

Decision No. 38898

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
THE RIVER LINES (THE CALIFORNIA)
TRANSPORTATION COMPANY and SACRAMENTO)
& SAN JOAQUIN RIVER LINES, INC.) for)
authority to operate as a highway common)
carrier from Martinez, Pittsburg, and)
Antioch to Stockton via State Highway)
No. 4 as an alternate route, and in)
substitution for vessel and vessel-and-)
truck service.)

ORIGINAL

Application No. 27271

O P I N I O N

(1).

In this proceeding, The River Lines, seeks a certificate of public convenience and necessity under Section 50-3/4, Public Utilities Act, authorizing the operation of a highway common carrier service between Martinez, Pittsburg and Antioch, on the one hand, and Stockton, on the other hand, via State Highway No. 4 and connecting highways, as an alternate route to that presently traveled via Oakland. No intermediate points would be served.

Under certificates previously issued applicant is authorized to conduct a highway common carrier service from Stockton to Oakland, serving the intermediate points of Antioch, Pittsburg and Martinez; no freight, however, may be carried in the

(2).

reverse direction. Traffic originating at Martinez, Pittsburg or Antioch and destined to Stockton, must move by truck over a circuitous route from these points to Oakland, and thence to

(1) Under authority of the Commission, The California Transportation Company and Sacramento & San Joaquin River Lines, Inc., are engaged in the transportation of freight by vessel and by motor truck, operating under the name of The River Lines. Hereafter they will be referred to, collectively, as such.

(2) Decision No. 34865, rendered December 16, 1941, in Application No. 20785.

(3)
Stockton via U. S. Highway No. 50; or it may move by truck from the points mentioned to Oakland, and thence by vessel to Stockton.

For many years applicant, assertedly, has received freight in substantial volume at Martinez, Pittsburg and Antioch for transportation to Stockton. Formerly this moved by vessel but at present, owing to the lack of landing facilities at these points and to the limited number of vessels available, it no longer is feasible to handle the traffic in that manner.

Authorization of the operation requested, it appears, would expedite the service, and would effectuate substantial economies. The service would be coordinated with applicant's existing truck operations. Delays incident to the transfer of freight at Oakland would be avoided.

The rates applicable to transportation via the circuitous route would also apply to service over the direct route sought. The carriers in the field have waived protest to the granting of the application. (4)

(3) Decision No. 34004, dated March 11, 1941, in Application No. 23843; Decision No. 32649, dated December 12, 1939, in Application No. 20785.

(4) The Commission has been advised by the carriers presently serving this territory that they have no objection to the granting of the application. These carriers comprise Southern Pacific Company, The Atchison, Topeka & Santa Fe Railway Company, The Western Pacific Railroad Company, Sacramento Northern Railway, Railway Express Agency, Inc., Valley Express Co., Valley Motor Lines, Inc. and Nickols Transportation Co.

A public need exists, we believe, for the establishment of the proposed service, and the application, accordingly, will be granted. As requested, applicant will be permitted to perform the trucking service independent of vessel operations.⁽⁵⁾

O R D E R

Application having been made as above entitled; the matter having been duly considered; and it having been found that public convenience and necessity so require,

IT IS ORDERED as follows:

(1) That a certificate of public convenience and necessity be, and it hereby is granted to The California Transportation Company and Sacramento & San Joaquin River Lines, Inc., operating under the name and style of The River Lines, authorizing the establishment and operation of a service as a highway common carrier, as defined by Section 24, Public Utilities Act, between Martinez, Pittsburg and Antioch and Stockton. Said service may be performed in substitution for the vessel service formerly rendered between said points, and for the combined vessel and truck service heretofore and presently rendered by applicant between said points via Oakland.

(2) That in providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

(5) Such authority was extended to applicant, with respect to its existing motor truck operations, by Decision No. 38380, rendered November 6, 1945, in Application No. 26983, and associated proceedings.

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed 30 days from the effective date hereof.
- (b) 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, appropriate tariffs and time schedules within 60 days from the effective date hereof and on not less than 5 days' notice to the Commission and the public.
- (c) Subject to the authority of this Commission to change or modify it by further order, applicant shall conduct operations pursuant to the certificate herein granted over and along the following route:

Between Martinez, Pittsburg and Antioch, on the one hand, and Stockton, on the other hand, via State Highway No. 4, and connecting highways.

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

Dated at San Francisco, California, this 2nd day of May, 1946.

Harold Anderson
Justice F. Quinn
Frank W. Cline
Earl H. Russell

COMMISSIONERS