banos and Merced, serving as intermediate points the communities of Santa Rita Ranch Junction and Chowchilla Road Junction;

(14) Between San Francisco and Bakersfield, serving as intermediate points the communities of Oakland, Canyon Inn, Dublin, Santa Rita, Livermore, Ulmar, Altamont, Mountain House, Standard Oil, Tracy, San Joaquin Bridge, West Manteca, Manteca, Calla, Weston, Ripon, Salida, Modesto, Ceres, Esmar, Keyes, Turlock, Delhi, Livingston, Arena, Atwater, Buhach, Merced, Athlone, Minturn, Chowchilla, Fairmead, Berenda, Madera, Borden, Irrigosa, Herndon, Biola Junction, Fresno, Malaga, Fowler, Star, Selma, Kingsburg, Traver, Goshen Junction, Plaza, Tulare, Tipton, Pixley, Earlimart, Delano, McFarland, Famosa, Kimberlona, Lerdo and Saco;

(15) Between Fresno and Bakersfield, serving as intermediate points the communities of Malaga, Fowler, Star, Selma, Kingsburg, Traver, Goshen Junction, Plaza, Visalia, Farmersville, Exeter, Lindsay, Strathmore, Porterville, Terra Bella, Ducor, Richgrove, Delano, McFarland, Famosa, Kimberlona, Lerdo and Saco;

(16) Between Visalia and Tulare, serving as an intermediate point the community of Mooney's Grove;

(17) Between Fresno and Dinuba, serving as intermediate points the communities of Malaga, Fowler, Parlier, Lacjac Avenue and Reedley; also between Fresno and Dinuba, serving as intermediate points, the following communities: Malaga, Fowler, Star, Selma, Parlier, Lacjac Avenue and Reedley;

(18) Between Dinuba and Visalia, serving as intermediate points the communities of Sultana, Orosi, Cutler and Yettem Junction.

Provided, however:

(1) That the consolidation of the route between Oakland and Napa shall be without prejudice to the determination of pending proceedings affecting said operative right;

(2) That the route between Pinole and Martinez, via Franklin Canyon, is excluded from this consolidation, this decision being made entirely without prejudice as to the determination of all questions affecting said route;

(3) That this decision excludes all matters affected by Applications Nos. 5928, 6114 and 10913, and the so-called Morse lines leased to applicant pursuant to Decision No. 14917, Application No. 11004, being rendered without prejudice to the future consolidation of any operative rights granted therein.

(4) That nothing herein is to be construed as affecting decisions of the Railroad Commission of the State of California rendered after the submission of this application and affecting the operative rights, routes, termini or intermediate points mentioned in this application.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY FURTHER DECLARES that public convenience and necessity require the consolidation and unification of the operative rights of said California Transit Company as one unified system of through service for the transportation of express upon its passenger cars only, (subject to a uniform maximum weight limit of 100 pounds per package applicable throughout the system except where express rights do not exist), between all the termini and intermediate points served by and along its present several routes, in this order last hereinabove described, except that no right to transport express is herein granted over or along the following routes, either as separate routes or as part of applicant's consolidated system, to-wit:

- (a) Between Oakland and Martinez and intermediate points
- (b) Between Oakland and Napa and intermediate points
- (c) Between Oakland and Vallejo and intermediate points
- (d) Between Vallejo and Sacramento and intermediate points.

IT IS HEREBY FURTHER ORDERED that a certificate of public convenience and necessity be and the same is hereby granted to said California Transit Company consolidating and unifying the operative rights and routes herein described, permitting said California Transit Company to operate the same as one unified system and authorizing the operating of through service for the transportation of passengers and baggage between all termini and all intermediate points served by and along its present several routes or operative rights hereinabove described, (except as hereinabove expressly limited); also authorizing the operation of through service for the transportation of express between all the termini and all intermediate points served by and along its present several routes or operative rights hereinabove described, except the following, to-wit:

- (a) Between Oakland and Martinez and intermediate points
 - (b) Between Oakland and Napa and intermediate points
 - (c) Between Oakland and Vallejo and intermediate points
 - (d) Between Vallejo and Sacramento and intermediate points,
- subject to the conditions hereinafter set forth.

IT IS HEREBY FURTHER ORDERED that said California Transit Company be and it is hereby authorized to establish and put into effect immediately the rates, fares, rules and regulations applicable to and governing the transportation of passengers, baggage and express over and throughout its system as consolidated, (being limited as to express as hereinabove set forth), which were proposed herein by said applicant, including a fare of 25¢ per passenger for the transportation of passengers between Oakland and San Francisco and the proposed zone basis for express rates as hereinabove referred to.

IT IS HEREBY FURTHER ORDERED that in all other respects said application be and it is hereby dismissed without prejudice.

The authority herein granted is subject to the following conditions:

- 1- That the transportation of express matter within the limit of 100 pounds herein fixed shall be limited to transportation on passenger cars used in the operations of the California Transit Company over the unified system as herein authorized.
- 2- Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from the date hereof.
- 3- Applicant shall file, in duplicate, within a period of not to exceed thirty (30) days from the date hereof tariff of rates, fares and time schedules, such tariffs of rates, fares and time schedules to be similar to those submitted by applicant at the hearing of this application, or rates, fares and time schedules satisfactory to the Railroad Commission; and shall commence operation of said service within a period of not to exceed thirty (30) days from the date hereof.
- 4- 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.
- 5- 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.

In all other respects Decision No.18107 shall remain unchanged.

Dated at San Francisco, California, this 16th day of April, 1927.

COMMISSIONERS.