

Decision No. 19544

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application)
of CALIFORNIA TRANSIT CO., a cor-)
poration, for authority to abandon)
its passenger stage service between)
Biola and San Joaquin and inter-)
mediate points; to reroute its)
passenger stage service between)
Stockton and Escalon; and to change)
its route in the cities of Sacramento,)
Davis and Vallejo, and to change its)
route over the Carquinez Straits.)

Application No. 14320.

L. G. Markel, for Applicant.

BY THE COMMISSION:

O P I N I O N

This is an application by California Transit Company for authority to abandon its passenger stage service between Biola and San Joaquin and intermediate points; to reroute its passenger stage service between Stockton and Oakdale; to change its route in the cities of Sacramento, Davis and Vallejo; and to change its route over Carquinez Straits.

A public hearing was held before Examiner Gannon, the matter was submitted and is now ready for decision.

In May, 1926, applicant purchased from Pickwick Stages System the operative rights between Fresno and Kerman and San Joaquin, serving as intermediate points Biola, Jamison and Tranquility. It is now proposed to abandon that portion of the route

extending between Biola and San Joaquin and to continue serving Kerman on the Fresno-Los Banos route. This would be accomplished by rerouting the Fresno-Los Banos stages so as to deviate from the present route at Kerman Junction and going to Kerman, thence return to Kerman Junction and continue over a portion of the route proposed to be abandoned, by way of Mendota to Los Banos. The net result of this change would be discontinuance of service to Vinland, Jamison, Tranquility and San Joaquin, as Biola would continue to be served directly from Fresno on another route. Applicant alleges that the operation over the route proposed to be abandoned has been conducted at a loss since the acquisition of the route some two years ago and that the average gross passenger revenue per mile during September, October and November, 1927, was less than four cents. The total number of passengers carried during this period was 439 and revenue derived from all schedules \$325. Detailed statements supporting these figures were offered in evidence. We are satisfied, from the showing made by applicant, that there is no appreciable demand for the service proposed to be abandoned and the order following will authorize its discontinuance and the rerouting of stages so as to continue service to Kerman.

Applicant's next request concerns the operation between Stockton and Oakdale. By virtue of decisions of this Commission heretofore rendered, California Transit Company now enjoys operative rights between Stockton and Oakdale and points east via Manteca, and also between Stockton and Oakdale via Colledgeville, Valley Home and Escalon. It now desires to reroute all its stages operating between Stockton and Oakdale and points east via Manteca as offering more direct service. Colledgeville and Valley Home would be the only communities to be deprived of stage service.

According to an exhibit introduced by applicant and covering the month of June, 1927, only one passenger was carried from Colledgeville to Stockton and two from Valley Home to Stockton. The record shows that service to and from Escalon and points east, from and to Manteca and points west and south, is all through the junction point of Manteca and that for all such passengers the trip through Stockton involves additional and unnecessary fare and mileage, while as regards Stockton the routing via Manteca is obviously the logical one. We see no objection to the proposed routing and will find accordingly.

The application before us contemplates certain minor re-routings of applicant's stages within the city limits of Sacramento, Davis and Vallejo so as to conform with new and improved traffic arteries or in response to local demands.

In Sacramento it is proposed to abandon the old and hazardous route leading over the "I" Street bridge and "I" Street to applicant's depot and substitute therefor a route over the "M" Street bridge and via "M" Street to Fifth Street, thence northerly on Fifth Street to stage depot.

The City Council of Davis directed applicant to reroute its stages in that city so as to permit all east bound stages to travel on Third Street and all west bound stages on Second Street, thus avoiding left-hand turns in the congested district.

The proposed change of route in Vallejo would eliminate applicant's stages continuing east from the intersection of Sonoma and Virginia Streets and thence out Napa Street, and instead routing them north on Sonoma Street from said intersection. The proposed routing is more direct and also avoids two bad intersection hazards and a school hazard on the Napa road.

The Commission feels that the three proposed routings within the cities named are in the interest of public convenience and safety and should be granted.

On May 12, 1927, California Transit Company requested permission of the Commission to reroute its Oakland-Vallejo-Sacramento stages over the new Carquinez Bridge. Applicant had theretofore been sending its stages via ferry from Shortway to Morrow Cove, but with the opening of the Carquinez Bridge on May 21, 1927, the ferry line was abandoned. Temporary permission to use the bridge was granted in the Commission's letter of May 19, 1927, and applicant now makes formal request for the privilege of using the bridge route permanently. The change of routing here sought to be authorized will in no way affect service to any territory or intermediate points and must be granted if applicant is to continue the operation of its stages in this field.

O R D E R

A public hearing having been held in the above entitled application, the matter having been submitted and the Commission being fully advised, and basing its order on the findings of fact which appear in the foregoing opinion,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require California Transit Company to

1. Abandon the operation of its automobile stage service between Biola and San Joaquin via Kerman and to reroute its Fresno-Mendota stages so as to serve Kerman to and from Kerman Junction;
2. Reroute its stages between Stockton and Oakdale, and points east via Manteca,

3. Reroute its stages in the city of Sacramento via "M" Street and Fifth Street to its stage depot, using the old route via "I" Street only at such times as the "M" Street bridge may be normally closed to traffic;

4. Reroute its stages within the city of Davis as follows: East bound stages enter city on "B" Street to Third Street, thence easterly to "H" Street, to Second Street, thence westerly to "E" Street and south on "E" Street. West bound stages enter city on "F" Street to Third Street, thence easterly to "H" Street, to Second Street and west to "B" Street, thence north;

5. Reroute its stages within the City of Vallejo over Sonoma Street north from the junction of Sonoma and Virginia Street;

6. Route its stages operating over Carquinez Straits via the Carquinez Bridge.

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

1. Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof.
2. Applicant shall file, in duplicate, within a period of not to exceed twenty (20) days from the date hereof such supplements to its tariffs and time schedules covering changes herein authorized as are necessary to comply with the Railroad Commission's General Order No. 79.
3. 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.

4. 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.

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

Dated at San Francisco, California, this 2nd day of April, 1928.

Leon Whitall
Clarence
Emmerson
Wm. G. ...
Commissioners.

