

ORIGINAL

Decision No. 6971.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

oooOooo

In the Matter of the Application of)
GEORGE W. GILUMM, C. E. MARSHALL and)
T. W. ADAMS, co-partners doing)
business under the firm name and)
style of Richmond-Oakland Automobile)
Stage Line, for certificate of public)
convenience and necessity to operate)
an automobile service for the trans-)
portation of passengers between the)
City of Richmond, County of Contra)
Costa, State of California, and the)
City of Oakland, County of Alameda,)
State of California.)

Application No. 4723.

Hiram E. Jacobs for Applicant.

A. L. Whittle for San Francisco-Oakland Terminal
Railways, Protestant.

Sanborn & Roehl, by A. B. Roehl, for Oakland-
Vallejo Transit Co., Protestant.

BY THE COMMISSION:

O R D E R

George W. Gilumm, C. E. Marshall and T. W. Adams, co-
partners doing business under the firm name and style of Richmond-
Oakland Automobile Stage Line, have petitioned the Railroad Com-
mission 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 Richmond and
Oakland and intermediate points.

A public hearing on this application was conducted
by Examiner Handford at San Francisco, the matter was duly sub-
mitted and is now ready for decision.

Applicants propose to charge rates in accordance with a schedule marked exhibit "A" and attached to the application in this proceeding, to operate on a schedule leaving Richmond at 8.00 A. M. daily and thereafter on a thirty minute headway until 9.00 P. M.; leaving Oakland 9.00 A. M. daily and thereafter on a thirty minute headway until 10.00 P. M. On Sundays and holidays the service will commence one hour later and be continued one hour later than on the above week day schedule. The equipment proposed to be used will consist of four automobiles, touring car type, each with a seating capacity of twelve passengers.

Applicants rely as justification for the granting of the desired certificate upon the alleged fact that the present transportation facilities are insufficient to care for the demands of the traveling public between Oakland and Richmond; that the accommodation furnished by the San Francisco-Oakland Terminal Railways does not meet the requirements of the traveling public in the way of convenience and comfort and that such service as is furnished by the stage lines operated between Oakland and Martinez and Oakland and Rodeo is indirect and infrequent.

Witnesses for applicant testified as to conditions existing on the line of the street railway of the San Francisco-Oakland Terminal Railway's Richmond Line and as to the crowded cars during the peak hours of the morning and evening. Also as to the saving in time by the use of the expedited service as proposed by the applicants herein.

The granting of the desired certificate is protested by the San Francisco-Oakland Terminal Railways and the Oakland-Vallejo Transit Company.

The San Francisco-Oakland Terminal Railways operate a street car service between Oakland and Richmond over a route

practically paralleled by that proposed by the applicant. This street car service serves locally the communities between Oakland and Richmond, operating through cars between Richmond and Oakland and local cars on San Pablo Avenue, Oakland, the through cars also carrying passengers locally.

A travel check was presented as an exhibit by this protestant showing relation of seating capacity to passengers carried at certain selected points. This statement indicates that overcrowding of cars exists at Twenty-second Street and San Pablo Avenue, Oakland, north bound, during the period between 4.00 and 6.00 P. M., and between 8.30 and 12.00 P. M. southbound between 7.00 and 8.30 A. M. At University and San Pablo Avenues, slight overcrowding exists on north bound trips between 4.00 and 5.00 P. M.; southbound between 7.30 and 8.00 A. M. The crowded conditions are not serious and could readily be overcome by the use of tripper cars during the peak hours, it being stated that it is impracticable to limit the through cars to through travel by reason of safety stops at street intersections upon which other railway lines are located, local passengers boarding the cars of protestant at such safety stops. The overcrowding of the cars on the southbound trips, such occurring during the peak hours of the morning, would not in any manner be relieved by the establishment of the proposed automobile stage line as the schedules do not contemplate the commencement of operation out of Richmond until after the morning peak hour period of standing loads has passed.

This application is opposed by the Oakland-Vallejo Transit Company on the basis that at the time of the hearing on this matter, such protestant had a similar application before the Railroad Commission upon which a hearing had been held and the matter was under submission awaiting decision. The Commission

by its Decision No. 6903 on Application No. 4587 granted the petition of the Oakland-Vallejo Transit Company declaring that the public convenience and necessity required the operation of local business between Richmond and Oakland in connection with the through service operated between Rodeo and Oakland. We are of the opinion that the service rendered by the Oakland-Vallejo Transit Company in connection with the street car service of the San Francisco-Oakland Terminal Railway is ample to satisfactorily care for the needs of the public desiring transportation between these points; that the congestion during limited peak hours on the line of the San Francisco-Oakland Terminal Railway can be relieved and eliminated by the operation of tripper cars between Oakland and a point of turn-around on San Pablo Avenue within the zone of heavy local travel; and that the addition of the facilities of another transportation carrier by automobile stage is not justified by the evidence in this proceeding and would be a duplication of existing facilities.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the operation of an automobile stage line between Oakland and Richmond by applicants, Geo. W. Glumm, C. E. Marshall and T. W. Adams, co-partners in business under the firm name and style of Richmond-Oakland Automobile Stage Line, and

IT IS HEREBY ORDERED that this application be and the same hereby is denied.

Dated at San Francisco, California, this 19th day of December, 1919.

Edwin O. Egan
H. D. Loveland
Frank R. Weston
H. R. Boudreau
James Martin

Commissioners.