

Decision No. 22166

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of PICKWICK STAGES SYSTEM, a corporation, for an order defining its operative rights and routes for the transportation of passengers and their baggage, and for the transportation of property; to abandon certain operations and to change or establish certain routes and to reconsider and amend existing restrictions; and to have issued to it a certificate of public convenience and necessity in lieu of all existing certificates, all involving all of applicant's operative rights in California north and east of San Francisco.

ORIGINAL

Application
No. 16079

In the Matter of the Application of CALISTOGA AND CLEAR LAKE STAGE CO., a corporation, for an order defining its operative rights and routes for the transportation of passengers, their baggage and express; to extend its operation from Clear Lake Park to Lucerne; to abandon its operation between Sacramento and Middletown; to change or re-establish certain routes and to reconsider and amend existing restrictions; to correct and amend its rules and regulations governing the transportation of passengers and baggage, and its rates and rules and regulations governing the transportation of express; to have issued to it a new certificate of public convenience and necessity in lieu of all existing certificates and to transfer its operative rights and property to PICKWICK STAGES SYSTEM.

Application
No. 16146

In the Matter of the Application of SOUTHERN PACIFIC MOTOR TRANSPORT COMPANY, a corporation, for an order defining its operative rights and routes for the transportation of passengers, their baggage, and express over highways in the counties of Marin, Napa, Sonoma, Solano and Contra Costa; to abandon and to change or re-establish certain routes and to reconsider and amend existing restrictions; to correct and amend its tariffs governing the transportation of passengers and baggage and express; to have issued a new certificate of public convenience and necessity in lieu of all existing certificates and to transfer its operative rights and property to PICKWICK STAGES SYSTEM.

Application
No. 16147

System its operating rights between Crockett and Calistoga via Vallejo and Sacramento Junction; between Sacramento Junction and Fairfield-Suisun; between Napa and San Rafael via Sonoma; between San Rafael and Agua Caliente via Sonoma; between Petaluma and Boyes Springs via Lakeville and Sonoma; and between Petaluma and Vallejo via the Black Point-Vallejo/^{toll}road, the same, constituting all of the operating rights of the Southern Pacific Motor Transport Company in the Counties of Marin, Sonoma, Napa, Solano and Contra Costa. In addition, Southern Pacific Motor Transport Company asks permission to sell to the Pickwick Stages System all of its operative property used in connection with said operating rights, subject to the liens, encumbrances, indebtedness and liabilities of the seller as of the date of the transfer of the properties.

The Pickwick Stages System, also an applicant in these matters, asks authority to purchase and acquire the aforesaid operating rights and to consolidate said rights with themselves and with its rights north of San Francisco and to hereafter operate thereunder as a single unified system.

A more specific statement of the requests of the several applicants follows:

In Application No. 16079, Pickwick Stages System, a corporation, specifically asks:

- 1- Authority to abandon its present service between Eureka and Carlotta, and the seasonal service between Eureka and Red Bluff, by discontinuing the service between Fortuna and Red Bluff and intermediate points.
- 2- Authority to re-route its service between Eureka and Arcata via the new highway between such points, abandoning that part of the former route lying between Freshwater and Arcata.

3- Authority to abandon the operation heretofore conducted between Leggett Valley (Coolidge Park) and Rockport.

4- Authority to adopt the main direct route through Metropolitan Junction and to abandon the present route between Metropolitan and Metropolitan Junction.

5- For an order determining and defining the existing operative rights in and about Korbell, Bald Mountain, Bairs and Hoopa and declaring certain unused routes between Korbell and Bald Mountain, between Bald Mountain and the present main highway, between the present main highway and Bairs, between Bairs and Hoopa and between Willow Creek and Weitchpec abandoned, service in this territory to be rendered over routes set forth in the application and hereinafter more particularly defined.

6- Authority to re-route all its existing service between Crescent City and the California-Oregon State Line north of Hazelview so that the same may be operated over the new main highway between said points.

7- Authority to re-route all its existing service between Ukiah and Upper Lake so that the same may be operated over the new main highway, eliminating Witter Springs Post Office as a point of service.

8- Authority to abandon its present service between Redding and Viola.

9- Authority to re-route all its existing service between Orick and Crescent City so that it may be operated through Klamath instead of Requa.

10- Authority to operate between Ukiah and Lucerne during the summer season only until changed conditions reasonably justify the resumption of present all-year service.

11- Authority to abandon the freight operation now authorized between Eureka and Big Bar and intermediate points and between Orick and Orleans and intermediate points, and permitting in lieu thereof, the applicant to transport property as express between the said termini and all intermediate points without restriction as to weight of package or vehicle of transportation and the consolidation of this freight transportation right with the property transportation rights hereinafter mentioned.

12- Authority to abandon the freight operation now authorized between Crescent City and Miser's House and all intermediate points and between Crescent City and the California-Oregon State Line on the route to Grants Pass, and all intermediate points, and permitting in lieu

thereof, the applicant to transport property as express between the said termini and all intermediate points.

13- Authority to abandon the rights heretofore granted to transport freight between Ukiah and Lucerne and permitting the applicant to transport as express all property offered for transportation under its existing certificates.

14- Authority to transport baggage of passengers in all instances where the certificates permit the transportation of passengers without including the privilege of transporting their baggage.

15- For an order defining and clarifying its operative rights and routes, and for the issuance of a new certificate thereon in lieu of all existing certificates of public convenience and necessity.

16- Authority to amend its tariffs, rules and regulations now governing the transportation of passengers and their baggage, and express, so as to harmonize the same with other tariffs, rules and regulations hereinafter referred to.

17- For an order changing or adopting names of various localities as particularly specified in the application.

18- Authority to transport newspapers between San Francisco and Santa Rosa and points served by applicant north of Santa Rosa, with service to all intermediate points.

19- Authority to transport newspapers between Sacramento and Woodland, with service to all intermediate points.

20- For an order authorizing the consolidation of the operative rights that applicant proposes between Crescent City and points north on both routes with the operation of the applicant between Crescent City and points south.

21- For an order authorizing consolidation of applicant's operative rights between Ukiah and Lucerne with the remainder of applicant's system.

22- For an order authorizing the applicant to conduct over certain of its regular routes additional non-schedule service on call or demand under rules more particularly specified in its tariffs, particularly for the purpose of meeting mass transportation demands by the operators of lumber mills and camps.

23- For an order granting the joint application of Golden Gate Stages and Pickwick Stages System for the transfer of the operative rights of the former company to the latter company and the consolidation of such operative rights with the remainder of applicant's system.

24- For an order granting the joint application of Calistoga and Clear Lake Stage Co. and Pickwick Stages System for the transfer of the operative rights of the former company to the latter company and consolidating such operative rights with the remainder of applicant's system.

25- For an order granting the joint application of Southern Pacific Motor Transport Company and Pickwick Stages System for the transfer of the operative rights of the former company to the latter company and consolidating such operative rights with the remainder of applicant's system.

26- For an order establishing for the operation of the complete system thus consolidated tariffs, rates, rules and regulations governing the transportation of persons and property, which shall be applicable to the complete consolidated system.

27- That for the complete system as thus consolidated, after acquisition of the operative rights from the several companies hereinabove referred to, there be issued to Pickwick Stages System a single certificate of public convenience and necessity defining all its operative rights and routes and the privileges and restrictions relating thereto, the same to be in lieu of all previous certificates heretofore issued to applicant and its predecessors in interest.

In Application No. 16148 Golden Gate Stages, a corporation, specifically asks:

1- For an order defining and clarifying its operative rights and routes, and for the issuance of a new certificate thereon in lieu of all existing certificates of public convenience and necessity.

2- For authority to amend its tariffs, rules and regulations now governing the transportation of passengers and their baggage, and express, particularly with the intent of harmonizing the same with other tariffs, rules and regulations hereinafter referred to.

3- For an order permitting the consolidation of, and the transfer to Pickwick Stages System of all its operative rights.

In Application No. 16146, Calistoga and Clear Lake Stage Co., a corporation, specifically asks:

1- Authority to abandon its operative rights for the transportation of passengers, baggage and express between Sacramento and Middletown via Monticello.

2- For an order defining and establishing its existing route of operation between Middletown and Lakeport via the main highway through Cobb, Hobergs, Adams Springs and Kelseyville.

3- For an order defining and establishing its existing route between Calistoga and Lower Lake and Clear Lake Park, a portion of such route being operated optionally over two different highways.

4- For an order extending its operative rights between Middletown and Clear Lake Park to Clear Lake Oaks via the main highway between the last mentioned points, and for authority to operate over such new route motor vehicles in common carrier transportation of passengers, their baggage and express, serving said termini and all intermediate points, the same to be considered as an extension of the Middletown-Clear Lake Park service.

5- For an order declaring that such operative rights between Middletown and Clear Lake Oaks be extended over the main highway to Lucerne for summer season operation only.

6- For an order defining and clarifying its existing operative rights for service to Harbin Springs, permitting of daily operation on schedules between Middletown and Harbin Springs during the summer season, with service during the remainder of the year to be rendered only on demand.

7- Authority to transport express between Lower Lake and Clear Lake Park as an extension of its existing express service.

8- Authority to amend its tariffs, rules and regulations now governing the transportation of passengers and their baggage, and express, so as to harmonize the same with other tariffs, rules and regulations hereinafter referred to.

9- For an order defining and clarifying its operative rights and routes, and for the issuance of a new certificate thereon in lieu of all existing certificates of public convenience and necessity.

10- For an order authorizing the transfer to Pickwick Stages System of all its operative rights as defined and their consolidation with Pickwick rights.

In Application No. 16147, Southern Pacific Motor Transport Company, a corporation, specifically asks:

1- Authority to abandon the seasonal operation heretofore conducted under certificate of public convenience and necessity for the transportation by motor vehicle of passengers and property between Petaluma and Sonoma via Lakeville.

2- Authority to abandon the operation heretofore conducted under certificate of public convenience and necessity for the transportation by motor vehicle of passengers and property between Petaluma and Vallejo via the Black Point-Vallejo Toll Road.

3- For an order removing existing restriction on its operative rights for the transportation of passengers and express between Crockett and Calistoga and between Sacramento Junction and Fairfield-Suisun, which limits the service to be rendered to certain specified points within the several communities it is permitted to serve, as well as the restriction as to service being rendered to certain specified communities enroute, permitting it to serve all intermediate points between the termini mentioned.

4- For an order authorizing on its route between Santa Rosa and Napa removal of the present restriction in its certificate of public convenience and necessity that requires all express to be transported on passenger cars only, so that it may handle express of Railway Express Agency on other than passenger vehicles as may from time to time be required.

5- For an order authorizing, on its operation between Crockett and Calistoga and between Sacramento Junction and Fairfield-Suisun, adoption for its transportation of express standard rates, rules and regulations applicable to stage transportation in addition to the tariffs of Railway Express Agency heretofore prescribed.

6- For an order authorizing on its operative rights for the transportation of passengers between San Rafael and Agua Caliente transportation of the baggage of its passengers under standard tariffs, rules and regulations.

7- For an order authorizing on its operative rights between San Rafael and Agua Caliente, removal of the present restriction limiting the weight of a single package of express that may be transported to fifty pounds so that the weight limit may be in harmony with the weight limit of 100 pounds prescribed on other operations proposed to be conducted in connection therewith.

8- For an order defining and clarifying its operative rights and routes, and for the issuance of a new certificate thereon in lieu of all existing certificates of public convenience and necessity.

9- Authority to amend its tariffs, rules and regulations now governing the transportation of passengers and their baggage, and express, with the intent of harmonizing the same with other tariffs, rules and regulations hereinafter referred to.

10- For an order permitting the consolidation of and transfer to Pickwick Stages System of all its operative rights as defined by the order herein.

Epitomized, the applications propose the consolidation and unification of the operating rights of Pickwick Stages System, north of San Francisco, with certain of the operating rights of

Southern Pacific Motor Transport Company, and all of the operating rights of Golden Gate Stages and Calistoga and Clear Lake Stage Co., as amended, and the operation by Pickwick stages System of a unified service, under uniform rules and regulations, between all the points and over all the highways previously served (with certain exceptions), by the four companies under authority of certificates of public convenience and necessity heretofore issued to the applicants by the Railroad Commission or under rights established through operation prior to May 1, 1917, and continuously since that date, said unified operation to be in accordance with such changes and alterations as may be authorized by the order herein, and subject to such restrictions as the Commission may find necessary to impose. Finally, the Commission is asked to issue to Pickwick Stages System a certificate of public convenience and necessity covering all of the operations heretofore performed by applicants, said certificate to be in lieu of, and not in addition to all of the operating rights heretofore acquired or established by applicants.

Public hearings were held at San Francisco, testimony taken and an order of submission made. The matter is now ready for decision.

At the public hearing Pickwick Stages System amended its application by asking for a removal of the weight and vehicle restriction covering express so as to permit the transportation of express matter for the Railway Express Agency, Inc., from Ukiah north on the main line. Amended Tariffs and time schedules were also filed by applicant Pickwick.

Though notice of the hearing was sent to all major communities affected by the proposed changes, no community appeared in protest. Southern Pacific Railway, San Francisco, Napa & Calistoga Railway and Northwestern Pacific Railroad, however, appeared as

protestants. The protest of San Francisco, Napa & Calistoga Railway was subsequently withdrawn.

It appears from the records that the operations of Pickwick Stages System, and those of the other applicants, all north of San Francisco, have been performed for many years either by the applicants themselves or by their predecessors in interest. The orders authorizing the service have been issued by the Commission to many different persons at various times over a long period of years. Many of the rights were established through operation prior to May 1, 1917, and the filing of tariffs and time schedules, said filings being vague, in many instances, as to the route to be followed, the points to be served and the type of service to be given.

The systems of the various applicants have been built up by merging of the different rights as they were acquired by applicants. Operating experience has shown that the public will best be served by a service uniform in its performance from terminal to terminal, restricted only in accordance with the requirements of the traveling public, and existing conditions as of this date, rather than conditions which have changed materially since the pioneer days of highway transportation.

Furthermore, it is a matter of record that the control of the four corporations which are parties to these proceedings is vested in the Pacific Transportation Securities, Inc., a holding company. This company has acquired the outstanding stock of applicants herein, as well as the outstanding stock of California Transit Co., Southern Pacific Motor Transport Company and other motor transportation companies. The proceedings herein may be regarded as a preliminary step to the contemplated merging of all

the lines in California directly or indirectly controlled by Pacific Transportation Securities, Inc., and incidentally the making of certain service changes permitting extensions and routings which will make possible a complete and comprehensive highway transportation service, more fully in accord with the present needs of highway travelers and shippers than would be possible under separate disconnected and non-uniform operating rights.

The same may be said of the rates and rules and regulations proposed to be filed in the event of the granting of these applications. Highway transportation has steadily developed in California to a point that gives it rank as a great utility. Rate and tariff and service experts are now part of the organization of the large operators. Experience is reflected in the tariffs submitted with the instant applications. While the amended tariffs submitted carry some increases, they also show decreases. In view of the general good effect of a comprehensive and uniform set of rules and regulations applicable over the entire system and the establishment of rates and fares uniformly worked out, the increases may be considered as not material.

The testimony of witnesses for the applicants was confirmatory of the claims set forth in the various applications, with particular reference to the proposed re-routings, abandonments, service changes and proposed new tariffs of rates and rules and regulations. Shippers and travelers and company officials testified as to the public need and necessity for the extensions and consolidations prayed for, and company officials testified as to the proposed abandonments, that the service given between the points affected was not compensatory and could be discontinued without

serious detriment to the public.

Protestants, other than the Northwestern Pacific Railroad, offered no testimony. The protest of this company was based on the claim that the consolidations proposed, particularly that affecting the Russian River territory, which would permit of through service instead of the existing service requiring passengers to change at certain points, would seriously affect its revenues.

A careful consideration of the evidence and the statements set forth in the applications justifies the conclusion, and I hereby find as a fact, that public convenience and necessity requires that the applications should be granted in their entirety. As to the protests, I do not believe that they should be regarded as of sufficient weight to act as a bar to operating changes obviously of benefit to the public.

Exhibit "E" attached to Application No. 16148 shows that the Golden Gate Stages has agreed to sell its operative rights referred to therein, together with all of the operative property, of the seller used in connection with said operative rights subject to the liens, encumbrances, indebtedness and liabilities of the seller as of the date of the transfer of the properties to Pickwick Stages System. The Pickwick Stages System has agreed to pay for said properties upon delivery of possession of the properties the net book value of the operative rights and property as the same appears on the books of the seller.

As of November 30, 1929 the assets and liabilities of the Golden Gate Stages, Inc. have been reported as follows:

ASSETS:

CURRENT ASSETS:

Cash.....	\$ 8,753.30
Interline accounts receivable.....	14.53
Freight and passenger agents.....	4,063.78
Bills collectible.....	391.92
Material and supplies-General.....	4,702.15
Total Current Assets.....	<u>17,925.68</u>

INVESTMENTS:

Investment in affiliated companies.	
Open account-Pacific Transportation Securities, Inc..	27,094.62
Plant and equipment.....	213,651.28
Total Investments.....	<u>240,745.90</u>

UNADJUSTED DEBITS:

Miscellaneous accounts.....	<u>5,903.14</u>
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TOTAL ASSETS.....\$264,574.72

LIABILITIES:

Non-negotiable debt to affiliated companies-	
California Transit Co.....	\$ 22,625.59
Reserve for accrued depreciation.....	138,854.40
Other unadjusted credits.....	990.00
Capital stock (Common) outstanding.....	90,000.00
Surplus.....	<u>12,104.73</u>

TOTAL LIABILITIES.....\$264,574.72

From Exhibit "E" in Application No. 16146, it appears that the Calistoga and Clear Lake Stage Co. has agreed to sell all of its operative rights, more particularly set forth and described in Decision No. 21709, together with all of its operative property used in connection with such operative rights, to the Pickwick Stages System. The properties are to be sold subject to the liens, encumbrances, indebtedness and liabilities of the seller as of the date of the transfer of the properties.

The Pickwick Stages System has agreed to pay for the properties of the Calistoga and Clear Lake Stage Co. the net book value of that company's properties as the same appears on the books of the vendor at the time of the delivery of the possession of the properties. A financial statement filed with the Commission shows

the assets and liabilities of Calistoga and Clear Lake Stage Co. as of November 30, 1929 to have been as follows:

ASSETS:

CURRENT ASSETS:

Cash in bank.....	\$ 786.30
Accounts receivable.....	144.37
Material and supplies.....	7,563.03
Unadjusted debits.....	6,792.67
Total Current Assets.....	<u>15,286.37</u>

FIXED ASSETS:

Revenue passenger cars.....	55,560.00
Freight cars.....	5,000.00
Machinery and tools.....	5,470.47
Furniture and fixtures.....	254.89
Land and buildings.....	17,000.00
Other property.....	7,500.00
Total Fixed Assets.....	<u>90,785.36</u>

FRANCHISES:

.....	<u>4,088.20</u>
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TOTAL ASSETS.....\$110,159.93

LIABILITIES

California Transit Co.-Open account.....	\$ 2,318.64
Accrued expenses (taxes).....	101.33
Reserve for depreciation-Plant and equipment.....	22,047.96
Capital stock.....	103,000.00
Deficit.....	<u>17,308.00</u>

TOTAL LIABILITIES.....\$110,159.93

In Exhibit "E" in Application No. 16147, it appears that the Southern Pacific Motor Transport Company has agreed to sell certain of its operating rights, the same consisting of all of the company's operating rights in the Counties of Marin, Sonoma, Napa, Solano and Contra Costa, together with all of the properties used in connection with such operating rights, to the Pickwick Stages System. The operating rights and properties are to be transferred subject to the liens, encumbrances, indebtedness and liabilities of the vendor as of the date of the transfer of the properties. Upon the delivery of the possession of the properties, the purchaser has agreed to pay for the same the net book value of said properties.

The cost of the properties which the Southern Pacific Motor Transport Company proposes to transfer to the Pickwick Stages System has been reported to the Commission at \$111,490.77. Of this amount, \$48,693.50 is said to represent the cost of operating rights and consists of legal fees incurred in the acquisition of operating rights, value of intangibles as set forth in applications for authority to acquire lines from former operators and amounts transferred from equipment account 200, "Intangibles", upon re-appraisal of equipment purchased incident to the acquisition of lines from former operators. The operative property is said to consist of nine passenger motor coaches and one truck, which originally cost, including betterments, \$80,106.59. The accrued depreciation on this property to December 31, 1929 is reported at \$17,309.32, leaving a net book value of the operative property of \$62,797.27. It is evident from the information on file with the Commission that the \$48,693.50, to which reference has been made, includes amounts other than those which have been expended by the original grantees of the various operating rights for the acquisition of such rights.

We believe that the Commission should be furnished, if possible, with a statement showing the amounts which the Southern Pacific Motor Transport Company, Calistoga and Clear Lake Stage Co. and Golden Gate Stages, or their predecessors in interest, have actually expended in acquiring the original operating rights which the companies now propose to transfer to the Pickwick Stages System. This statement should not include the amounts which subsequent owners, as for instance the Southern Pacific Motor Transport Company, may have paid for acquiring some operating right, but only the amounts which were expended by the original grantees of the rights in acquiring the same. Only the amounts expended by the

original grantees in acquiring operating rights should be charged to account 200, "Intangibles."

Pickwick Stages System is hereby placed upon notice that "operative rights" do not constitute a class of property which should be capitalized or used as an element of value in determining reasonable rates. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the state which is not in any respect limited to the number of rights which may be given.

I recommend the following form of order:

ORDER

The matters herein having been duly heard and taken under advisement and the Commission being fully advised,

IT IS HEREBY ORDERED that the applications of Pickwick Stages System, Calistoga and Clear Lake Stage Co., Golden Gate Stages and Southern Pacific Motor Transport Company for an order of the Railroad Commission approving the re-routings, abandonments and service changes and tariff substitutions proposed in the applications herein be and the same are hereby granted.

IT IS HEREBY FURTHER ORDERED that applicants, Calistoga and Clear Lake Stage Co., Southern Pacific Motor Transport Company and Golden Gate Stages, may, on or before June 30, 1930, sell their operating rights and properties described in Applications Nos. 16146, 16147 and 16148 respectively, as said operating rights are amended, altered and extended by the paragraph immediately preceding this, to the Pickwick Stages System, a corporation, which corporation is hereby authorized to acquire said operating rights and properties

and consolidate them with themselves and with its operating rights north of San Francisco.

IT IS HEREBY FURTHER ORDERED that said authority to sell and purchase said operating rights and properties is subject to the following conditions:

1- Pickwick Stages System shall charge the amount which it pays for the aforesaid operating rights and properties to account 109, "Other Debit Accounts", and shall carry the amounts in said suspense account until the distribution thereof to primary accounts is approved by the Commission. Within sixty days from the date hereof, Pickwick Stages System shall file with the Commission a detailed description of the operating rights and properties acquired under the authority herein granted, a detailed statement showing what it paid for said operating rights and properties of each of the vendors, the primary accounts to which it proposes to charge or credit such cost, the amount to each account, and the customary and usual data to support each proposed debit and credit entry.

2- The consideration to be paid for the property herein authorized to be transferred shall never be urged before this Commission or any other rate fixing body as a measure of value of said property for rate fixing, or any other purpose other than the transfer herein authorized.

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

4- No vehicle may be operated by applicant Pickwick Stages System 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 RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by Pickwick Stages System, a corporation, of an automotive passenger stage service for the transportation of passengers, baggage and express between and serving the following named termini and all intermediate points, except as herein specifically

restricted, over the following described routes:

1- Between the California-Oregon State Line north of Hornbrook and Sacramento via the main highway through Redding, Red Bluff, Willows, Davis Junction and Davis.

2- Between Davis Junction and Valona Junction via either of the following routes:

Route A - the main highway through Rockville, Cordelia, Benicia and Vallejo at Lemon Street intersection.

Route B - the main highway through Rockville direct to Creston, (not via Cordelia), thence through Sacramento Junction and Vallejo.

Route C - the main highway through Suisun, Cordelia, Creston, thence through Sacramento Junction and Vallejo.

3- Between Valona Junction and San Francisco via the Carquinez Bridge and the main highway through San Pablo to West Berkeley, thence either via the direct ferry between Berkeley and San Francisco or via San Pablo Avenue to Oakland and the automobile ferry between Oakland and San Francisco.

4- Between the California-Oregon State line north of Miser's House and Crescent City via the main highway.

5- Between the California-Oregon State line north of Hazelview and Crescent City via the main highway through Gasquet and Camp Lincoln.

6- Between Crescent City and Eureka via the main highway through Klamath, Orick, Crannel Junction, and Bayside Junction.

7- Between Orick and Orleans via the main highway through Weitchpec.

8- Between Crannell Junction and Crannell via the main highway.

9- Between Eureka and Big Bar via the main traveled highway through Blue Lake and Willow Creek.

10- Between Blue Lake and Korbel via the main highway.

11- Between Eureka and Garfield (formerly Freshwater) via the main highway through Ryan's Slough and Freshwater Corners.

12- Between Eureka and Falk via the main highway.

13- Between Eureka and San Francisco via the main highway through Beatrice Junction, Loleta, Fortuna, Metropolitan Junction, (not through Metropolitan), Ukiah, Windsor, Santa Rosa, Ignacio, San Rafael and Sausalito, and via the automobile ferry between Sausalito and San Francisco.

14- Between Ukiah and Lucerne via the main highway through Saratoga, or direct, thence through Upper Lake and the north road to and through Laurel Beach.

15- Between Ignacio and Calistoga via the main highway through Sears Point, Shellville, Napa and Calistoga.

16- Between Calistoga and Lakeport via the main highway to Middletown, either with or without service to Myrtle Dale, thence through Cobb, Hobergs, Adams Springs and Kelseyville.

17- Between Middletown and Lucerne via either the main western highway through Seiglers to Lower Lake, or the main eastern highway direct to Lower Lake, according to traffic demands, or via both of said routes, thence via the main highway through Clear Lake Park and Clear Lake Oaks.

18- Between Middletown and Harbin Springs via the main highway.

19- Between Sacramento Junction and Napa via the main highway.

20- Between Napa and Santa Rosa via the main highway through Carnerous, Vineberg and Sonoma, thence either direct to Boyes Springs or via El Verano to Boyes Springs, thence through Boyes Springs and Agua Caliente to Madrone Road, thence via the main highway direct to Santa Rosa or via the main highway through Madrone, Eldridge, Glen Ellen and Warfield to Santa Rosa.

21- Between Shellville and Sonoma via the main highway.

22- Between Crockett and Valone Junction via the main highway.

23- Between Santa Rosa and Calistoga via the main highway through Mark West Springs and Petrified Forest.

24- Between Santa Rosa and Monte Rio via the main highway through Lagoon, Sousa's Corner, Rock Inn and Guerneville.

IT IS HEREBY FURTHER ORDERED that a certificate of public convenience and necessity be and it is hereby granted to Pickwick Stages System, a corporation, authorizing said Pickwick Stages

System to operate said service as a unified system under a single operating right, which right, herein issued, shall be in lieu of and not in addition to operating rights (including the rights herein transferred), heretofore granted to Pickwick Stages System and its predecessors in interest.

IT IS HEREBY FURTHER ORDERED that the operating right granted herein shall not in any manner be construed as authority to eliminate or alter the following restrictions or limitations on the service of Pickwick Stages System heretofore, or by this order, imposed:

- 1- No passengers or express shall be transported locally between Vallojo and Benicia and intermediate points, nor between San Francisco and Sausalito.
- 2- No passengers shall be transported locally between Oakland and Richmond and intermediate points.
- 3- On schedules operating on the direct ferry between San Francisco and Berkeley, no passengers shall be transported locally between San Francisco on the one hand and Berkely and Richmond and intermediate points on the other hand.
- 4- No passengers shall be transported locally between Sacramento and Woodland (this restriction not applying to intermediate points).
- 5- Notwithstanding the orders of consolidation herein contained, the operation of through stages through San Francisco between the several routes herein described, and between other operative rights owned by Pickwick Stages System south of San Francisco is not authorized.
- 6- The operation between Ukiah and Lucerne and between Lucerne and Clear Lake Oaks may be conducted during the summer season only, to-wit: approximately from May 15th to October 1st; service between October 1st and May 15th of each year to be resumed when traffic demands warrant such operation.
- 7- On branch line operation between Eureka and North Fork Camp and between Eureka and Garfield applicant may operate, in addition to its regular published schedules, such additional schedules on call or demand as may from time to time be required to meet emergency traffic demands when six or more passengers are to be accommodated.

8- On the route between Calistoga and Middletown permission is given to render on call service to Myrtledale, either by deviating the stages operating between Calistoga and Middletown from the regular route so as to serve Myrtledale, or by operating such on call service direct between Myrtledale and Calistoga via the main highway.

9- The permission for consolidation herein given shall not permit of the discontinuance of through service between Calistoga and San Francisco and at least one through schedule each way daily must be maintained unless otherwise authorized by the Railroad Commission.

10- The operation between Middletown and Harbin Springs and between Middletown and Lower Lake via Seiglers Springs is seasonal in character, to be operated approximately between May 15th and October 1st of each year; service during the remainder of the year to be rendered between Middletown and Harbin Springs only when passengers present themselves for transportation, subject to rules and regulations hereinafter approved.

11- All express rights are subject to the restriction that no single package may be accepted for transportation exceeding one hundred pounds in weight, and all express is to be transported on passenger vehicles only, except as to the following routes:

- a- Orick-Orleans
- b- Eureka-Big Bar
- c- Eureka-Garfield
- d- Ukiah-Lucerne
- e- Calistoga-Lakeport
- f- Middletown-Lucerne

On said routes in the paragraph above specifically mentioned, such limitations as to package weight or vehicle of transportation shall not apply.

The said restrictions as to weight limit and vehicle of transportation further shall not apply to shipments transported for or through the agency of Railway Express Agency, Inc., when transported over all or a part of the following routes, respectively:

- a- Santa Rosa-Napa
- b- Crockett-Calistoga
- c- Sacramento Junction-Fairfield-Suisun
- d- San Rafael-Sonoma, and
- e- Ukiah on main line north to Oregon line.

12- No express, except newspapers, is to be transported locally between Sacramento and Davis, Sacramento and Woodland and Davis and Woodland (not including Davis Junction and Woodland and intermediate points), nor between San Francisco and San Rafael, including intermediate points, nor between Ignacio and Santa Rosa via Petaluma including intermediate points. Between Santa Rosa and Monte Rio and intermediate points no express whatever may be transported.

13- Between Santa Rosa and Monte Rio the following intermediate points only may be served: Lagoon, Sousa's Corner, Rock Inn and Guerneville.

14- Between Santa Rosa and Monte Rio, no passengers may be transported between points lying between Santa Rosa and Sousa's Corner, Santa Rosa included, on the one hand, and points lying between Sousa's Corner and a point one mile west of Forestville (Rock Inn) on the other hand.

IT IS HEREBY FURTHER ORDERED that Pickwick Stages System

shall:

1- Within a period of not to exceed fifteen (15) days from the date of the order herein file an acceptance of the certificate herein granted, which acceptance shall contain a declaration that the right herein granted is accepted as a right in lieu of and not an addition to rights heretofore granted to Pickwick Stages System, Calistoga and Clear Lake Stage Co., Golden Gate Stages and Southern Pacific Motor Transport Company.

2- Within sixty (60) days from the date hereof file its tariffs of rates and rules and regulations which shall be identical with the tariff of rates and rules and regulations filed by applicant at the public hearing on these proceedings, or tariff of rates and rules and regulations satisfactory in form and substance to the Railroad Commission and shall also make such other tariff filings as are necessary or required by General Orders No. 79 and No. 80 of the Railroad Commission to insure full compliance with the order herein.

3- Within sixty (60) days from the date hereof file time schedules covering service herein authorized, which time schedules shall be identical with time schedules filed by applicant at the public hearing on these proceedings or time schedules satisfactory in form and substance to the Railroad Commission.

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.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY FURTHER DECLARES that public convenience and necessity require the operation by Pickwick Stages System, a corporation, of an automotive service for the transportation of freight between Crescent City and Eureka via the main highway through Klamath, Orick and Crannell Junction, serving said termini and all intermediate points.

IT IS HEREBY FURTHER ORDERED that a certificate of public convenience and necessity for said above described freight service, said certificate to be in lieu of and not in addition to rights heretofore granted to Pickwick Stages System, be and it hereby is granted to Pickwick Stages System, a corporation, subject to the following conditions:

1- Within a period of not to exceed fifteen (15) days from the date of the order herein file an acceptance of the certificate herein granted, which acceptance shall contain a declaration that the right herein granted is accepted as a right in lieu of and not an addition to rights heretofore granted to Pickwick Stages System, Calistoga and Clear Lake Stage Co., Golden Gate Stages and Southern Pacific Motor Transport Company.

2- Within sixty (60) days from the date hereof file its tariff of rates and rules and regulations which shall be identical with the tariff of rates and rules and regulations filed by applicant at the public hearing on these proceedings, or tariff of rates and rules and regulations satisfactory in form and substance to the Railroad Commission, and shall also make such other tariff filings as are necessary or required by General

Orders No.79 and No.80 of the Railroad Commission to insure full compliance with the order herein.

3- Within sixty (60) days from the date hereof file time schedules covering service herein authorized, which time schedules shall be identical with time schedules filed by applicant at the public hearing on these proceedings or time schedules satisfactory in form and substance to the Railroad Commission.

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.

IT IS HEREBY FURTHER ORDERED that for the general operation of its system, on reconstruction or relocation of highways not affecting intermediate points named in the tariffs of the company, Pickwick Stages System shall follow the reconstructed or relocated highway.

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

The above opinion and order are hereby declared to be the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 27th day of February, 1930.

W. C. Jensen
W. M. Lott
Thos. D. Lott
M. M. Lott
Commissioners