

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

|  |   |                      |
|--|---|----------------------|
| In the Matter of the Application           | ) |                      |
| of Walter Williams, Albert Pietronave      | ) |                      |
| and Percy L. Bliss, doing business under   | ) |                      |
| the firm name and style of                 | ) | APPLICATION NO. 5347 |
| BAY SHORE STAGE COMPANY, for a certificate | ) |                      |
| of public convenience and necessity to     | ) |                      |
| operate passenger service as a transport-  | ) |                      |
| ation company between Oakland and Vallejo. | ) |                      |

Harry A. Encell, for Applicant,  
 Sanborn & Roehl. by A.B. Roehl, for Western Motor Transport Co.,  
 Protestant.  
 Frank B. Austin, for Southern Pacific Company, Protestant,  
 A. L. Whittle. for San Francisco-Oakland Terminal Railways,  
 Protestant.

O P I N I O N

BY THE COMMISSION.

The applicants herein are Walter Williams, Albert Pietronave and Percy L. Bliss, doing business under the fictitious name of Bay Shore Stage Company. By this application they seek an order from the Railroad Commission declaring that public convenience and necessity require the operation by them of an automobile passenger service between Oakland and Vallejo. The proposed route is from Oakland via the State Highway to Crockett, via the Six-Minute Ferry Company Crockett to Morrow Cove, thence over a private right-of-way to the Vallejo City Limits, thence via Georgia Street into the city of Vallejo.

The applicants are now operating as common carriers of passengers between Oakland and Martinez via Crockett and intend to route their cars so as to make direct connection with the boats of the Six-Minute Ferry Company. The schedule time between Oakland and Vallejo, including crossing the bay, is given as 1 hour and

30 minutes, cars to be operated every hour and a half from 8 a.m. to 8 p.m. If the authority to operate through cars between Oakland and Vallejo is granted, it is the intention of the applicants to handle the passengers between Crockett and Martinez on local cars between these two points. The fares to be charged will be practically a combination of the present fares over Crockett. At the hearing the application was amended, eliminating all local service on the through cars between Oakland and Stege Junction.

The petitioners herein presented testimony of a number of witnesses, including the President of the Chamber of Commerce of Vallejo, representatives of the Solano Building Trades Council and men employed at the Mare Island Navy Yard. The testimony was all along the same general lines, and to the effect that the establishment of this service in connection with the Six-Minute Ferry would prove a public convenience and necessity and give an expedited service which, it was claimed, could not be secured under the present operating conditions. Petitioners' principal witness laid particular stress upon the intention of the company to send cars through between Oakland and Vallejo, thus obviating the necessity of transferring, which, so far as this route is concerned, now requires passengers to leave the automobile at Crockett, board the boat of the Six-Minute Ferry at that point for Morrow Cove, where another conveyance must be procured from the boat landing to destination in the city of Vallejo. Copies of Resolutions, signed by the Directors of the Vallejo Chamber of Commerce and by the Secretaries of the Solano County Building Trades Council and the Central Labor Council of Vallejo, also petitions signed by a large number of citizens of Vallejo were presented and introduced as exhibits in the proceeding. The

petitioners have been in the transportation business for a number of years and appear to have sufficient equipment to properly maintain the service.

Protests against the granting of the petition were filed by Western Motor Transport Company, Southern Pacific Company and the San Francisco-Oakland Terminal Railways.

The Western Motor Transport Company is now operating three round trips daily between Oakland and Vallejo in connection with its through cars to Sacramento. On these trips passengers are taken to destination without transferring from auto to boat and boat to auto. In addition, the company provides fifteen round trips daily between Oakland and Rodeo, connecting with the boats of the Rodeo-Vallejo Ferry Company; on these trips the passengers are required to transfer. It was claimed by the witness for this company that a satisfactory service is being rendered and that the time cannot be materially reduced via the proposed competing line.

The Southern Pacific Company and the San Francisco-Oakland Terminal Railways, by their witnesses, detailed the service being rendered and the fares charged. The principal objection of the San Francisco-Oakland Terminal Railways was to the effect that additional through cars would increase the competition and reduce its earnings at points between Oakland and San Pablo. Stipulation made at the hearing, however, that no local service would be handled on these cars between Oakland and Stege Junction weakened this protest.

It was shown that the Southern Pacific Company operates frequent trains between Vallejo and Oakland, but these trains land passengers at the Sixteenth Street Depot, making it necessary to take another conveyance from that point to the city proper, result-

ing in an increased cost and loss of time to the passengers.

As heretofore stated, these applicants now operate between Oakland via Crockett to Martinez and the granting of the application would be simply an extension of the service from Crockett to Vallejo, a trip now possible to the traveling public, but with some inconvenience and frequently at a loss of time by reason of changing from automobile to boat and from boat to automobile.

The Six-Minute Ferry Company, over which these applicants will operate, commenced service between Crockett and Morrow Cove on February 15, 1920, since which date the public has been using the joint service and would, no doubt, continue to use this service when necessary to their convenience even though this application were denied.

After giving consideration to all of the testimony in this proceeding, we are of the opinion that there is a public convenience and necessity for the service requested in the petition herein and that the application should be granted.

#### O R D E R

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by Walter Williams, Albert Pietronave and Percy L. Bliss, doing business under the fictitious name of Bay Shore Stage Company, of an automobile stage line as a common carrier of passengers between Oakland and Vallejo, provided, however, that no local passengers shall be carried in connection with this permit between Oakland and Stege Junction. No transfer or assignment of the rights and privileges hereby

granted may be made unless the written consent of the Railroad Commission to such transfer or assignment has first been secured.

IT IS HEREBY ORDERED that applicants, Walter Williams, Albert Pietronave and Percy L. Bliss, doing business under the fictitious name of Bay Shore Stage Company, shall, within ten (10) days from the date of service of this order, file with the Railroad Commission an acceptance of the certificate hereby granted, such acceptance to state the date upon which operation of the line hereby authorized will commence, which date shall be within ninety (90) days from the date of service of this order, unless the date be extended by supplemental order.

IT IS HEREBY FURTHER ORDERED that no vehicle may be operated under this certificate 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.

The Railroad Commission reserves the right to make such other and further orders in this proceeding as to it may seem just and proper, or as in its opinion the public convenience and necessity may demand.

Dated at San Francisco, California, this 23<sup>d</sup> day of March, 1920

Edwin O. Segura  
H. J. Loveland  
Frank L. DeVin  
H. B. Dundig  
Ernest Martin  
Commissioners.