

Decision No. 2110

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of)
the Western Motor Transport Company)
for permission to increase and de-)
crease fares applying between South)
Vallejo-Oakland and intermediate)
points and between North Vallejo-)
Oakland and intermediate points.)

APPLICATION NO. 6786.

BY THE COMMISSION:

O R D E R

The Western Motor Transport Company is a corporation organized under the laws of the State of California, and by this petition seeks authority from the Railroad Commission to readjust the one way and round trip passenger fares applying between South Vallejo-Oakland and intermediate points and between North Vallejo-Oakland and intermediate points.

The company operates numerous lines radiating from Oakland either by authority secured under a certificate of public convenience and necessity or by purchase.

Prior to December 23, 1920 two automobile companies were performing the service between Oakland and Vallejo - this applicant and the Bay Shore Stage Company. Under date December 23, 1920, this Commission, by its decision in Application No. 6401, authorized the Western Motor Transport Company to purchase and acquire the rights and interests of the Bay Shore Stage Company between Oakland and Vallejo through Crockett in connection with the Six Minute Ferry; on December 25, 1920 this applicant adopted the

fares of the Bay Shore Stage Company.

The original line of the Western, operating between Oakland and Vallejo, moved via Rodeo and the Rodeo-Vallejo Ferry Company. The route via Crockett and the Six-Minute Ferry is 4.7 miles greater than the distance via Rodeo and the Rodeo-Vallejo Ferry, making necessary a higher schedule of rates to Vallejo via Crockett than via Rodeo, the Crockett rates averaging from 10 cents to 25 cents more on the one way and from 50 to 65 cents more on the round trip, dependent upon the points between which the traffic moves, and it is proposed by this application to make the fares the same via both routes. This adjustment will result in a reduction of all the fares now applying via Crockett and some slight increases in the fares in effect via Rodeo.

The maintenance of different fares via the two routes now operated by the one company has resulted in much confusion and some complaint from the traveling public. Because of the ferry service operating through Rodeo in connection with the Rodeo-Vallejo Ferry Company and that operating via Crockett in connection with the Six-Minute Ferry Company, it is sometimes necessary, in order to maintain the operating schedules, for the company to divert its cars from one boat line to the other and under the present consolidated service it is not practicable to continue charging different fares via the different routes, particularly at times when it is found necessary to divert the automobiles from one ferry system to the other in order to give prompt and continuous service. It is not the intention through readjustment of the fares to increase the company's revenue, the sole purpose being to establish one schedule of rates and to eliminate the difficulties of operation now encountered by reason of the two

schedules.

As heretofore stated, the readjustment will result in decreasing all the fares through Crockett and will bring about only slight increases in the fares in effect via Rodeo. In addition, it will afford the traveling public the option of either of the two gateways - Crockett or Rodeo - at like fares.

The Commission is of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted.

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

The applicant is authorized to publish and file tariffs containing the proposed fares, good for transportation either via Crockett or Rodeo within twenty (20) days from the date of this order.

Dated at San Francisco, California, this 14th day of June, 1921.

H. D. Ireland

Dwight M. Atter

D. A. [Signature]
Commissioners.