

ORIGINAL

Decision No. 6983.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

oooOooo

In the Matter of the Application of  
OAKLAND-VALLEJO TRANSIT COMPANY, a  
co-partnership, for certificate of  
public convenience and necessity to  
operate an auto stage for the trans-  
portation of persons, for compensation,  
between Richmond and Oakland, Calif-  
ornia, and intermediate points.

Application No. 4587.

Sanborn and Reehl, by A. B. Reehl, for Applicant.

W. H. Smith for San Francisco-Oakland Terminal Railway,  
Protestant.

Percy L. Bliss for Bay Shore Stage Company, Protestant.

BY THE COMMISSION:

O R D E R

Aven J. Handford, O. H. Klatt and F. D. Everman, co-  
partners operating under the name of Oakland-Vallejo Transit  
Company, have petitioned the Railroad Commission for an order  
declaring that public convenience and necessity require the  
operation by them of an automobile stage line as a common  
carrier of passengers between Oakland and Richmond and inter-  
mediate points.

Public hearings on this application were conducted by  
Examiner Handford at Richmond and San Francisco, the matter was  
duly submitted and is now ready for decision.

Applicants are operating a stage line as a common  
carrier of passengers between Oakland and Rodeo under the  
authority of a certificate of public convenience and necessity

granted by the Railroad Commission on May 12, 1919, in its Decision No. 6317 on Application No. 4462, such decision prohibiting the carriage of passengers locally between Oakland and Richmond and intermediate points. Applicants now allege that the demands of the traveling public require the establishment of the requested service.

It appears that a considerable demand exists along the route over which applicants desire to operate for a faster service than that rendered by the cars of the San Francisco-Oakland Terminal Railway and that during certain hours seats are not always available on the cars of the electric railway. During a six day period a record was kept of the number of inquiries made for passage locally between Richmond and Oakland and 149 inquiries were received for transportation toward Oakland and 251 inquiries were received for transportation toward Richmond. Passengers desiring to use the facilities offered by the line of applicants have paid additional fare to the first station beyond Richmond and when desiring to go to Oakland have walked to the city limits of Richmond, paying additional fare for the privilege of using the facilities of applicants.

Residents of Richmond, Albany and El Cerrito, testifying in behalf of applicants, expressed their desire for the establishment of a service as contemplated in that less time would be consumed over the portion of the route and the inconvenience of crowded cars would be eliminated during the peak hours of railroad travel.

The granting of this application is protested by San Francisco-Oakland Terminal Railway and by the Bay Shore Stage Company. The San Francisco-Oakland Terminal Railway operate a

street car service between Richmond and Oakland and allege that such service offers adequate transportation facilities for the public at reasonable rates. Statements filed by protestant, San Francisco-Oakland Terminal Railways, as exhibits indicate that standing loads were carried on the day upon which a check was made for the purpose of the hearing on this application during the peak hours between 7:00 and 8:00 A. M.; 5:00 and 6:00 P. M.; and 11:00 and 12:00 P. M.; the loads being heaviest in the district between Oakland and University Avenue, Berkeley, a section served as to local business by the cars operated on the Oakland-Richmond line. Protestant has endeavored to reduce the complaint as to seating capacity not being available during the peak load hours by operating trailers on certain of its runs, although this plan has not yet been extended to cover all runs during peak hours for the reason that the equipment necessary has not been available.

The Bay Shore Stage Company, protesting this application, operate a stage service between Oakland and Martinez and intermediate points under a certificate of public convenience and necessity issued by the Railroad Commission. This company has authority to handle local business between Oakland and Richmond. The testimony at the hearings on this proceeding does not indicate that any substantial local service has been available for the public desiring stage transportation between Oakland and Richmond but rather that this company has directed its efforts toward the acquisition of longer hauls or through business and that stages are usually loaded to capacity in the territory for which applicants seek authorization.

The fare proposed by applicants is twenty-five cents between Oakland and Richmond; fifteen cents between Oakland and

Albany; fifteen cents between El Cerrito and Richmond. The fares charged by the San Francisco-Oakland Terminal Railways are as follows:

Between	Richmond (east of 20th St.)	Richmond (20th St. and west thereof)	Albany	County Line
Oakland and	12¢	18¢	6¢	6¢
Richmond and (east of 20th St.)	-	6¢	12¢	6¢
Richmond (20th St. and west thereof)	6¢	-	18¢	12¢

The fares proposed by the applicant are in all instances materially higher than those charged by the San Francisco-Oakland Terminal Railways.

The scheduled time of the San Francisco-Oakland Terminal Railways between Oakland and the Car barn at Richmond is fifty minutes. Applicants propose a service between Twenty-third and McDonald Avenue, Richmond to Fourteenth Street and Broadway, Oakland, which will consume a running time of approximately thirty-four minutes.

After careful consideration of all the evidence in this proceeding we are of the opinion that the portion of the public desiring stage transportation over the route herein proposed at a higher rate for an expedited service are entitled to the use of the facilities offered by applicants herein. Applicants in connection with their present operation of a stage line between Oakland and Rodeo have an established transportation service and are in position to supply such additional equipment as may be required to satisfactorily care for the demands of the public desiring automobile stage transportation at the rates proposed between Richmond and Oakland and intermediate points.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by Aven J. Hanford, O. H. Klatt and F. D. Everman, co-partners operating under the name of Oakland-Vallejo Transit Company, of an automobile stage line as a common carrier of passengers between Richmond and Oakland and intermediate points; provided, however, that the rights and privileges hereby granted may not be transferred nor assigned unless the written consent of the Railroad Commission to such transfer or assignment has first been procured.

IT IS HEREBY ORDERED that no vehicle may be operated under this permit unless such vehicle is owned by the applicants herein or is leased by such applicants under a contract or agreement on a basis satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 5<sup>th</sup> day of December, 1919.

E. C. Egan  
H. D. Loveland  
Frank R. Brown  
\_\_\_\_\_  
\_\_\_\_\_

Commissioners.