

**ORIGINAL**

Decision No. 26846

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of PACIFIC )  
MOTOR TRUCKING COMPANY for enlargement of its )  
operative rights for the transportation of ) Supplemental  
property by motor truck in the vicinity of ) Application  
Point Reyes, Petaluma, etc. originally granted ) No. 19996  
to Jos. Barrero, Inc. under Decision No. 26189 )  
and transferred to applicant under Decision )  
No. 26846. )

In the Matter of the Application of PACIFIC )  
MOTOR TRUCKING COMPANY, for certificate for )  
the transportation of property between the )  
freight and passenger terminals of the North- )  
western Pacific Railroad Company in San ) Supplemental  
Francisco and Sausalito, respectively, upon ) Application  
the discontinuance of its passenger ferry ) No. 22453  
operation. )

F. X. VIEIRA, for Applicant and Northwestern Pacific  
Railroad Company, Intervenor on behalf of Applicant.

BY THE COMMISSION:

SUPPLEMENTAL OPINION

Pacific Motor Trucking Company filed a supplemental application in the above-entitled proceedings by which it seeks to consolidate portions of two operative rights previously granted to it so that it may establish a through highway common carrier service between San Francisco, Petaluma, Sebastopol and Santa Rosa.

Public hearing was held in this matter March 14, 1941, at San Francisco, before Examiner Howard, at which time evidence was received and the matter submitted.

Applicant was granted an extensive operative right in Marin and Sonoma Counties by Decision No. 28290, in Application No. 19996, which was subsequently amended in certain particulars that need not be considered herein. Included in such right was the authority to render service to Petaluma, Sebastopol and Santa Rosa.

Pacific Motor Trucking Company by Decision No. 33103, in Application No. 22453, was granted the right to conduct a highway common carrier service between the freight and passenger terminals of the Northwestern Pacific Railroad Company in San Francisco and Sausalito, respectively. Such authority was granted to enable it to substitute its operation for the service performed by Northwestern Pacific by means of its interurban passenger ferry boats and which service the Commission authorized Northwestern Pacific to abandon.

Pursuant to the operative authority discussed above, Pacific Motor Trucking Company when rendering service between San Francisco, Petaluma, Sebastopol and Santa Rosa must stop at Sausalito en route and transfer lading. Applicant by the instant application seeks to eliminate the necessity for the physical interchange of lading and equipment so that it may operate a direct through service.

The evidence of record shows that if this application is granted the over-all time in transit will be shortened by about one hour, thus improving the service applicant affords to the public. It is shown also that Pacific Motor Trucking Company will save approximately \$343 per year, the major part of which is the cost of labor required to transfer traffic at Sausalito.

Although notices of hearing were sent to all carriers involved in this matter, no one appeared thereat to protest the granting of the application. Sausalito-Mill Valley and San Francisco Express Company and Marin-Sonoma Fast Freight, two common carriers serving the area covered by this application, notified the Commission, in writing, that they were not opposed to the grant of the right sought by Pacific Motor Trucking Company.

Full consideration of the evidence in this matter leads to the conclusion that this application should be granted.

O R D E R

Public hearing having been held in the above-entitled proceeding, the Commission being fully apprised in the premises, and it being found as a fact that public convenience and necessity so require:

IT IS ORDERED that a certificate of public convenience and necessity be and it hereby is granted Pacific Motor Trucking Company authorizing it to consolidate as much of the operative right granted to it by Decision No. 28290 as amended, and Decision No. 33103 as are required to effect a through operation as a highway common carrier as that term is defined in section 2-3/4 of the Public Utilities Act, between San Francisco, on the one hand, and Petaluma, Sebastopol and Santa Rosa, on the other hand, subject to the following conditions:

1. No milk or cream, nor milk or cream products or empty containers therefor, nor farm and dairy supplies may be transported except when such commodities are transported by Pacific Motor Trucking Company when the service of the latter is in substitution for the rail service of the Northwestern Pacific Railroad Company.
2. Pacific Motor Trucking Company, its successors or assigns, may never claim before this Commission, or any other public body, a value for the authority hereby granted in excess of the actual cost thereof.

IT IS FURTHER ORDERED that in the operation of said highway common carrier service Pacific Motor Trucking Company shall comply with and observe the following service regulations:

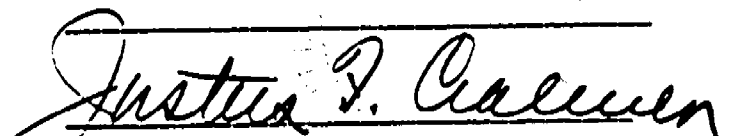
1. File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the date hereof.


2. Subject to the authority of this Commission to change or modify them at any time by further order, applicant shall conduct said highway common carrier service over the most appropriate route or routes between the points authorized to be served.
3. Comply with the rules of the Commission's General Order No. 80 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than five (5) days' notice to the Commission and the public.

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

Dated at San Francisco, California, this 19<sup>th</sup> day of August, 1941.

  
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COMMISSIONERS