

Decision No. 23857

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of Pacific Motor Trucking Company for authority to be relieved of the obligation of providing a transportation service for the handling of milk and cream, and milk and cream products, and farm and dairy supplies between points in Marin, Mendocino, Napa, Sonoma and Solano Counties.

Application No. 21170

ORIGINAL

R. S. MYERS, for Applicant,

GOLDEN STATE COMPANY, LTD., by L. H. Wolters,
Interested Party,

SAN FRANCISCO AND NAPA VALLEY RAILROAD, by
Nathan F. Coombs, Interested Party.

RILEY, Commissioner:

O P I N I O N

Pacific Motor Trucking Company, a corporation, is operating as a highway common carrier for the transportation of property including milk and cream, milk and cream products and empty containers therefor, and farm and dairy supplies between various points in Mendocino, Marin, Sonoma, Napa and Solano Counties.

In this application, as amended, applicant seeks authority to be relieved from the obligation to transport milk and cream products and empty containers therefor, and farm and dairy supplies between various points above referred to but to continue in the transportation of all other classes of property except that in the territory and over the routes between Shellville and Napa and intermediate points and between Calistoga,

Napa, Oakville and Beltane and intermediate points, applicant desires to discontinue and abandon all operations as a highway common carrier for the transportation of all classes of property.

A public hearing was had in Napa on June 4, 1937.

This application was made and filed concurrently with Application No. 21168 of Paul Ludolph Company, a corporation, for a certificate of public convenience and necessity, which has heretofore been granted, authorizing the transportation of milk and cream, milk and cream products, and empty containers therefor, and farm and dairy supplies between the same points that applicant herein is requesting authority to abandon a like service except that no authority was sought or obtained by Paul Ludolph Company for the transportation of property of any kind between Shellville and Napa and intermediate points and Vallejo, Napa, Oakville, Beltane and intermediate points.

The applicant alleges as justification for the relief herein sought that, at this time, the major portion of the transportation of milk and cream, milk and cream products and empty containers therefor, and farm and dairy supplies to and from the points herein above referred to is performed by the applicant and affiliated rail lines. That the purpose of seeking such relief is so that the commodities referred to may move in the Paul Ludolph Company service instead of Pacific Motor Trucking Company and affiliated rail service; there being no further public need for applicant's service.

With respect to the discontinuance and abandonment of all service between Shellville, Napa and intermediate points and Vallejo, Napa, Oakville, Beltane and intermediate points, L. B. Young, vice president and general manager of applicant, testified that the

volume of traffic in such territory offered to and hauled by applicant during the twelve months period just past amounted to only 141 tons. The total revenue of applicant derived from this operation during such period was only \$245, resulting in a net loss for such period of \$398.73.

Applicant introduced Exhibit No. 1 showing the method by which such results were determined, to-wit:

PETALUMA-SONOMA-BELTANE-OAKVILLE-NAPA-
SONOMA (via Schellville)-PETALUMA

COST OF CONDUCTING TRUCK OPERATIONS

Miles operated per trip	77	
Miles operated per year (based on 1 trip per week for 6 months and 2 trips per week for 6 months, or 78 trips per year)	6006	
Cost per mile exclusive of wages	3.9¢	
Total cost of conducting operation exclusive of wages		\$234.23
Driver's Time - Hours Per Trip	7	
Rate of pay per hour	75¢	
Rate of pay per trip	\$5.25	
Wages per year		\$409.50
Total cost of conducting operation per year		\$643.73
Tons handled	141	
Pacific Motor Trucking Company revenue		\$245.00
Net loss in conducting operation - per year		\$398.73

Witness Young further testified that to his knowledge no traffic has ever been offered applicant between Beltane and Oakville and intermediate points or between Napa and Vallejo and intermediate points.

L. H. Wolters, traffic manager of Golden State Company, Ltd. had no objection to the discontinuance and abandonment of all service between those points hereinabove referred to but did object to the discontinuance of transportation of milk and cream and dairy products from Petaluma and vicinity to San Francisco if such discontinuance would result in the cancellation of joint rates between Northwestern Pacific Railroad Company and Paul Ludolph Company. Witness testified that his position was that such joint rates should be maintained as an emergency measure to provide more than one avenue of transportation of milk and cream, and milk and cream and dairy products.

There were no other protests made and it does not seem that the public interest will be adversely affected by the discontinuance and abandonment of service proposed by the applicant, particularly, in view of the fact that the territory between Vallejo, Napa and Oakville and intermediate points is presently being adequately served by the San Francisco and Napa Valley Railroad which has ample facilities to handle the small amount of traffic available to the applicant in this territory.

The record on the whole justifies the granting of the authority requested. I recommend the following form of order.

O R D E R

A public hearing having been held and the matter duly submitted,

IT IS HEREBY ORDERED that Pacific Motor Trucking Company is authorized to discontinue and abandon all automotive service as a highway common carrier of milk and cream, milk and cream products, and empty containers therefor, and farm and dairy supplies, between

the following named termini and intermediate points over and along the following described routes and ten (10) miles laterally therefrom:

- (a) Between Greenwood Creek Bridge and Jenner via Fort Ross and/or Sea View and Plantation, Stewarts Point, Gualala and Point Arena;
- (b) Between Jenner and Sausalito via Duncan Mills, Monte Rio, Forestville, Graton, Summer Home Park, Healdsburg, East Windsor, Trenton, Fulton, Santa Rosa, Cotati, Pennngrove, Petaluma, Ignacio and San Rafael;
- (c) Between Jenner and Valley Ford via Bay and Bodega;
- (d) Between Monte Rio and Petaluma via Camp Meeker, Occidental, Graton and Sebastopol;
- (e) Between Graton and Santa Rosa;
- (f) Between Camp Meeker and Petaluma via Freestone, Valley Ford, Bloomfield and Two Rock;
- (g) Between Valley Ford and Petaluma via Tomales;
- (h) Between Tomales and San Rafael via Marshall and Point Reyes with a branch line route to Inverness;
- (i) Between Santa Rosa and Petaluma via Beltane and Sonoma;
- (j) Between Sonoma and Ignacio via Shellville, Sears Point and Black Point;
- (k) Between Petaluma and Reclamation via Lakeville.

IT IS HEREBY FURTHER ORDERED that Pacific Motor Trucking Company is authorized to discontinue and abandon all automotive service as a highway common carrier of all classes of property between the following named termini and all intermediate points over the following described routes and ten (10) miles laterally therefrom:

- (a) Between Shellville and Napa and intermediate points;
- (b) Between Vallejo, Napa, Oakville and Beltane and intermediate points subject to the condition that,

Within thirty (30) days from and after the effective date hereof, and on not less than five (5) days notice to the Commission and to the public, applicant shall cancel all rates and time schedules applicable to the services it is herein authorized to discontinue and abandon

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 14th day of June, 1937.

Matthew M. M.
Leon A. M.
Frank R. M.
Ray B. M.
Ray L. Riley
COMMISSIONERS.