

Decision No. 24380

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
STOCKTON ELECTRIC RAILROAD COMPANY

(a) For authority to abandon its street railway lines in the City of Stockton and in the unincorporated territory in the vicinity thereof, all in San Joaquin County, California.

(b) For a certificate of public convenience and necessity to exercise the rights and privileges contained in a general franchise granted applicant by the City of Stockton for the operation of a comprehensive motor coach transportation system as a substitute for the street railway lines abandoned.

(c) For a certificate of public convenience and necessity for the transportation of passengers by motor coach in the City of Stockton and in unincorporated territory in the vicinity thereof, all in the County of San Joaquin, California.

ORIGINAL

Application  
No. 24380

THOMAS B. QUINN, for Applicant

JOSEPH E. TOPE, for City of Stockton

BY THE COMMISSION:

O P I N I O N

In this application the Stockton Electric Railway Company requests authority (a) to abandon its street railway lines in the City of Stockton and in the unincorporated territory in the vicinity thereof, and (b) to substitute therefor an automotive passenger stage service, sometimes herein referred to as a motor coach service.

A public hearing was held in this matter before Examiner Hunter on August 27, 1941, in Stockton, at which time the matter was taken under submission and is now ready for decision.

The Stockton Electric Railroad Company has for many years operated the local street transportation system in the City of

Stockton and certain developed areas adjacent thereto. All of the street car lines now in operation are located within the City of Stockton, except that portion of California Street between Pine Street and Alpine Avenue.

By authority of Decision No. 33633 applicant abandoned rail operations on its Poplar-Main and Ophir Street lines in November, 1940, and substituted therefor a motor coach service on a temporary basis. In a general way these motor coach lines parallel the former street car route, with an extension to the west city limits along Willow Street to Buena Vista Avenue.

The City Council of the City of Stockton, on June 23, 1941, passed its Ordinance No. 1615 granting to applicant a franchise to establish a motor coach operation, and designated certain routes within the city. In addition, the ordinance specified that a motor coach operation was to be established to serve the southeast and the southwest portions of the city upon and along routes prescribed by this Commission. The ordinance set up four main routes in the city, all of which are shown on the map, Exhibit "A" attached to the application and designated as Exhibit No. 1 in the record.

Route No. 1 - California-San Joaquin Line

This line extends from the intersection of Alpine Avenue and San Joaquin Street along Alpine Avenue, Sutter Street, Pine Street, California Street, Main Street, and San Joaquin Street to Eighth Street, the southerly limits of the city, at the Municipal Baths.

The motor coach route differs from that of the existing rail line in that between Alpine Avenue and Pine Street it is located two blocks westerly of the rail line. The territory east of California Street between Pine Street and Alpine Avenue is undeveloped and would therefore offer no traffic. On the other hand, by shifting

the line west of California Street it would be more convenient to patrons of this service. A loop is proposed on the south end of this line via Eighth Street, McKinley Avenue, and Sixth Street. That portion of the route along McKinley Avenue is outside the City of Stockton and will serve a rather densely populated territory west of McKinley Avenue. This line will have a one-way length of about 4.2 miles.

Route No. 2 - College-Main Line

At the present time the services on Poplar and Main Streets are connected as one line, but traffic checks indicate that these two services have materially different travel characteristics and, therefore, it is proposed to separate them and establish a new motor coach line connecting the Main Street end with the line to the College of the Pacific. This will be designated as Route No. 2 - College-Main Line.

The service on Main Street now ends at the east city limits and it is proposed herein to extend this service easterly along Main Street about one-half mile to Golden Gate Avenue in unincorporated territory terminating in a two-block loop. On the College of the Pacific end the proposed route will follow the present street car line along El Dorado Street as far as Maple Street, thence turn west on Maple to Pacific, follow Pacific Avenue to Central Avenue, and follow the street car line along Central Avenue and Kensington Way to the College of the Pacific. The terminal of the present street car line is at an entrance to the College of the Pacific.

The record shows there is considerable building activity in new houses to the south of the College of the Pacific and east of Kensington Way. It is proposed to make a loop around Stadium Drive, Pacific Avenue, and Monterey Avenue in order to serve the developed area both south of the College and east of Pacific Avenue.

The entire College-Main line will have a one-way length of approximately 5.6 miles.

Route No. 3 - Poplar Line

The present Poplar line now operates from Main Street along El Dorado Street to Poplar Street, west along Poplar to Yosemite Street, on Yosemite Street to Willow Street, on Willow Street to Buena Vista Avenue, on Buena Vista Avenue to Mount Diablo Avenue, on Mount Diablo Avenue to Argonne Drive, along Argonne Drive to adjacent to the northwest side of Victory Park, and along Pershing Avenue to Willow Street; returning via the same route to El Dorado and Weber Streets.

The residential section to the south of Victory Park is not adequately served by the existing route for the reason that a canal runs diagonally through the park, and pedestrians must walk around the park to reach this local line. It is proposed herein to provide a better service to this district through the establishment of a loop around the south and east sides of this park via Mount Diablo Avenue and Pershing Avenue.

On the downtown end of this route, instead of connecting with Main Street, it is proposed to terminate the line in a loop through the business district along Weber Avenue, California Street, Main Street, and El Dorado Street.

Route No. 4 - Ophir Street Line

A temporary bus line now operates along Ophir Street instead of the street car line, commencing at Harding Way and Ophir Street and running south on Ophir Street to Miner Avenue, on Miner Avenue to Grant Street, and south on Grant Street to Weber Avenue, thence along Weber to the business district. It is proposed to extend the northeasterly end of this route along Harding Way from Ophir Street to the city limits at Funston Avenue, and on the down-

town end a loop will be made around the block bounded by Weber Avenue, American Street, Main Street and California Street.

Fairgrounds Occasional Route

During times of special events at the San Joaquin County Fairgrounds, located at the intersection of Charter Way and Sharp's Lane, applicant proposes to install a service along Pilgrim Street between the Fairgrounds and the center of Stockton.

In order to perform the service on these various lines applicant has on hand and will use nineteen buses, six of which will seat 29 passengers and thirteen will seat 27 passengers; if traffic increases applicant alleges it will provide such additional equipment as is necessary to reasonably serve the traveling public.

The service proposed on these various routes is outlined in Exhibit No. 5 and will provide generally base headways as follows:

|                   |            |
|-------------------|------------|
| On the No. 1 line | 15 Minutes |
| On the No. 2 line | 20 Minutes |
| On the No. 3 line | 15 Minutes |
| On the No. 4 line | 20 Minutes |

During peak hours, however, this service will be sufficiently augmented to take care of the patronage. It is proposed to continue the same fare structure as is now in effect.

The only protest to this plan was in connection with the extension of the route on Main Street to the east of the city limits. It was contended by protestants that this line should be extended at least one-half mile or more beyond Golden Gate Avenue in order to serve a growing section to the north of Main Street and east of Golden Gate Avenue. It was urged that under the proposed routing the people living in this district would have an unreasonably long walk to reach Golden Gate Avenue and that there was sufficient population to warrant this extension. After a study of this matter applicant reached the conclusion that the district was too sparsely settled

to warrant the operation of additional equipment to make this extension, but stated that should it be found after the route is established that the operation could be performed in less time than the proposed schedules, it would be agreeable to extending the service as far east as possible without the necessity of using additional equipment.

Southeast-Southwest Route

In accordance with Ordinance No. 1615 applicant agreed to establish an experimental service into the southeast and southwest sections of the city, in a manner to be determined by this Commission.<sup>(1)</sup>

It was the conclusion of our engineer that the best method of serving these two areas would be by means of a single operation passing through the business area. The route suggested is shown on Exhibit No. 6 and will hereinafter be described. The length of the route is approximately 2.9 miles and involves main line grade crossings of The Atchison, Topeka and Santa Fe Railway Company, the Southern Pacific Company, and The Western Pacific Railroad Company. In addition to the main line, numerous spur track crossings are involved. Due to the numerous safety stops required at the various grade crossings, together with the probable blocking of crossings by trains, our engineer recommended that thirty minutes be provided for a round trip schedule between these two sections. His testimony also shows that it is doubtful if the southwest section will produce sufficient revenue to pay the out-of-pocket cost of providing the

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(1) Request was recently made by applicant to this Commission that a study of these areas be made by our engineers. A study of the entire transportation needs of the City of Stockton, including the southeast and southwest sections, was made by Ward Hall, Transportation Engineer.

service, while on the other hand it is estimated that the southeast section will attract sufficient traffic to meet such costs.

It appears that this route should be authorized on an experimental basis for a period of ninety days on a 12-hour daily schedule, from about 7:00 a.m. to 7:00 p.m., and if it develops that it does not earn sufficient revenue to pay the out-of-pocket cost of providing the service, consideration should be given to its abandonment, in part or in whole. The results of a trial operation will supply the necessary data upon which to base a future decision. It appears that the Quartermaster Department of the United States Army is soon to establish a repair depot in the vicinity of the Port of Stockton, and it may be that when this depot is established some rearrangement of the southwest operation could be made to serve this depot.

Studies made by the city, applicant, and the Commission's engineer indicate that in the near future service may be required to a fast growing section of the city west of the College of the Pacific between Calaveras River and Smith Canal. When that time arrives applicant should be prepared to extend service into that district.

Also the territory west of Victory Park, between Stockton Channel and Smith Canal, is growing and, if this growth continues, consideration should be given to extending service into that section. Our engineer also investigated the territory along Main Street east of the city limits with a view to possible extension of service, and it is his conclusion that at this time bus service could not reasonably be justified east of Golden Gate Avenue. At the present time the volume of the population in this territory is comparatively small; however, it may well be that with an increased population, transportation service could be reasonably extended to the east.

Objections were raised to the route proposed by our

engineer into the southeast section. It was contended that service should be extended some four blocks southerly to Charter Way, or by forming a large loop around American Street, Charter Way, Pilgrim Street, Ophir Street, and Church Street. Either of these suggestions would require lengthening the line and would involve numerous railroad grade crossings, which would present adverse operating conditions in a sparsely settled area.

It appears from this record that the motor coach operation proposed to replace the existing street car service will provide a reasonable service to the traveling public of the City of Stockton and the developed territory immediately adjacent thereto. It is apparent that Stockton and the immediate surrounding territory is experiencing considerable development and the service should be extended from time to time whenever public convenience and necessity require. If the proposed extensions in the outlying sections were made at the present time for the purpose of developing these districts, the remaining service would be jeopardized due to the fact that the revenues from this extended operation would not, from the record, meet the increased out-of-pocket operating costs.

With respect to the southwest and southeast sections of the city, a trial service should be made and in the event it is not patronized to the extent of paying the out-of-pocket cost of providing the service, the Commission will, after ninety days, entertain an application for its abandonment in whole or in part.

The proposed occasional service to the San Joaquin County Fairgrounds during times of special events should also be authorized, and the following order will so provide.



O R D E R

A public hearing having been held and the matter being under submission, 'IT IS HEREBY ORDERED:

I.

That Stockton Electric Railroad Company is authorized to discontinue all of its street car service in the City of Stockton and immediate surrounding territory, and to remove its tracks and appurtenances thereto, subject to the condition that said street car service shall be abandoned concurrently with and not before the establishment of motor coach service as hereinafter authorized.

II.

That a certificate of public convenience and necessity be and it is hereby granted to Stockton Electric Railroad Company for the operation of an automotive passenger stage service, as that term is defined in Section 2 $\frac{1}{2}$  of the Public Utilities Act, for the transportation of passengers within the City of Stockton and between the City of Stockton and adjacent unincorporated territory, subject, however, to the following conditions:

- (1) Written acceptance of the certificate herein granted shall be filed within a period of not to exceed thirty (30) days from the date hereof.
- (2) Said service shall commence within a period of not to exceed six (6) months from the effective date hereof, and upon not less than five (5) days' notice to this Commission and the public.
- (3) Said service shall be placed in operation concurrently with the abandonment of street car service hereinbefore authorized.
- (4) Applicant is authorized to turn its motor vehicles at termini or intermediate points either at the intersection of the streets or by operating around a block contiguous thereto in either direction, and to carry passengers as traffic regulations of the municipality may require.

- (5) Stockton Electric Railroad Company, its successors or assigns, may never claim before this Commission or any court or other public body a value for the authority hereby granted in excess of the actual cost thereof.

### III.

That Stockton Electric Railroad Company shall perform the passenger stage service authorized under Section II above, in compliance with the following service regulations:

- (1) Applicant shall comply with the rules of this Commission's General Order No. 79 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 upon not less than five (5) days' notice to the Commission and the public.
- (2) Subject to the authority of this Commission to change or modify such at any time, Stockton Electric Railroad Company shall conduct said passenger stage operation over and along the following described routes:

#### Route No. 1 - California-Jan Joaquin Line

Commencing at the intersection of San Joaquin and 6th Streets; thence southerly on San Joaquin to 8th Street; thence westerly on 8th Street to McKinley Avenue; thence northerly on McKinley Avenue to 6th Street; thence easterly on 6th Street to San Joaquin Street; thence northerly on San Joaquin Street to Main Street; thence easterly on Main Street to California Street; thence northerly on California Street to Pine Street; thence westerly on Pine Street to Sutter Street; thence northerly on Sutter Street to Alpine Avenue; thence westerly on Alpine Avenue to San Joaquin Street; thence southerly on San Joaquin Street to Ellis Street; thence easterly on Ellis Street to Sutter Street, and return over the same route.

#### Route No. 2 - College-Main Line

Commencing with a loop around the blocks bounded by Main Street, Golden Gate Avenue, Anderson Street and Davis Avenue; thence westerly on Main Street to the limits of the City of Stockton; thence continuing westerly on Main Street in the City of Stockton to El Dorado Street; thence northerly on El Dorado Street to Maple Street; thence westerly on Maple Street to Pacific Avenue; thence northerly on Pacific Avenue to Central Avenue; thence westerly on Central Avenue and North Central Avenue to Kensington Way; thence northerly on Kensington Way to Stadium Drive; thence easterly on Stadium Drive to Pacific Avenue; thence southerly on Pacific Avenue to Monterey Avenue; thence westerly on Monterey Avenue to Kensington Way; thence southerly on Kensington Way to Central Avenue; thence easterly on Central Avenue and South Central Avenue to Pacific Avenue, and return over the same route.

Route No. 3 - Poplar Line

Commencing at the intersection of Pershing Avenue and Willow Street; thence westerly on Willow Street to Buena Vista Avenue; thence southerly on Buena Vista Avenue to Mount Diablo Avenue; thence easterly on Mount Diablo Avenue and Picardy Drive to Pershing Avenue; thence northerly on Pershing Avenue to Willow Street; thence easterly on Willow Street to Yosemite Street; thence southerly on Yosemite Street to Poplar Street; thence easterly on Poplar Street to El Dorado Street; thence southerly on El Dorado Street to Weber Avenue; thence easterly on Weber Avenue to American Street; thence southerly on American Street to Main Street; thence westerly on Main Street to El Dorado Street; thence northerly on El Dorado Street to Weber Avenue, and return over the same route.

Route No. 4 - Ophir Street Line

Commencing at the intersection of Harding Way and Funston Street; thence westerly on Harding Way to Ophir Street; thence southerly on Ophir Street to Miner Avenue; thence westerly on Miner Avenue to Grant Street; thence southerly on Grant Street to Weber Avenue; thence westerly on Weber Avenue to American Street; thence southerly on American to Main Street; thence westerly on Main Street to California Street; thence northerly on California Street to Weber Avenue; thence easterly on Weber Avenue to American Street, and return over the same route.

Southeast-Southwest Route:

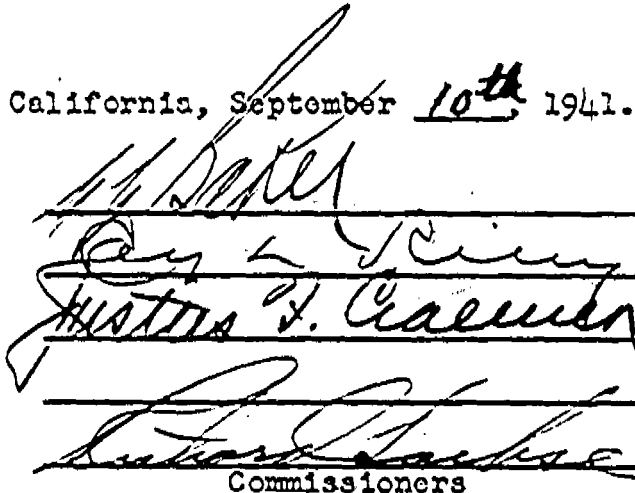
Commencing at the southeast on a loop formed by Worth, Sierra Nevada, Anderson, and Ophir Streets, north on Ophir Street to Church Street, west on Church to American Street, north on American to Market Street, west on Market to Lincoln Street, south on Lincoln to Worth Street, east on Worth to Monroe Street, south on Monroe to Jackson Street, west on Jackson to Van Buren Street, and north on Van Buren to Worth Street, and return via the same route.

Occasional Route (Fairgrounds)

Running along Pilgrim Street and Charter Way between Main Street and the San Joaquin County Fairgrounds.

The effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, September 10th, 1941.

  
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Commissioners