

ORIGINAL

Decision No. 35426

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of	)
ARLOF N. WRIGHT, doing business as	)
EL SOBRANTE-RICHMOND BUS SERVICE,	)
for a certificate of public convenience	)
and necessity for the transportation of	)
passengers between El Sobrante and	)
Richmond.	)

Application No. 24984

BY THE COMMISSION:

O P I N I O N

In the above entitled application Arlof N. Wright requests a certificate of public convenience and necessity authorizing him to establish and operate a passenger stage service between El Sobrante and Richmond. No local service is proposed within the city of Richmond nor between the point of the intersection of San Pablo Creek Highway and San Pablo Avenue (U. S. Highway No. 40) and the city of Richmond.

Applicant proposes to establish six daily round-trip schedules. One of the schedules would be for the convenience of shoppers and those desiring to transact business in Richmond. The other schedules are designed to serve those employed at the oil refinery of the Standard Oil Company and the ship building plants of Richmond Shipbuilding Corporation, Kaiser Company, Inc. and Permanente Metals Corporation in Richmond. The one-way and round-trip fares would be 20 cents and 35 cents, respectively. Monthly commutation tickets would be sold at \$7.50 and \$9.00 for fifty trips and sixty trips, respectively. A shoppers weekly pass would be issued for \$1.50 permitting twelve rides between El Sobrante

and the intersection of 10th Street and McDonald Street which is approximately the center of the business district of Richmond. Applicant proposes to use two pieces of equipment, one a Fageol Coach, 1931, 20-passenger capacity and the other a Studebaker Coach, 1932, 30-passenger capacity.

El Sobrante is situated approximately six miles north-easterly of Richmond. Applicant asserts that this community is not now served by any passenger stage corporation and that because of limited housing facilities in Richmond many employees engaged there in industries essential to the war effort, are now living at El Sobrante where additional housing facilities are being constructed for their use. Applicant also asserts that as a result of there being no passenger service available to the residents of El Sobrante, privately owned automobiles are being utilized for transportation to and from places of employment. Because of the need for conservation of automotive equipment and the differences in the hours of employment, many of those employees have found it inconvenient to rely on their present means of private transportation and have requested applicant to establish the passenger stage service needed for those workers.

From a review of this record it appears that applicant's proposal is in the public interest and should be granted. The imposition of a restriction upon local operations in Richmond as requested by applicant will obviate any direct competitive conditions with the carriers in the field. No public hearing appears necessary and the application will be granted.

O R D E R

An application as above entitled having been filed and it appearing that public convenience and necessity so require:

IT IS ORDERED that a certificate of public convenience and necessity is hereby granted to Arlof N. Wright authorizing 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 between El Sobrante and Richmond and intermediate points subject to the following restriction and condition:

- (1) No passengers may be transported whose point of origin and point of destination are between the intersection of San Pablo Creek Highway and San Pablo Avenue (U. S. Highway No. 40) and the city of Richmond, nor between points locally within the city of Richmond.
- (2) Arlof N. Wright, doing business as El Sobrante-Richmond Bus Service, his 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 in the operation of a passenger stage service pursuant to the foregoing certificate the following service regulations shall be observed:

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 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 on not less than five (5) days' notice to the Commission and the public.

3. Subject to the authority of this Commission to change or modify them at any time by further order, applicant shall conduct passenger stage service pursuant to the certificate herein granted over and along the following routes:

(i) Beginning at the intersection of Appian Way and Maloney Road in the community of El Sobrante; thence along Maloney Road, Manor Road and La Paloma Road to Appian Way; thence along Appian Way to its junction with County Road No. 7 (otherwise known as San Pablo Creek Highway) to its junction with Highway U.S. No. 40 at San Pablo Avenue; thence via San Pablo Avenue (U. S. Highway No. 40) to Rheem Avenue; thence via Rheem Avenue to 13th Street; thence via 13th Street to Lucas Avenue; thence via Lucas Avenue to 10th Street; thence via 10th Street to Cutting Boulevard; thence diverging as follows:

(a) From 10th Street and Cutting Boulevard to the "Richmond No. 2" plant of Richmond Ship Building Corporation, via 10th Street and Hall Avenue to 14th Street and return via 14th Street to Cutting Boulevard; thence via Cutting Boulevard to 10th Street;

(b) From 10th Street and Cutting Boulevard, via Cutting Boulevard, to entrance gate of the Standard Oil Company Refinery, thence to the "Richmond No. 3" ship yard of Kaiser Company, Inc.; with intermediate stop at "Richmond No. 1" ship yard of the Permanente Metals Corporation.

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

Dated at San Francisco, California, this 2nd day  
of June, 1942.

Justus J. Calver  
Ray L. Rieley

Richard H. ...  
COMMISSIONERS