

Decision No. 35292

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
GIBSON LINES, a corporation, for an)
order restating the operative rights)
of applicant subject to conditions) Application No. 24889
involving existing routes and)
proposed alternate routes in relation)
thereto.)

BY THE COMMISSION:

O P I N I O N

Gibson Lines, a corporation, is now providing a passenger stage service for the transportation of passengers, baggage and express in general between San Francisco, Sacramento, Marysville, Chico, Stockton, Repressa and intermediate points subject to certain limitations and restrictions as more specifically set forth in the decisions creating its operative rights.

In this application the Commission is requested to make its order re-defining applicant's operative rights between the same points it is now authorized to serve. This order would be subject to a service regulation describing applicant's present routes of operation between those points. Applicant further requests that it be authorized to use certain additional or alternative routes as follows:

- (1) Between Yuba City and Tudor.

- (2) Along Power Road for a distance of about 9 miles between its junction with the Garden Highway near Verona and another junction with the Garden Highway at a point about 8 miles northwesterly of Sacramento.
- (3) Along applicant's present route between Sacramento and McClellan Field over (a) Madison Avenue, (b) Watt Avenue, (c) Fulton Avenue and (d) H Street and Fair Oaks Boulevard.
- (4) Between the intersection of 18th Street and San Pablo Street, Oakland, and the east approach of the San Francisco-Oakland Bay Bridge; and between the intersection of Moss Avenue and Broadway, Oakland, and the east approach of the San Francisco-Oakland Bay Bridge.

The reasons offered by applicant for its request for a restatement of its operative rights and the inclusion of the alternative routes above referred to are in effect substantially as follows.

The traffic which usually moves into the Yuba City-Tudor district and the Verona district is generally itinerant farm labor the peak of which moves during the pruning and harvest seasons; that there are located in this area large ranches employing large groups of labor; and that the proposed alternate routes will permit the pickup and discharge of such farm labor at points contiguous to such ranches. With respect to the alternate routes between Sacramento and Roseville, the establishment of such routes will render a more convenient and expeditious service between the points of this line as well as to the Sacramento Airport (McClellan Field); that numerous requests for this re-routing had been received from passengers and from the commandant of McClellan Field; and that in addition to providing a more convenient and expeditious service the establishment of such alternate routes will

avoid circuitous detours required at times because of the impassability of applicant's regular routes. In regard to the proposed alternate routes in the city of Oakland, applicant asserts that as it has no operative right to transport passengers locally between San Francisco and Oakland, and on its westbound trips on those occasions when there are no passengers destined to Oakland or points adjacent to applicant's depot located at 19th and Telegraph Avenue applicant can eliminate mileage and effect a material saving in gasoline, oil and tires by using the proposed alternate route between the intersection of Broadway and Moss Avenue and the approach to the bridge. Applicant states that on its eastbound trips its present route is circuitous and traverses several narrow streets entering and departing from which necessitates sharp turns and a delay in operations. The proposed alternate route is along wide streets the intersections of which are protected by signals and that although the distance over the existing route and the proposed alternate route are approximately the same the alternate route provides for safer operation as well as one which will reduce the running time between San Francisco and Oakland.

It appears that this is not a matter in which a public hearing is necessary and that the application should be granted.

O R D E R

IT IS ORDERED that a certificate of public convenience and necessity be and it hereby is granted to Gibson Lines, a corporation, for the establishment and operation of service as a passenger stage corporation, as defined in section 2 $\frac{1}{2}$ of the

Public Utilities Act, for the transportation of passengers, baggage and shipments of express weighing not in excess of 100 pounds on passenger carrying vehicles between the following named termini and all intermediate points except as hereinafter restricted:

1. Between Sacramento and Lodi via Franklin and Thornton.
2. Between Lodi and Stockton.
3. Between Walnut Grove and Thornton.
4. Between Sacramento, Walnut Grove, Rio Vista, Pittsburg, Concord, Walnut Creek, Oakland and San Francisco.
5. Between Rio Vista and Suisun.
6. Between Sacramento and Repressa via Mather Field.
7. (a) Between Sacramento and McClellan Field, Roseville, Lincoln, Wheatland, Marysville, Yuba City, Gridley and Chico.
(b) Between Sacramento, North Sacramento, Pleasant Grove, Rio Oso and Marysville.
(c) Between Sacramento, Elk Horn Ferry, Verona, Nicolaus, Tudor, Oswald, Yuba City and Marysville.

subject to the following restrictions:

1. Passenger stage service may be operated on an "on call" or "on request" basis between Rio Vista and Rio Vista Junction.
2. No passengers, baggage, or express having both points of origin and destination in San Francisco or Oakland, on the one hand and Sacramento or Marysville, on the other hand, excluding intermediate points, shall be transported.
3. No passengers, baggage, or express shall be transported between Woodbridge, Lodi, Stockton, and intermediate points, on the one hand and Oakland or San Francisco, on the other hand.

4. (a) Passengers, baggage, and express may be transported locally between Antioch and Concord and intermediate points, and between Antioch and Concord and intermediate points, on the one hand, and San Francisco and Oakland, on the other hand, in through schedules operating between San Francisco and Oakland, on the one hand, and Walnut Grove or points north thereof, on the other hand.
- (b) No passengers, baggage, or express may be transported between Los Medanos and Concord and intermediate points, on the one hand, and any point west of Concord to and including Temescal Junction, on the other hand.
- (c) No passengers, baggage, or express shall be transported locally between Temescal Junction and Concord and intermediate points, all points inclusive.
- (d) No commutation fares shall be published locally in the territory between Antioch and San Francisco, both points inclusive.
5. No passengers, baggage, or express shall be transported between Marysville and Yuba City except on through schedules.
6. No passengers, baggage, or express, having either point of origin or destination between Chico and Marysville-Yuba City and intermediate points, both points inclusive, on the one hand, and San Francisco or Oakland, on the other hand, shall be transported.
7. No passengers, baggage, or express shall be transported between Sacramento, on the one hand, and the territory North Sacramento to Rio Linda, excluding North Sacramento, on the other hand.
8. No passengers, baggage, or express shall be transported having both point of origin or destination between North Sacramento and Rio Linda, both points inclusive, and intermediate points.

The foregoing certificate is granted subject to the condition that:

Gibson Lines, 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.

IT IS FURTHER ORDERED that the foregoing certificate is granted to Gibson Lines not in addition to but in lieu of the operative rights created by the Commission's Decisions Nos. 33616, dated October 22, 1940; 33799, dated January 10, 1941; 33944, dated February 25, 1941; 34239, dated May 27, 1941; 34969, dated January 27, 1942; 35036, dated February 17, 1942 and any and all amendments thereof.

IT IS FURTHER ORDERED that in the operation of passenger stage service pursuant to the foregoing certificate Gibson Lines shall comply with and observe the service regulations as hereinafter set forth:

1. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
2. Applicant shall comply with the rules of the Commission's General Orders Nos. 79 and 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.
3. Passenger stage service between Rio Vista Junction and Suisun may continue to be suspended until otherwise directed.
4. Subject to the authority of this Commission to modify them at any time by further order applicant shall provide passenger stage service over and along the following routes:
 - (a) Over and along the Lower Stockton Road between Sacramento and Lodi via Franklin and Thornton.
 - (b) Over and along Cherokee Lane and the Lower Stockton Road between Lodi and Stockton.

- (c) Over and along California State Route No. 12 between Walnut Grove and Thornton.
- (d) Between Sacramento and San Francisco over and along State Route No. 24 via Freeport, Hood, Vorden, Isleton, Antioch, Pittsburg, Port Chicago; and from Port Chicago, via main highway to Clyde and Concord, and an alternate route between Willow Pass Junction and Concord via Willow Pass Road; thence through Concord via Salvio Street and Galindo Street; thence via main highway through Victory Junction to Walnut Creek; thence via Tunnel Road and Low Level Tunnel, passing through Lafayette and Orinda Junction to Broadway, Oakland; thence along Broadway to 20th Street; thence along 20th Street to Telegraph Avenue; thence along Telegraph Avenue to Oakland Stage Depot-National Trailways System (18th Street and Telegraph Avenue); thence west on 18th Street to Cypress Street; City of Oakland; thence along Cypress Street and the San Francisco-Oakland Bay Bridge to the end of the truck ramp at Harrison Street in the City and County of San Francisco; thence along Harrison Street to 4th Street; thence along 4th Street to the permanent Santa Fe Terminal located at 4th Street between Mission Street and Market Street; thence returning along 4th Street to Folsom Street; thence along Folsom Street to Essex Street; thence along Essex Street to the truck ramp of the San Francisco-Oakland Bay Bridge and return to point of beginning.

Between the Intersection of Moss Avenue and Broadway, Oakland, and the East approach of San Francisco-Oakland Bay Bridge via Moss Avenue.

Between 18th and San Pablo Street, Oakland, and the East approach of the San Francisco-Oakland Bay Bridge as follows: Westbound; San Pablo Avenue to Market; thence Market to Moss Avenue; thence Moss Avenue to Bridge approach. Eastbound; Bridge approach and Moss Avenue to San Pablo Avenue; thence San Pablo Avenue to Twentieth Street and regular route to Oakland Depot.

- (e) Over and along State Route No. 12 between Rio Vista and Suisun.
- (f) Via U.S. Highway No. 50 between Sacramento, Folsom and Repressa serving Mather Field by most appropriate roads.
- (g) Via U.S. Highway No. 40 and U.S. Highway No. 99-E between Sacramento and Marysville via Roseville.

Over and along county road between North Sacramento, Ben Ali, McClellan Field, Antelope and Roseville.

Via Madison Avenue between McClellan Field and U.S. Highway No. 99-E.

Between Sacramento Air Depot (McClellan Field) and Sacramento, as follows: via Watt Avenue to U.S. Highway 99-E; thence via U.S. Highway 99-E to Fulton Avenue; thence via Fulton Avenue to Fair Oaks Boulevard; thence via Fair Oaks Boulevard to H Street (Sacramento); thence via H Street to 31st Street; thence via 31st to I Street; thence via I Street and present route to Gibson Lines Sacramento Depot.

- (h) Between Marysville and Chico: Commencing at First and D Streets, Marysville, thence west on First Street to E Street; north on E Street to Fourth Street; east on Fourth Street to D Street; north on D Street to Fifth Street; west on Fifth Street crossing over Feather River to Yuba City; thence north on Plumas Street to U.S. Highway 99-E; thence north on U.S. Highway 99-E through Live Oak to its intersection with Sycamore Street, Gridley; thence west on Sycamore Street to Kentucky Street; north on Kentucky Street to Hazel Street; east on Hazel Street to its junction with U. S. Highway 99-E; thence north on U.S. Highway 99-E to Biggs Junction; thence along County Road west to Biggs; thence along County Road east, returning over the same route to Biggs Junction; thence north on U.S. Highway 99-E to Oroville Wye; thence west via U.S. Highway 99-E to Richvale; thence north via U.S. Highway 99-E through Nelson and Durham to Chico; thence north on Park Avenue and Main Street to Third and Main Streets, Chico; returning commencing at Third and Main Streets, Chico, thence west on Third Street to Broadway; south on Broadway to Oroville Avenue; south and east on Oroville Avenue to Park Avenue; thence south on Park Avenue and U.S. Highway 99-E to Fifth and E Streets, Marysville, along the above described route; thence south on E Street to Fourth Street; east on Fourth Street to D Street; and south on D Street to First Street.
- (i) Between Sacramento and Marysville via Rio Oso; Commencing at stage depot at Second and D Streets, Marysville, west on Second Street to E Street; thence south on E Street to First Street; thence east on First Street to D Street; thence south on D Street, crossing Yuba River Bridge to the Rio Oso-Arboga Highway; thence via the Rio Oso-Arboga Highway to Rio Oso, passing through Alicia and Arboga; thence east and south via County highway to Ninth Street and Del Paso Boulevard, North Sacramento, passing

through Trowbridge, Pleasant Grove, Riego, Elverta, Rio Linda, Robla, and Del Paso Heights; thence via U.S. Highway 99-E, through North Sacramento to Twelfth Street; thence south on Twelfth Street to I Street; thence west on I Street to Fifth Street; thence south on Fifth Street to Sacramento Bus Depot, 915 5th Street.

- (j) Over and along the Garden Highway between Sacramento, Yuba City and Marysville via American River Bridge, Verona, Nicolaus, and Tudor. Over and along the county road known as the River Road between Yuba City and Tudor. Over and along the county road known as Power Road between its junction with the Garden Highway near Verona and its junction with the Garden Highway approximately 9 miles from Sacramento.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 28th day of April, 1942.

Ray L. Riley

Francis D. Stovener

Richard C. Clarke

COMMISSIONERS