

Decision No. ~~5544~~

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 PACIFIC MOTOR TRUCKING COMPANY, a)
 corporation, for a certificate of)
 public convenience and necessity for)
 the transportation of property by)
 motor truck between Sacramento,) Application No. 24647
 California, and Red Bluff, California,)
 and between intermediate rail points.)

E. L. VAN BELLEN, JR., for Applicant and for Southern Pacific Company, Intervener on behalf of Applicant.

JACOB MANISS, for W. R. Ames Co., Fraser & Johnston Co., James Graham Manufacturing Co., Heating Equipment Co., and Williams-Wallace Co., Interveners on behalf of Applicant.

MORGAN KEATON, for State Director of Public Works, as Vice Chairman of State Defense Council, Interested Party.

HARRY SEE and G. F. IRVINE, for Brotherhood of Railroad Trainmen, and Brotherhood of Locomotive Firemen and Enginemen, Protestants.

N. D. PRICHETT, Order of Railway Telegraphers, Protestant.

THOMAS O'HARA, for Sacramento Auto Truck Co., Protestant, and for Sacramento-Corning Freight Line, Interested Party.

L. SPOSITO, for El Dorado Motor Transportation Company, Protestant.

EDWARD M. BEROL and MARVIN HANDLER, for Oregon-Nevada-California Fast Freight, Inc., Interested Party.

MRS. LILLIAN REID, for John W. Hills, doing business as Chico-Hamilton City-Orland Freight Stage, Interested Party.

JACKSON W. KENDALL and C. G. LONG, for California Van and Storage Association, Lyon Van Lines, Inc. and Bekins Van Lines, Inc., Interested Parties.

W. G. STONE, for Sacramento Chamber of Commerce, Interested Party.

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W. G. STONE, for Sacramento Chamber of Commerce, Interested Party.

BY THE COMMISSION:

O P I N I O N

By its application, as amended, Pacific Motor Trucking Company, a subsidiary of Southern Pacific Company, seeks a certificate of public convenience and necessity, under section 50-3/4, Public Utilities Act, authorizing operation as a highway common carrier between certain points in the Sacramento Valley now served by the Southern Pacific, as an auxiliary service to the rail operations.

Public hearings were had before Examiner Austin, at San Francisco, Willows and Corning, when the matter was submitted. The granting of the application was protested by the Brotherhood of Railroad Trainmen, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Telegraphers, Sacramento Auto Truck Co. and El Dorado Motor Transportation Company. Originally, Sacramento-Corning Freight Lines, Ltd., Chico-Hamilton City-Orland Freight Stage and Oregon-Nevada-California Fast Freight, Inc. appeared as protestants, but subsequently their protests were withdrawn. Appearances as interested parties were noted by Morgan Keaton, on behalf of the State Director of Public Works as Vice Chairman of the State Defense Council, the Sacramento Chamber of Commerce, California Van and Storage Association, Lyon Van Lines, Inc. and Bekins Van Lines, Inc.

In this proceeding, applicant proposes to substitute for the present rail less-carload freight service, between Sacramento and points situated on both the east-side and the west-side Sacramento Valley rail lines of Southern Pacific extending north to Red Bluff, a truck service, to be conducted in co-ordination

with the present rail main-line and branch-line operations, and to be consolidated with the truck service now provided by applicant between certain points in this territory. In support of its project, applicant introduced evidence disclosing the resulting efficiencies and economies, and it called public witnesses engaged in business at many of the points involved. Protestant, Sacramento Auto Truck Company, offered evidence descriptive of its operations, and it called public witnesses engaged in business at Woodland. No affirmative showing was made on behalf of any other protestant or interested party.

The present rail service was described by a Southern Pacific operating official. At the outset of this proceeding, Southern Pacific operated a fast, over-night, merchandise train, designated as Nos. 290-291, which circled the Sacramento Valley, travelling northward via Roseville and Marysville to Tehama, (where the east-side and the west-side rail lines converge) and returning via Willows, but not serving Woodland. At Sacramento, this train connected with a fast merchandise train handling traffic from San Francisco and Oakland. Cars set out at certain points were picked up by local freight trains, which distributed the freight to other communities. First morning delivery was provided at main line points and at some branch line points, but others received second day delivery. Due to the demand for motive power arising from war conditions, the operation of this train was discontinued, effective January 19, 1942.

Following the withdrawal of Train Nos. 290-291, a slower rail service was substituted. Less-carload freight originating at San Francisco, Oakland and Sacramento, destined to east-side Sacramento Valley points, moves by rail to Roseville, where the cars are set out, and thence by rail to Marysville. From that

point applicant distributes the traffic by truck, under its existing operative rights, to Chico, Oroville, Marysville, Colusa, Williams, Wheatland, Marysville Army Cantonment and intermediate points. Under the plan now offered, freight would continue to move by rail to Marysville, but traffic outbound from that point would go by truck to Sacramento.

The method of handling traffic consigned to west-side Sacramento Valley main and branch line railroad points varies according to the destination, whether north or south of Willows. To points south of Willows, less-carload freight moves in three cars, originating at San Francisco, Oakland and Sacramento, respectively. The Oakland and the San Francisco cars are set out by the San Francisco train at Davis, where they are picked up by the Sacramento train, which includes the car originating at that point. These cars, in turn, are set out at Woodland, where freight consigned to that point is unloaded and the remainder consolidated into one car which moves north on a local train to Willows. There the car remains overnight, and on the following morning moves south on another local train, serving points north of but not including Woodland, such as Maxwell, Arbuckle and Yolo. Less-carload freight consigned to points north of Willows is loaded in two cars which move by passenger train to Gerber, where they are set out and subsequently picked up by local freight trains. One car serves Red Bluff and intermediate points such as Rawson and Proberta, while the other serves Vina, Los Molinos and Willows.

Generally speaking, an overnight service is accorded east-side points and also to some west-side main line points. However, at other main-line points, and at branch-line points, second day delivery is furnished. At some points, where the local

trains operate tri-weekly, either seasonally or throughout the year, the delivery of freight may be still further delayed.

To improve and augment the rail operations described, applicant plans to establish a co-ordinated rail-truck service, designed to insure a more expeditious delivery. Traffic would be distributed by truck from Sacramento, Gerber and Marysville, where cars containing less-carload freight would be set out.

The trucking operations would be conducted over five routes, viz.: 1. From Sacramento to Knights Landing, via Arbuckle and College City; 2. From Sacramento to Glenn and Denco, via Willows and Orland; 3. From Sacramento to Woodland; 4. From Gerber to Red Bluff, Los Molinos, Corning, Orland and Glenn; and 5. From Marysville to Sacramento. Traffic moving over routes Nos. 1, 2 and 3 would be distributed from Sacramento; and that moving over route No. 4 would be distributed from Gerber. Over route No. 5, only traffic outbound from Marysville would be handled, Southern Pacific contemplating the continuance of the present rail service to that point. These routes will be described in further detail.

Sacramento-Knights Landing

In this operation, a tractor and semi-trailer would leave Sacramento at 5:30 a.m. with outbound traffic, and return with inbound traffic at 1:30 p.m. This unit would serve Arbuckle, College City, Zamora and Knights Landing, but would handle no freight for points intermediate to Sacramento and Yolo. On the return trip, it would assist, when necessary, in performing store-door pickup and delivery service at Woodland. On-call service would be rendered at rail branch line points such as Grimes, Sugarfield and Garlic.

Sacramento-Orland

This territory would be served by a tractor and semi-trailer leaving Sacramento at 5:00 a.m., and returning at 2:25 p.m. This unit would go direct to Willows; then it would serve non-agency points between Willows and Orland, and points on the Colusa branch between Glenn and Denco; it would proceed thence to Maxwell, and to Williams (where outbound traffic only would be picked up, inbound freight being handled under applicant's present operations); it would then return to Sacramento serving all points north of Yolo, including Arbuckle.

Sacramento-Woodland

Freight consigned to Woodland would leave Sacramento at 7:00 a.m. loaded in two semi-trailers, one of which would contain traffic requiring expedited delivery. Store-door pickup and delivery service would be performed by this equipment. The unit would return to Sacramento by 2:50 p.m.

Gerber-Red Bluff-Orland

To serve this territory, a tractor and two semi-trailers would leave Gerber at 5:00 a.m. and return by 3:20 p.m. From Gerber this unit would travel to Red Bluff, serving intermediate points en route; it would proceed thence to Los Molinos, Copeland, Vina and Corning, where one semi-trailer would be cut off. The tractor and the remaining semi-trailer would go on to Orland, Hamilton and points on the Colusa branch extending south to Ord Bend. On the return trip, points between Orland and Corning would be served. At Corning, the other trailer would be picked up, and the truck would continue on to Tehama and Gerber.

Marysville-Sacramento

Freight originating at Marysville, or brought there from

points which applicant now serves, would move by truck to Sacramento, thus affording for through traffic earlier connections than those now existing. On the return trip, freight would be handled to points intermediate to, but not including, Marysville, exclusive of Roseville and Planehaven (the rail station for McClellan Field). In this operation, the unit would leave Marysville at 4:00 p.m., and reach Sacramento at 6:00 p.m. where it would remain overnight. On the return trip, it would leave Sacramento at 5:30 a.m., and arrive at Marysville by 8:00 a.m. As stated, this operation would be consolidated with certain others in this area which applicant now conducts.

In addition, applicant plans to operate trucks over three short routes between Marysville and Robbins, Colusa and Grimes, and Chico and Vina. This service would be provided on call.

At all points pickup and delivery service would be offered. This would be furnished by applicant itself, except at certain stations where contract draymen would continue to operate. ⁽¹⁾

At branch line rail points, outbound service would be available "on-call," it thus being necessary for shippers to notify the nearest railroad agent whenever they desired their freight picked up.

Applicant's plan provides for a more efficient service than now exists. At many points, particularly those situated upon the main rail lines, early morning delivery would replace late morning and afternoon delivery; at some branch line points,

(1) Contract draymen would continue to provide the pickup and delivery service at Arbuckle, Willows, Red Bluff and Corning. Applicant's service would replace that previously performed by contract draymen at Knights Landing, Woodland and Orland.

first-day delivery would supersede second-day delivery. For example, freight would reach Woodland at 7:50 a.m., on the first morning, instead of 9:00 a.m.; at Arbuckle it would arrive at 7:20 a.m. instead of 1:30 p.m.; at Willows it would arrive at 8:00 a.m. instead of 5:00 p.m.; and at Corning it would arrive at 7:20 a.m. instead of 8:30 a.m. Other instances are shown in the margin. (2)

(2) The following schedule compares the hours of arrival, at certain points, of the present rail with the proposed truck service. This includes traffic originating at San Francisco, Oakland and Sacramento.

<u>TO</u>	<u>PRESENT SERVICE</u>	<u>PROPOSED SERVICE</u>
<u>Points to be served from Sacramento</u>		
<u>Main Line Points</u>		
Woodland	9:00 a.m. (a)	7:50 a.m.
Yolo	11:00 a.m.	6:35 a.m.
Dunnigan	12:25 p.m.	8:15 a.m.
Arbuckle	1:30 p.m.	7:20 a.m.
Maxwell	3:35 p.m.	11:20 a.m.
Willows	5:00 p.m.	8:00 a.m.
Wheatland	4:15 a.m. (b)(d)	7:20 a.m.
<u>Branch Line Points</u>		
Grimes	11:00 a.m. (c)	12:25 p.m.
Knights Landing	12:00 noon (c)	9:10 a.m.
<u>Points to be served from Gerber</u>		
<u>Main Line Points</u>		
Corning	8:30 a.m.	7:20 a.m.
Orland	9:30 a.m.	7:55 a.m.
Artois	10:00 a.m.	9:45 a.m.
Vina	3:00 p.m. (c)	6:55 a.m.
Los Molinos	3:45 p.m. (c)	6:30 a.m.
Tehama	7:30 a.m.	3:05 p.m.
Proberta	3:00 p.m.	5:05 a.m.
Red Bluff	6:05 a.m.	5:25 a.m.
<u>Branch Line Points</u>		
Hamilton City	8:00 a.m. (b)(c)	11:50 a.m.
Ord Bend	8:45 a.m. (b)(c)	1:05 p.m.

- (a) First-day delivery is provided at all points, unless otherwise indicated.
 (b) Second-day delivery.
 (c) Tri-weekly rail service.
 (d) First-day delivery from Sacramento.

A substantial improvement in service would thus be accomplished. A daily service would be provided, earlier in most instances than that now accorded, and replacing at some points a less frequent service. Branch line points receiving tri-weekly and, in some instances, second-day delivery, would receive first-morning delivery instead. Other efficiencies would also result. At points where freight now arrives in the late afternoon, it is not practicable to deliver it until the following morning. For this second-day delivery, a first-day delivery and in most instances an early morning delivery service would be substituted.

The equipment to be used for performing this service was described by applicant's operating officials. ⁽³⁾ This would comprise five Diesel powered tractors, four dollies and nine 22-foot van-body semi-trailers. Each semi-trailer, it was estimated, would carry, on the average, 15,000 pounds of general merchandise. It appears that applicant has sufficient equipment available for this purpose.

An estimate of the cost to be incurred in conducting the proposed service was submitted by one of applicant's operating officials. The total annual additional cost, he testified, would aggregate \$41,500, which would cover out-of-pocket costs only; it would not include office expense, managerial expense, general overhead, nor the cost of billing, a service now provided

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- (3) The additional equipment required to provide this service, so applicant's operating officials testified, would be distributed among the proposed routes as follows:

Sacramento-Woodland-Knights Landing route; 1 tractor and 1 semi-trailer; Sacramento-Orland-Glenn-Denco route; 1 tractor and 2 semi-trailers; Sacramento-Woodland route; 1 tractor and 2 semi-trailers; Gerber-Red Bluff-Orland-Nord-Glenn route; 1 tractor and 2 semi-trailers; Marysville-Sacramento route; 1 tractor and 2 semi-trailers. To conduct the proposed service between Marysville and Robins, Colusa and Grimes, and Chico and Vina, no additional equipment would be required.

(4).
by Southern Pacific. The details appear in the margin.

- (4) The cost estimate, submitted by witness Booth, is embodied in Exhibit 5. There the total annual costs are set forth as follows:

<u>ANNUAL COST</u>	
Taxes	\$ 2,704
Insurance	1,566
Storage	450
Wages	12,503
Fuel	3,574
Lubricants	545
Tires	4,933
Maintenance	7,371
Depreciation and interest	11,189
Contingencies	<u>1,649</u>
Total	\$46,544
Less Drayage savings	<u>5,044</u>
Net cost	\$41,500

In the performance of this service, it was assumed that the distance annually traveled would aggregate 209,628 vehicle miles. Since the equipment unit would comprise one semi-trailer as to part of the operation, and two semi-trailers as to the remainder, the variable and the fixed costs, attributable to each type of operation, have been set forth in separate columns, the former being designated as "single" and the latter as "double." The total costs, thus shown, are as follows:

Variable Cost per Mile

	<u>Total Single</u>	<u>Total Double</u>
Fuel	\$.0162	\$.0175
Oil	.0026	.0026
Repairs	.0272	.0394
Tires	<u>.0169</u>	<u>.0275</u>
	\$.0629	\$.0870
10% cont.	<u>.0063</u>	<u>.0087</u>
Total	\$.0692	\$.0957

Fixed Expenses per Year

	<u>Total Single</u>	<u>Total Double</u>
Depreciation and Interest	\$1981	\$2302
Insurance - PL & PD	100	117
Insurance-Fire & Theft	20	26
License-Wt & Reg. Fee	96	150
License-1-3/4% V.L. Fee	88	114
Storage	90	90
Total	\$2375	\$2799

Investment

	<u>Cost</u>	<u>Tires</u>	<u>Net</u>	<u>Depreciation</u>	<u>Interest</u>	<u>Total</u>
Diesel tractor	\$8000	\$453	\$7547	\$1509	\$240	\$1749
22' Semi	2000	278	1722	172	60	232
Dolly	900	278	622	62	27	89

The economies that would be effected by Southern Pacific were described by an operating official associated with its Bureau of Transportation Research. In general, they would flow from the elimination of certain freight cars now employed in the present rail service, the avoidance of overtime wages, savings in fuel oil now consumed, savings in platform expense now incurred at Woodland, and the elimination of the cost incurred in the operation of Train Nos. 290-291. Against this has been off-set the increase in transfer expense to be incurred at Sacramento were the truck service established. The net savings would amount to \$87,160, the details of which are shown below. (5)

(5) The rail operating economies resulting from the establishment of the proposed coordinated rail-truck service, are set forth in Exhibit No. 11, introduced through witness Barnard. They comprise the following items:

Elimination of 228,140 merchandise car-miles at \$0.027794		\$6,341
Elimination of 6,001 car days		2,020
Elimination crew-overtime now devoted to handling merchandise:		
Sacramento-Willows local		
459 hours @ \$8.856 plus payroll tax	\$4,308.79	
Gerber-Redding local 172.8 hours		
@ \$9.04 plus payroll tax	<u>1,655.84</u>	5,965
Fuel oil consumed in delays incident to merchandise handling:		
Sacramento-Willows local		
12,852 gallons @ .022	282.74	
Gerber-Redding local		
4,839 gallons @ .022	<u>106.46</u>	389
Reduced platform expense at Woodland \$5.35 per day x 306 plus payroll tax		1,735
Operating costs Train Nos. 290-291, Sacramento-Tehama (75,551 train miles per annum)		76,142
TOTAL ECONOMIES		\$92,592
Less increased transfer expense at Sacramento 4455.9 tons @ \$1.15 plus payroll tax		<u>5,432</u>
NET RAIL OPERATING ECONOMY		\$87,160

The essential elements of these economies were explained by witness Barnard. At the outset of this proceeding, he stated, it had been contemplated that truck service would replace Train Nos. 290-291, which in the meantime would continue to operate. However, as has been said, conditions arising from the present war emergency compelled the earlier withdrawal of this train. By eliminating the three Woodland cars, the witness testified, certain savings in car miles and car days could be accomplished. The item of overtime to be eliminated, it appears, reflects delays encountered by local trains in handling the Woodland cars. The savings in fuel, it was shown, flow from the avoidance of these delays.

A survey conducted by applicant discloses that a substantial volume of less-carload traffic has moved by rail between San Francisco Bay points and Sacramento, on the one hand, and the Sacramento Valley territory here involved, on the other. This investigation, which was based upon a review of shipping documents, did not include points now served by applicant, such as Chico and Gerber. To arrive at a fair average, test periods were selected which best reflected the amount of business handled at each point. From the data submitted, it appears that the tonnage moving intrastate amounts approximately to 950 tons inbound, per month, and to 240 tons outbound, which would aggregate about 14,000 tons annually.

On behalf of applicant a substantial number of public witnesses were produced. At the San Francisco hearing representatives of wholesale merchants and distributors were called, and at Willows, Corning and Woodland retail dealers and

(6)
others testified.

The firms represented at San Francisco distribute their products throughout the territory involved. All had found the rail service unsatisfactory, it appears, because of the delays encountered. For this reason some have lost business to Sacramento competitors. All have received complaints from customers. If a co-ordinated rail and truck service were established, as proposed, all would patronize it.

The witnesses called at Willows, Corning and Woodland regularly receive shipments from San Francisco, Oakland and Sacramento, and more or less irregularly from Los Angeles. The Southern Pacific rail service, they testified, was slow. Many instances of delays were cited. Because of its inadequacies, some now use the rail service to a lesser degree than formerly. All asserted they would use the proposed co-ordinated rail-truck service if it were established. Those engaged in business at Maxwell and Artois described the need for a pickup and delivery service, which is not now available. Others referred to the slow and unsatisfactory service rendered by Train Nos. 290-291 before it was withdrawn. Businessmen at Woodland described the advantages of an early arrival at that point. Some witnesses

(6) At San Francisco, applicant called representatives of seven wholesale distributors; in addition, the traffic manager for five wholesale firms appeared and testified in support of the application. At Willows, applicant produced eight witnesses, six of whom were engaged in business there, one at both Willows and Maxwell, and one at Artois; in addition, the testimony of five witnesses, all engaged in business at Willows, was received by stipulation. At Corning, applicant called nine witnesses, six of whom were engaged in business at that point, one at Orland, one at Hamilton City, and one at Princeton; the testimony of one witness, engaged in business at Corning, was received by stipulation. At Woodland, applicant called seven witnesses, five of whom were engaged in business there, one at Robbins, and one at Yolo.

characterized the outbound less-carload rail service to San Francisco and Los Angeles as too slow to meet their requirements. This complaint was voiced by olive packers and distributors located at Corning. Still others described the need for an expedited local service between Sacramento Valley points.

On behalf of protestant, Sacramento Auto Truck Co., its proprietor, W. L. Warner, described the service rendered. Also, a substantial number of public witnesses were produced. (7)

This protestant, it appears, for many years has operated as a highway common carrier between Sacramento and Woodland and nearby points. (8) It has established joint rates and through routes both with The River Lines and with Valley Express Co., extending to points served by those carriers, respectively. For many years Sacramento Auto Truck Co. has operated a daily schedule leaving Sacramento at 10:00 a.m. and reaching Woodland at 12:00 noon, under which a daylight service is afforded. A pickup and delivery service is provided at Woodland. Approximately 75 per cent of the total traffic handled by this carrier, it was shown, moves between Sacramento and Woodland.

The public witnesses called by this protestant, all of whom were engaged in business at Woodland, testified that they

(7) This protestant called seven public witnesses, and the testimony of eighteen was embodied in the record by stipulation.

(8) This carrier operates between Sacramento, Davis and Woodland under a "grandfather" operative right arising under the Auto Stage and Truck Transportation Act (Stat. 1917, Chap. 213), and it serves Sacramento, Davis and Woodland pursuant to a certificate granted by this Commission. It also holds interstate operative rights, corresponding to the intrastate rights described, which were granted by the Interstate Commerce Commission under the Federal Motor Carrier Act.

frequently received from Sacramento, over protestant's line, substantial shipments of less-carload freight. The service, so they stated, was satisfactory. The daylight schedule meets their needs, since it permits delivery of freight on the same day it had been ordered. These shippers, it appears, would continue to use protestant's service though the present application were granted. Three witnesses called by applicant, who were engaged in business at Woodland, stated they employed protestant to handle their less-carload freight from Sacramento, they had found the service satisfactory and superior to that offered by Southern Pacific, and they would continue to use it.

The evidence is convincing that a more efficient service could be provided and substantial economies effected were applicant permitted to establish, in cooperation with Southern Pacific Company, the motor truck service proposed, which, of course, would be limited to the rail stations now served by the latter. Under a co-ordinated rail and truck operation, freight could be delivered within this territory much earlier than at present. And by substituting the truck for the rail service a saving in operating costs would result amounting approximately to \$46,000 annually. By this means the rail line would be enabled to hold the traffic which it now enjoys, and possibly regain some of the business it has lost because of the wide-spread dissatisfaction of the shippers with the existing less-carload rail service. Under established precedent, we would be justified in granting the application.⁽⁹⁾

There has been no wide-spread opposition to applicant's proposal on the part of the common carriers now serving the

(9) Re Pacific Motor Trucking Company (Decision No. 33431)
42 C.R.C. 745.

territory involved. Although these carriers entered appearances in this proceeding and some registered protests, all but one withdrew their opposition during the course of the hearing, or failed to press their objections. Sacramento Auto Truck Co., the remaining carrier protestant, serves but a small segment of this territory. Its service, admittedly, has been efficient and adequate. It is apprehensive that, because of intensified competition with Southern Pacific Company following the improvement in service made possible by the co-ordinated rail-truck operations, substantial traffic losses would result. However, the approval of applicant's proposal would not permit the entrance of an additional transportation agency into this field; the railroad long has served the territory. And, as has been said, "...one competitive carrier or class of carriers has no vested right in the continuation by another of an inefficient method of operation." (10)

Protestants urge that because of the present tire shortage, authority to establish additional motor truck operation should be withheld. Against the increased consumption of rubber, however, must be weighed the circumstance that, by granting this application, Southern Pacific would be enabled to withdraw equipment and motive power now used to perform an inefficient rail service and devote it to the furtherance of essential war needs.

In the operation of motor vehicles, under the authority herein granted, applicant will of course be expected to conserve both vehicles and tires. And applicant will be subject to the rules and regulations, designed to accomplish this end, which may

(10) Re Chicago and Northwestern Railway Company (Charles M. Thomson, Trustee) - Extension - (No. MC-42614, Sub. 6)
31 MCC 455,458.

be prescribed by appropriate Federal and State authority.

The application, accordingly, will be granted.

O R D E R

Application having been made as above entitled; a public hearing having been had; the matter having been submitted; and the Commission being of the opinion and now finding that public convenience and necessity so require:

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Pacific Motor Trucking Company, a corporation, authorizing operation as a highway common carrier as defined by section 2-3/4, Public Utilities Act, between Sacramento and Red Bluff, and all intermediate rail points on both main and branch rail lines, and between such intermediate rail points themselves.

Said certificate is granted subject to the following conditions:

(a) Applicant's service shall be limited to that which may be performed as auxiliary to or supplemental of the rail service of Southern Pacific Company, or as an underlying carrier for any express corporation authorized to operate between the points which applicant is herein authorized to serve.

(b) Pacific Motor Trucking 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.

(2) That said Pacific Motor Trucking Company be, and it hereby is, authorized to perform store-door pickup and delivery service

CORRECTION

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THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY

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Application having been made as above entitled; a public hearing having been had; the matter having been submitted; and the Commission being of the opinion and now finding that public convenience and necessity so require:

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Pacific Motor Trucking Company, a corporation, authorizing operation as a highway common carrier as defined by section 2-3/4, Public Utilities Act, between Sacramento and Red Bluff, and all intermediate rail points on both main and branch rail lines, and between such intermediate rail points themselves.

Said certificate is granted subject to the following conditions:

- (a) Applicant's service shall be limited to that which may be performed as auxiliary to or supplemental of the rail service of Southern Pacific Company, or as an underlying carrier for any express corporation authorized to operate between the points which applicant is herein authorized to serve.
- (b) Pacific Motor Trucking 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.

(2) That said Pacific Motor Trucking Company be, and it hereby is, authorized to perform store-door pickup and delivery service

at each and all of the points which it is herein authorized to serve, within the zones described in the schedule hereto attached, marked Appendix I, and made a part hereof, or within such extensions or modifications thereof as may from time to time, subject to the Commission's approval, be published in applicant's tariffs, currently on file and in effect.

(3) That in the operation of said highway common carrier service, pursuant to the foregoing certificate, Pacific Motor Trucking Company shall comply with and observe the following service regulations:

1. Applicant shall file an 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 provisions of 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.
3. Subject to the authority of the Commission to change or modify them by further order at any time, applicant shall conduct said highway common carrier service over and along the routes specifically described in the schedule hereto attached, marked Appendix II, and made a part hereof.

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

Dated at San Francisco, California, this 7th day of July, 1942.

Ray L. Riley

Frank L. Davenport
Richard Lachse
COMMISSIONERS

APPENDIX I

DESCRIPTION OF ZONES WITHIN WHICH PICKUP AND DELIVERY SERVICE MAY BE PROVIDED BY PACIFIC MOTOR TRUCKING COMPANYPointsPickup and Delivery Zones

Chico

All points within the city limits, also the following territories located outside the city limits-

(a) Beginning at the intersection of First Street and Nord Ave., northwesterly on Nord Avenue to California State Highway 32, northwesterly on California State Highway 32 to Sacramento Avenue westerly on Sacramento Avenue 500 feet and return on Sacramento Avenue to Columbus Avenue, northwesterly on Columbus Avenue to First Avenue, northeasterly on First Avenue to North Cedar Street, northwesterly on North Cedar Street to Fourth Avenue, northeasterly on Fourth Avenue to North Cherry Street, northwesterly on North Cherry Street to Sixth Avenue, northeasterly on Sixth Avenue to the city limits, thence southerly along the western city limits to point of beginning.

(b) Beginning at the intersection of Seventh Avenue and Arcadian Avenue, northwesterly on Arcadian Avenue to Eighth Avenue, northeasterly on Eighth Avenue to Esplanade, northwesterly on Esplanade to Lindo Avenue, easterly on Lindo Avenue to Arbutus Avenue, southeasterly on Arbutus Avenue to First Avenue, thence by airline to the continuation of Arbutus Avenue at Palmetto Avenue, continuing southeasterly on Arbutus Avenue to the city limits at Vallambrosa Avenue, thence southerly, westerly and northerly along the city limits to point of beginning.

(c) Beginning at the intersection of Tulip Street and Eighth Street, northeasterly on Eighth Street to Fir Street, southerly on Fir Street to Humboldt Avenue, thence by airline across Little Chico Creek to Guill Street, southerly on Guill Street to Cleveland Street, westerly on Cleveland Street to "D" Street, southerly on "D" Street to Irwin Street, thence southeasterly by airline to Twentieth Street, southwesterly on Twentieth Street to the city limits at Mulberry Street, thence northerly along the city limits to point of beginning.

(d) Beginning at the intersection of Twentieth Street, Mulberry Street and Chico Avenue, southeasterly on Chico Avenue to its junction with U. S. Highway 99-E, northwesterly on U. S. Highway 99-E to the city limits, thence northwesterly and northerly along the city limits to point of beginning.

PointsPickup and Delivery Zones

- (e) Beginning at the intersection of the southern city limits and Normal Avenue, thence due west by airline to the SP Co. right-of-way, northwesterly along the SP Co. right-of-way to the city limits, thence easterly and southerly along the city limits to point of beginning.
- (f) Beginning at the intersection of the city limits and Dayton Road, southerly on Dayton Road to Pomona Avenue, northwesterly on Pomona Avenue to Miller Avenue, northerly on Miller to the city limits, thence easterly along the city limits to point of beginning.
- Colusa All points within corporate city limits.
- Corning All points within corporate city limits.
- Davis All points within corporate city limits.
- Lincoln All points within corporate city limits.
- Marysville All points within the city limits and also the following territory:
 (a) Beginning at the intersection of the southern corporate boundary of the City of Marysville and U. S. Highway No. 99-E; thence southerly along the Highway for a distance of 1 mile; returning along U. S. Highway No. 99-E to point of beginning.
- Orland City limits; also area outside of city limits as follows:
 Beginning at a point where Veatch Street intersects the southerly boundary of the city limits, thence south in an air line to the Swayne Lumber Company's railway, thence northeast along Swayne Lumber Company's railway to point where it crosses the Southern Pacific Company's line, thence south along Southern Pacific Company's line to Jefferson Street, thence east on Jefferson Street to Palermo Road, thence northerly on Palermo Road to Ithaca Street, thence easterly on Ithaca Street to Claremont Avenue, thence northerly on Claremont Avenue to Wyandotte Avenue and Danielson Avenue, thence northerly on Danielson Avenue to city limits.
- Red Bluff All of the City of Red Bluff, also territory located within one and one-half miles of the city limits.
- Roseville Including all of the City of Roseville, also the territory bounded as follows:
 Beginning at the southern city limits and Highway U. S. 40, thence southerly along Highway U. S. 40, for a distance of one mile, thence return via Highway U. S. 40 to city limits.

PointsPickup and Delivery Zones

Sacramento

All of the City of Sacramento, also territory located within one mile of the city limits and the territory bounded as follows:
Beginning at the point where Highway U. S. 40-Highway U. S. 99-E (Del Paso Boulevard) intersects the northern city limits of Sacramento along said highway to Rio Linda Boulevard, northeasterly along Rio Linda Boulevard to Nogales Avenue, southeasterly along Nogales Avenue to 10th Street, southerly along 10th Street to East El Camino Avenue, easterly along East El Camino Avenue to 11th Street, southerly along 11th Street to Bassetlaw Avenue, southeasterly along Bassetlaw Avenue to its junction with Swanston Road at Swanston Station including the plants of C. Swanston & Son, Lumbermen's Supply, Inc., Sacramento Wool Company, Sacramento Feed Company and the Essex Lumber Company, returning westerly along Bassetlaw Avenue to its junction with Highway U. S. 40-99-E (Del Paso Boulevard) and along Del Paso Boulevard to point of beginning.

Tehama

All points within corporate city limits.

Wheatland

All points within corporate city limits.

Williams

Except as otherwise specifically provided herein, the pickup or delivery will be confined to the corporate limits of the city or town of the origin or destination station.

Except as otherwise specifically provided herein, at stations located other than within incorporated cities and towns, the pick-up or delivery will be confined to locations within a radius of one mile from the carrier's freight depot or if carrier has no depot then within a radius of one mile from the Post Office, or if no Post Office then within a radius of one mile from the center of the community.

Except as otherwise specifically provided herein, pickup and delivery limits as defined herein include private residences, warehouses, factories, stores or similar places of business, steamship wharves or docks, located on both sides of the streets, boulevards, roads, avenues or highways defined as pick-up and delivery limits.

Willows

All of the City of Willows, also the territory bounded as follows:

Beginning at the intersection of the northern city limits and Butte Street, thence northerly along Butte Street for a distance of 2,000 feet, thence due east along an imaginary line to Yolo

PointsPickup and Delivery Zones

Street at a point 3,750 feet from the intersection of that street and the northern city limits, thence southerly along Yolo Street to its intersection with the northern city limits.

Beginning at the intersection of the southwestern city limits and Canton Street, thence due south along an imaginary line for 2,200 feet, thence due west along an imaginary line to Tehama Street (U. S. Highway 99-W), thence northerly along Tehama Street to Elm Street, thence westerly along Elm Street to the eastern boundary of the Willows Airport, thence southerly, westerly, northerly and easterly along the boundaries of the airport to the point of intersection with the county road, thence northerly along said county road to Wood Street, thence easterly along Wood Street to its intersection with the northwestern city limits.

Woodland

All of the City of Woodland, also from the intersection of the southern city limits and Highway U. S. 99-W, southerly along Highway U.S. 99-W for a distance of 1,600 feet.

Yuba City

All points within corporate city limits.

APPENDIX 2

DESCRIPTION OF ROUTES OVER WHICH PACIFIC MOTOR
TRUCKING COMPANY IS AUTHORIZED TO OPERATE UNDER
THE CERTIFICATE GRANTED BY THIS COMMISSION.

A. Highways comprising basic truck routes

1. From junction of U.S. Highway No. 99-W and U.S. Highway No. 40 near Davis, over U.S. Highway No. 40 to Benali.
2. From Benali over an unnumbered county highway via Walerga and Antelope to Roseville.
3. From Roseville over U.S. Highway No. 99-E to Marysville.
4. From junction of U.S. Highway No. 40 and U.S. Highway No. 99-W near Davis, over U.S. Highway No. 99-W to its junction with an unnumbered county highway near Wyo.
5. From Woodland over C.S. Highway No. 24 to Yuba City.
6. From Zamora over an unnumbered county highway to Knights Landing.
7. From Knights Landing over C.S. Highway No. 45 to Hamilton City.
8. From Robbins over an unnumbered county highway to Hinsdale.
9. From Wilson and Tudor over unnumbered county highways to junction with C.S. Highway No. 24 near Tudor.
10. From Abbott over an unnumbered county highway to its junction with C.S. Highway No. 24.
11. From Josephine over unnumbered county highways to Hinsdale.
12. From Arbuckle over unnumbered county highways to College City and Grimes.
13. From Maxwell over an unnumbered county highway to its junction with C.S. Highway No. 45.
14. From Willows over an unnumbered county highway to Glenn.
15. From Orland over C.S. Highway No. 32 to Chico.
16. From Moda over an unnumbered county highway to its junction with U.S. Highway No. 99-W near Wyo.
17. From Moda over an unnumbered county highway to its junction with C.S. Highway No. 32 south of Moda.
18. From Tehama over an unnumbered county highway to its junction with U.S. Highway No. 99-W.
19. From Corning over an unnumbered county highway to Vina.
20. From Tehama over an unnumbered county highway to its junction with U.S. Highway No. 99-W near Proberta.
21. From Red Bluff over U.S. Highway No. 99-E to its junction with an unnumbered county highway near Copeland.

22. From junction of U.S. Highway No. 99-E and an unnumbered county highway near Copeland over said unnumbered county highway via Vina to its junction with U.S. Highway No. 99-E southeast of Vina.
23. From junction of U.S. Highway No. 99-E and an unnumbered county highway southeast of Vina over U.S. Highway No. 99-E to its junction with an unnumbered county highway going south to Nord.
24. From junction of U.S. Highway No. 99-E and an unnumbered county highway over said unnumbered county highway south via Nord to its junction with C.S. Highway No. 32.
25. From Cana over an unnumbered county highway east to its junction with an unnumbered county highway going south to Nord.
26. From Corning over U.S. Highway No. 99-W to its junction with an unnumbered county highway west of Tehama.
27. From Red Bluff over U.S. Highway No. 99-W to its junction with an unnumbered county highway south of Proberta.
28. From Corning over unnumbered county highways via Kirkwood and Malton to junction of unnumbered county highway between Wyo and Moda.

B. Highways comprising alternate truck routes

1. From Sacramento over C.S. Highway No. 24 to Woodland.
2. From Yolo over an unnumbered county highway to its junction with an unnumbered county highway between Knights Landing and Zamora.
3. From Knights Landing over an unnumbered county highway to its junction with an unnumbered county highway near Cranmore.
4. From Kirksville over unnumbered county highways via Subaco to junction with C.S. Highway No. 24.
5. From Dunnigan over an unnumbered county highway to College City.
6. From Yuba City over unnumbered county highways to Wilson and Tudor.
7. From Abbott over unnumbered county highways via Obanions Corners to junction with C.S. Highway No. 24.
8. From Meridian over an unnumbered county highway to its junction with an unnumbered county highway between Josephine and Cranmore.
9. From Cortona over an unnumbered county highway to its junction with C.S. Highway No. 45 near Colusa.
10. From Norman over an unnumbered county highway to Princeton.
11. From Codora over unnumbered county highways to U.S. Highway No. 99-W between Willows and Riz.
12. From Lyman over unnumbered county highway to Jacinto.

13. From junction U.S. Highway No. 99-W and an unnumbered county highway north of Willows over said unnumbered county highway to its junction with an unnumbered county highway between Lyman and Jacinto.
14. From Ordbond over an unnumbered county highway to its junction with an unnumbered county highway between Lyman and Jacinto.
15. From Wyo over U.S. Highway No. 99-W to Corning.
16. From Corning over an unnumbered county highway to Red Bluff.
17. From Moda over an unnumbered county highway to its junction with C.S. Highway No. 32 near Hamilton City.
18. From Moda over unnumbered county highways to Kirkwood.
19. From Kirkwood over an unnumbered county highway to its junction with U.S. Highway No. 99-W.
20. From Richfield over an unnumbered county highway west to its junction with an unnumbered county highway near Richfield.
21. From Proberta over an unnumbered county highway west to its junction with the unnumbered county highway between Corning and Red Bluff.
22. From Proberta over U.S. Highway No. 99-W to its junction with an unnumbered highway southwest of Tehama.
23. From Tehama over an unnumbered county highway to its junction with U.S. Highway No. 99-E.
24. From junction of U.S. Highway No. 99-E and an unnumbered county highway near Copeland over U.S. Highway No. 99-E to its junction with an unnumbered county highway near Vina.
25. From Chico over U.S. Highway No. 99-E to its junction with an unnumbered county highway going north from Nord.
26. From Oroville over an unnumbered county highway to its junction with U.S. Highway No. 99-E south of Chico.
27. From Oroville over an unnumbered county highway to its junction with U.S. Highway No. 99-E east of Richvale.
28. From Gerber over an unnumbered county highway to its junction with U.S. Highway No. 99-W west of Gerber.

In addition to the above highways applicant desires to traverse any and all roads, highways or thoroughfares open to truck operators between the above highways and rail stations located on the lines of Southern Pacific Company between which authority is sought to establish truck service.