

ORIGINAL

Decision No. 38754

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
AUTOMOTIVE PURCHASING CO., INC., a)	Application No. 21155
corporation, for a certificate of)	First Supplemental
public convenience and necessity,)	
etc.)	

FIRST SUPPLEMENTAL OPINION

Automotive Purchasing Co., Inc., provides highway common carrier service for the transportation of automotive parts only, and limited to service to automotive parts houses, garages, and service stations, between the following points and over the following route:

"Route 2. A loop route with San Francisco and Oakland as its starting and terminating point and touching in its course and serving Dublin Junction, Livermore, Altamont, Tracy, Stockton, Lodi, Galt, Sacramento, Davis, Dixon, Vacaville, Fairfield, Napa, and Vallejo, over U. S. Highways 50, 99, and 40 and California Highway No. 29 from Napa Junction to Napa and return, with the right to use the following alternate routes between San Francisco and Dublin Junction:

- (a) to or from San Francisco via the San Mateo Bridge, Hayward, Dublin Canyon, and Dublin Junction; or
- (b) to or from San Francisco via San Francisco-Oakland Bay Bridge, Oakland, San Leandro, Dublin Canyon, and Dublin Junction."

The authority for such operation was granted by the Commission's Decision No. 30653 as amended by Decision No. 31352 in Application No. 21155.⁽¹⁾

By its supplemental application, applicant states that it has become necessary that the above described route be divided

(1) The operative right over Route 1 as granted by Decision No. 30653 as amended by Decision No. 31352 was transferred to Peninsula Delivery Service, a corporation, pursuant to the authority of the Commission's Decision No. 27688 in Application No. 26488.

into two separate routes in order that such routes will conform with the practicable requirements of operation; that the increase in applicant's business has made it necessary that it operate its service over two distinct routes as shown in the margin; and that the sole purpose of the application for such division is to conform with the needs of operations. The application states that the proposed division of the routes would not include service to any point not now served, but would result in abandonment of service to and from the town of Galt which is intermediate to Lodi and Sacramento. It is asserted that as to Galt, applicant has had no request for service during the past several years. Sacramento and Lodi would be the easterly termini of Routes 1 and 2 respectively.

After full consideration, it is our opinion that the request of applicant is in the public interest and it will be granted. No public hearing is necessary.

FIRST SUPPLEMENTAL ORDER

An application therefor having been filed and it being hereby found that public convenience and necessity so require,

(2) Route 1. Between San Francisco and Oakland, on the one hand, and Sacramento, on the other hand, serving the intermediate points of Davis, Dixon, Vacaville, Fairfield, and Vallejo, and the off route point of Napa, over U. S. Highway 40 and California Highway 29 from Napa Junction to Napa and return.

Route 2. Between San Francisco and Oakland, on the one hand, and Lodi, on the other hand, serving the intermediate points of Dublin Junction, Livermore, Altamont, Tracy and Stockton over U. S. Highways 50 and 99, with the right to use the following alternate routes between San Francisco and Dublin Junction:

(a) to or from San Francisco via the San Mateo Bridge, Hayward, Dublin Canyon, and Dublin Junction; or

(b) to or from San Francisco via San Francisco-Oakland Bay Bridge, Oakland, San Leandro, Dublin Canyon, and Dublin Junction.

IT IS ORDERED as follows:

(1) That Automotiva Purchasing Co., Inc., is hereby authorized to discontinue and abandon operations over the route described as Route 2 in Decision No. 30653 as amended by and appearing at sheet 2 of Decision No. 31352.

(2) That in lieu of operations over the route referred to in paragraph 1 of this order, applicant is authorized to conduct operations under the authority granted by said Decisions Nos. 30653 and 31352 over and along the following routes:

Route 1. Between San Francisco and Oakland, on the one hand, and Sacramento, on the other hand, serving the intermediate points of Davis, Dixon, Vacaville, Fairfield, and Vallejo, and the off route point of Napa, over U. S. Highway 40 and California Highway 29 from Napa Junction to Napa and return.

Route 2. Between San Francisco and Oakland, on the one hand, and Lodi, on the other hand, serving the intermediate points of Dublin Junction, Livermore, Altamont, Tracy and Stockton over U. S. Highways 50 and 99, with the right to use the following alternate routes between San Francisco and Dublin Junction:

- (a) to or from San Francisco via the San Mateo Bridge, Hayward, Dublin Canyon, and Dublin Junction; or
- (b) to or from San Francisco via San Francisco-Oakland Bay Bridge, Oakland, San Leandro, Dublin Canyon, and Dublin Junction.

(3) That applicant shall comply with General Order No. 80 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective appropriate tariffs and time tables within 60 days from the date hereof and on not less than 5 days' notice to the Commission and the public.

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

Dated at San Francisco, California, this 12th
day of March, 1946.

David Anderson

Frank Powell

Harold Hule

COMMISSIONERS