

# ORIGINAL

Decision No. 8466

SEBORN AND RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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IN the matter of the application  
of **LESTER HOWER BAINES, SOLO COMPANY**  
for certificate of public convenience  
and necessity to operate an auto stage  
line for the transportation of passen-  
gers between Vallejo and Healdsburg and  
intermediate points. }  
} Application No. 5755  
}

Seborn & Boehl by DeLaney Smith and Frank  
W. Coombs for applicant.  
R. W. Palmer and W. J. Cummings for North-  
western Pacific Railroad Company.  
W. M. Cowan and George Orban for J. R.  
Birch, operating Santa Rosa-Healdsburg  
auto line and W. Dabham, operating Santa  
Rosa, Sonoma & Sage Auto Stage Line.  
John D. York for San Francisco, Napa &  
California Railway.  
O. W. Corrigan for Southern Pacific Company.  
V. A. Ware for Santa Rosa, Petaluma & Searsville  
Stage Company.

BY THE COMMISSION:

O R D E R

Applicant seeks authority to operate an  
automobile passenger stage line between Oakland and Sausal-  
burg and certain intermediate points via Vallejo, Napa,  
Sonoma, Sola Wilson and Santa Rosa, the line to be coordinated  
in operation with its line between Oakland and Sacramento  
through Sacramento Junction, which is near Sage Junction.  
A public hearing upon the application was  
held by Examiner Westover at Santa Rosa.

It appears from the amended application and by statement of applicant at the hearing, that applicant does not desire to carry local passengers between North Vallejo and Napa and intermediate points, that portion of its proposed through route being now served by San Francisco, Napa & Calistoga Railway, hereinafter referred to as the Napa line.

Applicant does not desire to carry local passengers between Napa and Santa Rosa or intermediate points, this territory being served by Dunham's Santa Rosa, Sonoma & Napa Auto Stage Line, hereinafter referred to as the Dunham line.

Applicant does not desire to carry local passengers between Santa Rosa and Healdsburg, that portion of its proposed through route being served by J. F. Birch, operating Santa Rosa-Healdsburg Auto Line, hereinafter referred to as the Birch line.

It does desire, however, to carry through passengers over all of the proposed route and passengers between local points on one of the above portions and local points on another of above portions, and between points on either of said portions and points on its Sacramento line east of Sacramento Junction.

There is rail service by Southern Pacific Company between Oakland and Santa Rosa and by the Northwestern Pacific Railway between Santa Rosa and Healdsburg.

Applicant's proposed rates are the sum of the locals of present stage and rail rates and are approximately the same as the all-rail rates except that

its proposed rate between Napa and Santa Rosa is \$1.80 while that of the Southern Pacific is \$1.30.

It is claimed that the proposed service will materially lessen the time required for a through trip and avoid the necessity for transfers, except as hereinafter mentioned, and that the present service is inadequate in these particulars. It is not charged that the present service is not well rendered. The testimony shows good service of its class by the present carriers.

There is considerable business and social intercourse between points in the Sonoma Valley and points in the Sacramento Valley and points in the East Bay District, and a considerable movement of fruit and hop pickers between points in the Sonoma Valley and the Napa and Cordelia fruit district.

Of the present through traffic Mr. Birch estimates that about 56 passengers per day travel the length of the line between Healdsburg and Santa Rosa, about 34 of whom go to points beyond his line, they being carried by stage and rail in about equal portions. Mr. Dunham estimates 50 through passengers a day between Santa Rosa and Napa in summer and about 22 to 24 a day in winter. For the month ending November 15, 1920, he carried a daily average of 21. Of these through passengers he estimates that about 20% to 25% originate at or are destined to points on the Birch line, that about eight per day are carried between Santa Rosa and Vallojo, and that about one-third of his through passengers travel to points beyond his terminals. Many other witnesses testified concerning expressed demands for transportation, such

as that offered by applicant and others that they had heard no such demands expressed. Applicant's traffic manager testified that its experience has been that a new through line brings to a territory as much travel from outside territory as it takes from local lines.

Applicant's proposed four round trip schedules per day would reduce the running time for through stage passengers between Oakland and Healdsburg to about 5 to 5½ hours. It plans to cut this time 35 minutes when the new ferry boat is placed in service of the Kedeo-Vallejo ferry in a few weeks, and to further reduce the time an hour when the Sonoma road is improved later. Two of these schedules would be operated through without change and two would require change of stages at Sacramento Junction to or from its Oakland-Sacramento Stages. It also proposes to coordinate the proposed service with Sacramento service so that the journey can be made between Sacramento and Healdsburg in 5½ hours, four round trips a day.

Using all present means of transportation between Oakland and Healdsburg the time required via stages and the Sapa Electric line and Northwestern Pacific is about seven, eight and nine hours respectively and between Oakland and Santa Rosa via Southern Pacific about 3½ hours. From Healdsburg to Sacramento via the Birch line and Southern Pacific once a day about six hours; via the Birch line, Dunham line and applicant's present lines three trips a day, returning twice a day six and three-quarters to seven and one-quarter hours; via Southern Pacific and Northwestern Pacific about five and six hours respectively. Between Sacramento and Santa Rosa via Southern Pacific the required time is about four to four and one-third hours and via the Dunham line

and applicant's present line, four and three-quarters to six and one-fourth hours. The differences in time under these various schedules are usually occasioned by waits or absence of waits at junction points.

O R D E R

A public hearing having been held on above described application, the matter being submitted and ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by applicant, Western Motor Transport Company, of a through auto stage service as a common carrier of passengers and baggage between Oakland and Healdsburg via Napa, Sonoma and Santa Rosa, but it shall not carry local passengers between North Vallejo and Napa and intermediate points nor between Napa and Santa Rosa and intermediate points, nor between Santa Rosa and Healdsburg and intermediate points, but it may carry passengers traveling through from one to another of said portions of said through route and between any such points and points on its Sacramento line east of Sacramento Junction.

The rights and privileges acquired hereby 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 in said service unless said vehicle is owned by the

applicant herein or is leased by said applicant under a contract or agreement satisfactory to the Railroad Commission.

IT IS HEREBY FURTHER ORDERED that the said applicant shall within 90 days from the date hereof file with the Railroad Commission its schedule and tariffs covering said proposed service, which shall be in addition to proposed schedule and tariff accompanying the application, and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be within 90 days from date hereof, unless time to begin operation is extended by formal supplemental order.

The authority herein contained shall not become effective until and unless the above mentioned schedule and tariff are filed within the time herein limited.

Dated at San Francisco, California, this  
20<sup>th</sup> day of December, 1920.

*Edwin J. Coyote*  
*H. B. Loveland*  
*H. B. Bondage*  
*Dwight Martin*  
Commissioners.