

ORIGINAL

Decision No. 43106

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 M. A. GILARDY, an individual, doing)
 business as G & H MOTOR EXPRESS, for)
 a certificate of public convenience)
 and necessity to transport property,) Application No. 29251
 as a common carrier for compensation,)
 over the public highways between)
 Sacramento and Redding and inter-)
 mediate points.)

In the Matter of the Application of)
 R. E. FORD, doing business as PACIFIC)
 TRANSFER COMPANY, for a certificate)
 of public convenience and necessity) Application No. 29308
 as a highway common carrier between)
 Sacramento and Redding and inter-)
 mediate points.)

In the Matter of the Application of)
 OREGON-NEVADA-CALIFORNIA FAST FREIGHT,)
 INC., a corporation, for a certificate)
 to operate as a highway common carrier) Application No. 29477
 for the transportation of property)
 between described points over defined)
 routes.)

Clair W. MacLeod, for G & H Motor Express (Appl. No. 29251), and as interested party in Appls. Nos. 29308 and 29477.

Scott Elder, for applicant in Appl. No. 29308, and as interested party in Appls. Nos. 29251 and 29477.

Marvin Handler, for Oregon-Nevada-California Fast Freight, Inc. (Appl. No. 29477), and as interested party in Appls. Nos. 29251 and 29308; and for Bekins Van Lines, Inc., Lyon Van Lines, Inc., James Van Lines, and California Moving and Storage Association in Appls. Nos. 29251 and 29308, as protestants.

E. L. Van Dellen, for The Western Pacific Railroad Company and Sacramento Northern Railway Company, protestants in all three applications.

Ed Stern, for Railway Express Agency, Inc., as protestant in Appls. Nos. 29251 and 29308.

J. G. Fitzhenry, for Sacramento Chamber of Commerce, as interested party.

R. Edward Burton, for Valley Motor Lines, Inc., Valley Express Company and Sacramento Corning Freight Lines, protestants in all applications.

W. L. Warner, doing business as Sacramento Auto Truck Company, protestant in Appls. Nos. 29251 and 29308.

W. A. Gregory and William Meinhold, for Pacific Motor Trucking Company and Southern Pacific Company, protestants in all three applications.

W. G. Stone, Port Director, Sacramento-Yolo Port District, interested party in all three applications.

Thomas O'Hara, for El Dorado Motor Transportation Company, protestant in Appls. Nos. 29251 and 29308.

Ernest I. Spiegel, for The Western Pacific Railroad Company, protestant.

O P I N I O N

M. A. Gilardy, an individual, doing business as G & H Motor Express, R. E. Ford, an individual, doing business as Pacific Transfer Company and Oregon-Nevada-California Fast Freight, Inc. (hereinafter referred to as ONC), all seek authority to transport general commodities as highway common carriers, as defined in Section 2-3/4 of the Public Utilities Act, in the Sacramento Valley between Sacramento and Redding and intermediate points.

The applications were consolidated on a common record and heard before Examiner Gannon. Hearings were held in Sacramento, Marysville, Chico, Oroville, Redding, Red Bluff and San Francisco, covering a period of twenty-seven days. The matters were submitted on briefs on February 21, 1949.

The applications were protested by Valley Motor Lines, Inc., Valley Express Company, Sacramento-Corning Freight Lines, Ltd., Southern Pacific Company, El Dorado Motor Transportation Company, Inc., and Pacific Motor Trucking Company. The Western Pacific Railroad Company, Railway Express Agency, Inc., and Sacramento Northern Railway Company entered appearances as protestants of record, but otherwise took no active part in the proceedings. Representatives of the Sacramento Chamber of Commerce

and Yolo Port District entered appearances as interested parties. Appearances for Bekins Van Lines, Inc., Lyons Van Lines, Inc., and California Moving and Storage Association were also entered, but were later withdrawn upon assurances by the applicants that they did not propose to transport used uncrated household goods and furniture.

SCOPE OF THE GILARDY APPLICATION

Applicant Gilardy seeks authority to operate a daily overnight service, except Sundays and holidays, for the transportation of general commodities between Sacramento, Roseville, Marysville, Oroville, Chico, Chico Municipal Airport, Red Bluff, Redding, Corning, Orland, Willows, Williams, Colusa, Arbuckle and all intermediate points. Service will be provided to all points within one mile of each side of all highways traversed and within three miles of the city limits of each incorporated city. A mechanical refrigerated service to all points to be served is also proposed.

Gilardy is the sole owner of the G & H Motor Express Co., and testified that he is presently engaged as a certificated carrier in the transportation of automotive parts between certain East Bay points and Sacramento, serving Vallejo, Napa, Fairfield, Vacaville, Dixon and Davis (Decision No. 41179). Twenty-nine pieces of trucking equipment, which are presently owned and operated by him, will be dedicated to the new service. Terminals will be maintained at Redding, Maxwell, Red Bluff and Chico. Gilardy proposes to purchase or lease terminal space in the aforementioned locations. The terminal at Sacramento will be open from 8 a.m. to 6 p.m. All other terminals will be open from 8 a.m. to 5 p.m. A pickup service will be provided which will afford an

overnight service for all calls placed before 3 p.m.

According to the testimony of Gilardy the most urgent need for service is northbound from Sacramento. Under his proposed schedules an overnight service south of Redding to Chico and Marysville would not be afforded, but if need for such service arose he would operate a daylight schedule from Redding through Chico and Marysville to Sacramento.

The area adjacent to the terminals will receive a pickup and delivery service. Intermediate points, which are not scheduled for an arrival and departure time, will be served from the line haul equipment. However, in both instances pickup and delivery will be afforded as calls for service require.

R. E. FORD APPLICATION

Applicant Roy E. Ford, owner of Pacific Transfer Co., seeks authority to serve substantially the same area and points as applicant Gilardy. Ford operates as a pool car distributor and holds a certificate of public convenience and necessity to operate as a highway common carrier between Sacramento and North Sacramento and points intermediate thereto (Decision No. 37085). As the result of a temporary permit granted in September, 1948, by the Interstate Commerce Commission, Ford is presently operating a refrigerated service for interstate shipments (No. MC-68526).

This applicant owns and operates sixty-seven pieces of trucking equipment which are used in his present business. Part of this equipment, plus additional tractors proposed to be purchased

(1) See schedules Nos. 1, 1-A, 1-B, 2 and 3 of Appendix "A".

in the near future, will be dedicated to the new service should his application be granted. Extra length trailers will be provided to handle steel and pipe up to forty feet in length. Each van will be insulated for dry ice refrigeration and one unit will be equipped with mechanical refrigeration.

Ford plans to utilize his existing terminal in Sacramento for the proposed service. This terminal is now used for pool-car distribution during the morning hours, but space will be available by noon each day. A pickup and delivery service will be provided in Chico, Redding, Oroville and Marysville by local drayage concerns, which will render such service under agreements to be entered into with the applicant. The proposed pickup and delivery service in Sacramento will be consolidated with his present pickup and delivery operations. Six pickup and delivery trucks are now being used in Sacramento. A pickup service will be available for calls placed before 4 p.m. and deliveries will be accepted up to 5 p.m. Several schedules are proposed to provide an overnight and daily service except Sundays and holidays. Permission is sought to serve one mile laterally on both sides of each highway traversed and within three miles of each incorporated city and within three miles of the post office of any unincorporated city.

APPLICATION OF OREGON-NEVADA-CALIFORNIA EAST FREIGHT, INC.

Applicant ONC seeks authority to operate a common carrier service between certain Bay Area points, including Richmond, and points which it is presently certificated to serve, and a further right to serve between Sacramento and Redding, including all intermediate points between Red Bluff and Redding.

(2) See Routes Nos. 1, 2 and 3 of Appendix "B".

The applicant holds a certificate of public convenience and necessity from the Interstate Commerce Commission to transport interstate shipments as a common carrier between the Bay Area and Portland, Oregon, serving as far east as Elko, Nevada. It holds a certificate from this Commission to operate between the Bay Area and Sacramento, on the one hand, and Red Bluff, Redding, and intermediate points north of Redding to and including the California and Oregon borders, on the other hand (Decision No. 33317).

Applicant ONC maintains terminals at Redding, Red Bluff, Sacramento and San Francisco. It owns and operates 224 pieces of trucking equipment. This equipment will be consolidated and utilized for all of its operations, including the proposed service if a certificate is granted therefor. The proposed service would be overnight and daily except Sundays and holidays. (3)

J. A. Gritsch, President of ONC, testified that his company experiences difficulty with interstate and intrastate shipments to intermediate points between Red Bluff and Redding. The drivers at times transport intrastate traffic inadvertently, mistaking it for interstate freight.

THE CASE FOR THE PROTESTANTS

El Dorado Motor Transportation Co., which protested the Ford and Gilardy applications, conducts a certificated common carrier operation between Sacramento, on the one hand, and Roseville and Lincoln, on the other hand (Decision No. 31694). A terminal of 2,000 square feet is owned and maintained in Sacramento. No terminals are maintained in Lincoln or Roseville. However, Wyatt's Hardware Co., which operates stores at Roseville and Lincoln, acts as its agent in both locations for the receipt of orders and freight.

(3) See Appendix "C" for ONC northbound and southbound schedules as proposed.

This protestant owns and operates fourteen pieces of trucking equipment. Pickup and delivery service in Sacramento is provided by three pickup trucks, but deliveries in Roseville and Lincoln are made directly from the line haul equipment. The service provided is six days a week, with a truck leaving Sacramento at 7:30 a.m. and arriving at Roseville at 8:30 a.m. and at Lincoln at 12 noon, returning to Sacramento by 4 p.m. Pickups made in Sacramento in the afternoon are delivered to Roseville and Lincoln the next day.

Louis Sposito, President of the El Dorado Motor Transportation Co. Inc., stated that his company could handle as high as fifteen or twenty tons a day, but that at the time of testifying it was handling only four or five tons a day. For the last three months of 1947 they transported an average of 3,833 pounds per day, while the last three months of 1948 disclosed a daily operation of 1,305 pounds.

Valley Motor Lines, protestant in all three applications, is authorized to serve north of Sacramento over U. S. Highway 99-E starting at Roseville to, and including, Chico, serving Roseville, Sheridan, Wheatland, Marysville and Yuba City (Decision No. 35610). Terminals are maintained at Sacramento, Chico and Marysville and are open from 8 a.m. to 5 p.m. Freight may be tendered from 8 a.m. to 6 p.m., with regular pickup calls received up to 3 p.m. Valley owns and operates 549 pieces of trucking equipment. Seven schedules are operated in Northern California, all of which are calculated to afford overnight service five days a week to the points served.⁽⁴⁾

(4) For schedules of Valley Motor Lines see Appendix "D".

Sacramento-Corning Freight Lines, also a protestant in all applications, holds a certificate of public convenience and necessity to serve between Yolo and Redding, both points included, along U. S. Highway 99-W, serving Zamora, Dunnigan, Arbuckle, Williams, Maxwell, Willows, Orland, Corning, Red Bluff, Cottonwood and Anderson (Decision No. 38465). Terminal facilities are maintained in Sacramento, Redding, Red Bluff and Orland with twenty-five pieces of trucking equipment dedicated to the present operation. Six schedules, offered to provide an overnight service, are operated five days a week.⁽⁵⁾

According to the testimony of A. D. Smith, District Manager for Sacramento-Corning Freight Lines, their equipment is capable of handling fifty tons per day on a six day basis, but at the present time the tonnage amounts to only fourteen tons a day on a five day basis.

Southern Pacific Company and Pacific Motor Trucking Company (hereinafter referred to as SP-PMT), also protested the three applications. These protestants conduct a rail-truck operation into the Sacramento Valley covering points from Sacramento north, including Colusa, Williams, Oroville, Chico, Marysville, Red Bluff and Redding. Terminals are maintained at all locations named. One hundred and twenty-four pieces of trucking equipment are utilized in this operation. Equipment is assigned from one area to another as needed. Service from Sacramento to Marysville, Chico and Redding is a rail car service. From these locations, which are break-bulk points, service is rendered by trucks to the communities in the surrounding areas. A truck service is provided

(5) Sacramento-Corning time schedules will be found in Appendix "E".

for less than carload shipments from Sacramento to Woodland, Roseville and intermediate points. Service to all other points is a coordinated rail-truck operation. All schedules into the Sacramento Valley by SP-PMT are designed to provide an overnight service, (6) with the exceptions of Redding, Girvan, Cottonwood and Anderson, which localities are afforded a second day service. These schedules are operated five days a week.

Applicants introduced exhibits to show the economic development which the Sacramento Valley has experienced in the past few years. These exhibits indicate that industrial and business growth has kept pace with the increase in population. Beside the many public witnesses who testified, the applicants received substantial support from various civic groups and organizations, (7) which advocated the certification of additional carriers.

The evidence introduced by applicants through witnesses taken from practically every locality covered by these applications, disclosed that the service rendered by the existing carriers was not overnight in many instances and that the failure to receive such service was experienced most frequently by witnesses from intermediate points between Sacramento and Redding. Many witnesses testified that the delays seemed to occur when the need for a particular commodity appeared most urgent.

(6) See summarized schedules 1, 2, 3 and 4 of Appendix "F".

(7) Expressing the need for additional service were: Sacramento Chamber of Commerce, Yolo Port District, Yuba City Commercial Association, Marysville Chamber of Commerce, Redding Chamber of Commerce, Sacramento Board of Supervisors and Sacramento City Council.

Witnesses who complained most vigorously of delays were those primarily engaged in the automotive parts business. Their testimony generally was to the effect that parts of various sizes, required for repair purposes, had to be shipped from the Sacramento area and a delay of longer than overnight resulted in holding up work on an automobile, truck or tractor, which in many cases was urgently needed by its owner. These witnesses were in complete accord in stating that the automotive parts and accessory business is so highly competitive that time in transit is of vital importance. To secure to themselves an assured fast service, many testified that they used the passenger stage carriers to ship repair parts, even though the rates for such transportation were higher. This type of service, however, is restricted to shipments of less than one hundred pounds and is also restricted as to the kind and nature of commodities which may be so transported. Batteries and commodities of inflammable or explosive character cannot be shipped by passenger stage. A further disadvantage is the necessity of delivery to, and pickup from, the bus depot by the consignor and consignee. In several instances shippers testified that they would break the shipments down so as to come within the scope of the weight restriction.

A number of witnesses expressed dissatisfaction as to the time in transit required on shipments between points relatively close to one another. This particular phase of the matter may best be illustrated by the statements of several witnesses who testified that the closer the locations the longer it seemed to take to receive delivery. This anomalous situation is brought about by the fact that a shipment destined for an adjacent point may be placed upon the line haul truck of a certificated carrier, which

does not operate a direct service between intermediate points, and transported to a point far beyond its destination, then to be transferred to another truck and brought back to the consignee.

It was developed on cross examination that the majority of the public witnesses for applicants determined the time in transit from the time they first placed a call with their supplier to the time they received the shipment from the carrier. In no instance did the witnesses know when the supplier actually delivered the goods to the carrier for delivery. Several witnesses stated that the delay might be caused by the suppliers failing to prepare the order for shipment and in giving reasonable notice to the carrier to pick it up.

An overwhelming number of public witnesses testified that the service from San Francisco and various Bay points was vastly superior to the service rendered by the protestants from Sacramento. The substance of such testimony was that the time in transit from San Francisco was computed from the time the witness placed the call with his supplier in San Francisco, to the time the shipment was received by the witness. This was the same computation used in determining the time from Sacramento; however, the service from San Francisco, almost without exception, was overnight. That is to say, delivery was received the morning after placing the call with the supplier. The record discloses that the consumers who used the San Francisco service were composed chiefly of dealers in automotive parts, chemical companies, liquor concerns, plumbers and various types of contractors.

On cross examination by a representative of the Sacramento Chamber of Commerce, witnesses stated that they would purchase

more goods in Sacramento if the service from there were improved, but that until such time they would continue to deal with San Francisco suppliers. The service was declared to be faster, even though the expense for transportation and telephone was considerably higher than from Sacramento.

Representatives of concerns engaged in meat packing, poultry, candy and frozen fruits and vegetables, testified that a need existed for a refrigerated service between Sacramento and Redding, particularly during the warm summer months. In addition to the refrigerated operation, applicants' proposed six day service found support as the remedy for delays experienced on shipments over weekends.

The protestants introduced the testimony of witnesses from points throughout the Sacramento Valley who had used their services and who stated that the existing service was overnight, that it satisfactorily met their business needs and requirements, and that no additional service was necessary.

In response to a number of applicants' witnesses who testified that they were not receiving an overnight service, protestants introduced in evidence freight bills which indicated, in most cases, delivery the day following the date the freight bill was prepared. As to those shipments which disclosed a period longer than one day, many proved to be over weekends. However, several protestants admitted that their so-called overnight service was based on a late afternoon delivery, which to many public witnesses was unsatisfactory.

Overnight service was not essential to meet the transportation requirements of many of the witnesses who professed

satisfaction with the service as rendered. Such witnesses were generally engaged in business in which delays of several days in transit had no adverse effect upon their transportation needs.

With respect to the bill of lading upon which protestants relied as indicating an existing overnight service, no evidence was offered to determine the time expiring after a shipment is picked up and before the freight bill is prepared.

Witnesses who had made use of the existing services both from Sacramento and San Francisco were not hesitant in directing attention to the outstanding superiority of the latter. The record is clear that the Bay Area, due to more expeditious handling and shipping of freight consigned to Marysville, Yuba City, Chico, Oroville, Redding and Red Bluff, is taking away a substantial amount of business from Sacramento, which, after all, is the normal supply center for the area. Many of them had reluctantly taken their business away from Sacramento suppliers and given it to San Francisco dealers for no other reason than to enjoy the benefits of the faster service from the Bay Area. There was complete unanimity of testimony on the part of these witnesses that they are receiving delivery from San Francisco the morning after they place their orders.

The inadequacy of the existing carriers cannot be attributed to a lack of good faith, but rather to the fact that the area proposed to be served has developed to such an extent that it exceeds the facilities of the present carriers to serve it adequately.

Although the protestants have dedicated a large amount of equipment to the service of the Sacramento Valley area, the bulk

of it is used to handle long haul traffic moving into the area from points other than Sacramento. Sacramento is being by-passed for other markets, not because it is not capable of supplying the demand, but because the transportation from more distant markets is superior. The effect of this situation is the loss of considerable business to Sacramento as well as higher transportation costs to the consumers.

The need for more adequate transportation applies to the whole of the area. Consumers, engaged in businesses at points on U. S. Highways 99-E and 99-W south of Red Bluff, are experiencing the disagreeable effects of the over-taxed services just as keenly as those consumers located at points north of Red Bluff. To grant relief to a segment only, as would be the case in the ONC application, would not solve the problem with respect to the remainder of the territory.

Two applicants offer to serve all points, whereas the third, ONC, seeks the right to serve the limited area between Red Bluff and Redding. There can be no doubt that the need justifies the certification of two new services. Should it justify a third service to the area between Red Bluff and Redding, then we would necessarily have to conclude that the area south of Red Bluff would still be left wanting. This, however, is not the case for it is conceivable that with two new carriers rendering the service as proposed, points between Sacramento and Red Bluff will be adequately cared for.

It cannot be asserted that the record in this proceeding discloses a wide-spread demand for the service proposed by applicant

ONC, which does not pretend to be a service to satisfy the entire area. It is at most a partial response to the demand for general relief. It is not offering the public a comprehensive transportation service throughout the territory. The service would mainly be limited to Redding and Red Bluff and intermediate points, embracing an area which supplies a substantial portion of the traffic, and conceivably the most desirable part of that traffic. Should ONC be authorized to serve the area as requested it would, at best prove a convenience to applicant by freeing it from the alleged confusion between interstate and intrastate shipments.

As a condition precedent to the granting of a certificate of public convenience and necessity it is necessary to establish the existence of the need therefore. The establishment of a convenience to the carrier alone totally fails to satisfy the condition.

It would serve no useful purpose to attempt an analysis of the individual testimony of the public witnesses who appeared in this matter, either on behalf of applicants or protestants. It is perhaps sufficient to say that, by and large, the protestants take the position that they are now rendering an adequate and reliable overnight service; that their years of experience as common carriers better qualifies them to solve the transportation problem of the Sacramento Valley and that applicants cannot render a more adequate service than is presently being supplied by the protestants collectively. They minimize the importance of the complaints so generally expressed by public witnesses for applicants, from whatever source such complaints emanated, and contend that all the applications should be denied on such grounds. The case for the applicants may fairly be summed up by referring to the

testimony of witness Harry G. Rowe. Rowe was not called by any party to the proceeding but appeared voluntarily on behalf of Thomas-Diggs Company, wholesale hardware dealers of Sacramento. The firm with which he is associated has been in business in Sacramento over half a century, and he has been in their employ for 17 years. As traffic manager of that firm he testified that additional service is required on both the east and west sides of the Sacramento Valley. He understood that one application (ONC) is to serve the points Red Bluff to Redding and intermediate points, while applicants Gilardy and Ford propose to serve both the east and west sides. Dealers are required to haul their commodities to various truck and rail depots at their own expense, which entails a substantial delay. Customers of his firm complain regarding present service, contending that they can get shipments from San Francisco more quickly than from Sacramento.

After submission of this matter, counsel for applicants Gilardy and Ford and for protestants Valley Motor Lines and Sacramento-Corning Freight Lines filed a stipulation of certain facts regarding shipments, and requesting that the proceedings be reopened for the receipt of such additional evidence. Reopening of the matter for the purpose indicated is not necessary. The record has been given due consideration and the admission of said stipulation, at this stage of the proceedings, would not affect the conclusions expressed in the foregoing opinion.

Based upon the evidence of record, the Commission is of the opinion and finds that public convenience and necessity require that G & H Motor Express and Pacific Transfer Company be authorized to establish and operate highway common carrier services as requested by their respective applications and that the application of Oregon-Nevada-California Fast Freight, Inc. should be denied.

O R D E R

Applications having been made as above entitled, a public hearing having been had, the matters having been duly submitted, and the Commission now being fully advised,

IT IS ORDERED as follows:

(1) That a certificate of public convenience and necessity be and it hereby is granted to M. A. Gilardy, authorizing the establishment and operation of a service as a highway common carrier, as defined by Section 2-3/4 of the Public Utilities Act, for the transportation of general commodities between Sacramento and Redding and all intermediate points located on U. S. Highways Nos. 40, 99-W, 99-E and 99; between Orland and Chico and all intermediate points located on State Highway No. 32; between Williams and Marysville and all intermediate points located on State Highway No. 20; between Oroville and Richvale and all intermediate points located on an unnumbered county highway, including service to all points within one mile of either side of said highways.

(2) That a certificate of public convenience and necessity be and it hereby is granted to R. E. Ford, authorizing the establishment and operation of service as a highway common carrier, as defined by Section 2-3/4 of the Public Utilities Act, for the transportation of general commodities between Sacramento and Redding and all intermediate points located on U. S. Highways Nos. 40, 99-E, 99-W and 99; between Williams and Marysville and all intermediate points located on State Highway No. 20; between Marysville and Oroville and all intermediate points located on State Highway No. 24, and all intermediate points located on an unnumbered state highway between Oroville and the intersection

of said highway with U. S. Highway No. 99-E, including service to all points within one mile of either side of said highways.

(3) That said certificates are granted subject to the following limitations:

- a. Under the certificates herein granted, M. A. Gilardy and R. E. Ford shall not render any highway common carrier service, locally, between Sacramento and Woodland including the latter point.
- b. Applicants may not transport household goods or furniture, uncrated.

(4) That in providing service pursuant to the certificates herein granted, applicants shall comply with and observe the following service regulations:

- a. Applicants shall file a written acceptance of the certificates herein granted within a period of not to exceed 30 days from the effective date hereof.
- b. Within 60 days from the effective date hereof and on not less than 5 days' notice to the Commission and the public, applicants shall establish the service herein authorized and 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 tables.
- c. Subject to the authority of this Commission to change or modify them by further order, applicants shall conduct operations pursuant to the certificates herein granted over and along the following routes:

APPLICANT GILARDY

Over U. S. Highways Nos. 40, 99-E, 99-W and 99 between Sacramento and Redding.

Over State Highway No. 20 between Williams and Marysville.

Over unnumbered county highway between the junction point three miles east of Richvale on U. S. Highway No. 99-E and Oroville.

Over State Highway No. 32 between Orland and Chico.

Over any and all laterals connecting U. S. Highways Nos. 99-E and 99-W between Sacramento and Red Bluff as alternate routes for operating convenience only.

APPLICANT FORD.

Over U. S. Highways Nos. 40, 99-W, 99-E and 99 between Sacramento and Redding.

Over State Highway No. 24 between Marysville and Oroville and over an unnumbered state highway between Oroville and the intersection of said highway with U. S. Highway No. 99-E.

Over State Highway No. 16 between Sacramento and Woodland as an alternate route for operating convenience only.

Over State Highway No. 20 between Williams and Marysville.

(5) That Application No. 29477 be and it hereby is denied.

The effective date of this order shall be 20 days after the date hereof.

Dated at San Francisco, California, this 6th day of July, 1949

R. J. Johnson

James H. Kull

Harold P. Kula

Franklin (Pattin)

COMMISSIONERS

APPENDIX "A"

G & H MOTOR EXPRESS SCHEDULES

Schedule No. 1

<u>Northbound</u> (read down)	<u>Southbound</u> (read up)
Lv. 11:00 PM Sacramento	Ar. 1:00 PM
Ar. 1:00 AM Maxwell	Ar. 10:45 AM
Ar. 2:45 AM Willows	Ar. 10:00 AM
Ar. 3:30 AM Corning	Ar. 9:15 AM
Ar. 5:00 AM Red Bluff	Ar. 8:30 AM
Ar. 7:00 AM Redding	Lv. 7:30 AM

Schedule No. 1A

<u>Southbound</u>	
Lv. 9:30 AM Redding	Ar. 3:45 PM
Lv. 10:30 AM Red Bluff	Lv. 2:45 PM
Ar. 11:45 AM Chico	Lv. 1:30 PM

Schedule No. 1B

<u>Northbound</u>	<u>Southbound</u>
Lv. 7:00 AM Sacramento	Ar. 1:00 PM
Ar. 8:00 AM Woodland	Lv. 12:00 PM

Schedule No. 2

Lv. 3:00 AM Sacramento
Ar. 6:00 AM Chico
Ar. 7:50 AM Oroville
Ar. 9:15 AM Richvale
Ar. 9:30 AM Biggs
Ar. 9:45 AM Gridley
Ar. 10:20 AM Live Oak
Ar. 12:45 PM Sacramento

Schedule No. 3

Lv. 4:00 AM Sacramento
Ar. 6:00 AM Marysville-Yuba City
Ar. 8:00 AM Wheatland
Ar. 8:20 AM Sheridan
Ar. 8:50 AM Lincoln
Ar. 9:30 AM Roseville
Ar. 12:30 PM Sacramento

APPENDIX "B"

Pacific Transfer Schedules

Route No. 1

Sacramento	Lv.	1:00	AM
Redding	Ar.	7:00	AM
Anderson	Ar.	8:00	AM
Cottonwood	Ar.	8:30	AM
Red Bluff	Ar.	10:00	AM
Los Molino	Ar.	11:30	AM
Vina	Ar.	12:00	AM
Sacramento	Ar.	4:00	PM

Route No. 2

Sacramento	Lv.	2:00	AM
Oroville	Ar.	4:30	AM
Chico	Ar.	6:00	AM
Durham	Ar.	8:00	AM
Nelson	Ar.	8:30	AM
Richvale	Ar.	9:00	AM
Biggs	Ar.	9:30	AM
Gridley	Ar.	10:00	AM
Live Oak	Ar.	12:00	AM
Sacramento	Ar.	3:00	PM

Route No. 3

Sacramento	Lv.	6:00	AM
Yuba City	Ar.	8:00	AM
Marysville	Ar.	8:00	AM
Clivehurst	Ar.	9:30	AM
Ostrum	Ar.	10:00	AM
Wheatland	Ar.	10:30	AM
Sheridan	Ar.	11:00	AM
Lincoln	Ar.	11:30	AM
Roseville	Ar.	12:00	AM
Sacramento	Ar.	2:00	PM

APPENDIX "C"

ONC Schedules

	<u>Time</u>		<u>Time</u>
Lv. Sacramento	6:00 PM	Ar. Red Bluff	11:00 PM
Lv. Red Bluff	11:30 PM	Ar. Redding	1:00 AM

Southbound

Lv. Redding	6:00 PM	Ar. Red Bluff	7:30 PM
Lv. Red Bluff	8:00 PM	Ar. Sacramento	1:00 AM

Schedule No. 2

Northbound

Lv. Sacramento	7:00 PM	Ar. Red Bluff	12:00 PM
Lv. Red Bluff	1:30 AM	Ar. Redding	3:00 AM

Southbound

Lv. Redding	7:00 PM	Ar. Red Bluff	8:30 PM
Lv. Red Bluff	10:00 PM	Ar. Sacramento	3:00 AM

Northbound

Lv. Red Bluff	8:00 AM
Ar. Cottonwood	8:30 AM
Lv. Cottonwood	8:45 AM
Ar. Anderson	9:00 AM
Lv. Anderson	9:15 AM
Ar. Redding	9:40 AM

Southbound

Lv. Redding	10:20 AM
Ar. Anderson	10:45 AM
Lv. Anderson	11:00 AM
Ar. Cottonwood	11:15 AM
Lv. Cottonwood	11:30 AM
Ar. Redbluff	12:00 Noon

Any shipment originating at either Redding or Red Bluff after departure of above schedule will be handled on ONC through equipment during the night for early morning delivery.

APPENDIX "D"

Valley Motor Lines' Schedules

Schedule No. 1

Lv. Sacramento 8:00 AM Ar. Roseville 9:30 AM

Schedule No. 2

Lv. Marysville 11:00 PM Ar. Sacramento 12:30 PM
Ar. Marysville 5:00 AM Lv. Sacramento 3:00 AM

Schedule No. 3

Lv. Marysville 10:00 AM Ar. Live Oaks 10:30 AM
Ar. Gridley 11:00 AM
Ar. Biggs 2:00 PM
Ar. Marysville 4:00 PM Lv. Biggs 3:00 PM

Schedule No. 4

Lv. Marysville 1:00 PM Ar. Wheatland 1:30 PM
Ar. Sheridan 1:45 PM
Ar. Marysville 2:30 PM Lv. Sheridan 2:00 PM

Schedule No. 5

Lv. Chico 10:00 PM Ar. Sacramento 1:00 AM
Ar. Chico 7:00 AM Lv. Sacramento 3:30 AM

Schedule No. 6

Lv. Chico 1:00 PM Ar. Hamilton City 1:30 PM
Ar. Vina 2:00 PM
Ar. Los Molinos 2:30 PM
Ar. Chico 4:00 PM Lv. Los Molinos 3:00 PM

Schedule No. 7

Lv. Chico 1:00 PM Ar. Durham 1:30 PM
Ar. Nelson 2:00 PM
Ar. Richvale 2:15 PM
Ar. Chico 3:00 PM Lv. Richvale 2:30 PM

APPENDIX "E"

Schedules of Sacramento-Corning Freight Lines

Schedule No. 1

Lv. Sacramento	6:00 AM	Ar. Maxwell	8:00 AM
		Ar. Williams	9:30 AM
		Ar. Arbuckle	11:15 AM
		Ar. Dunnigan	1:00 PM
		Ar. Zamora	1:30 PM
Ar. Sacramento	2:30 PM	Ar. Yolo	1:45 PM

Schedule No. 2 - Orland to Sacramento and Return

Lv. Orland	9:00 AM	Ar. Sacramento	12:00 Midnight
Ar. Orland	6:30 AM	Lv. Sacramento	2:00 AM

Schedule No. 3-Orland to Corning and Return

Lv. Orland	7:00 AM	Ar. Red Bluff	8:00 AM
		Lv. Red Bluff	10:00 AM
Ar. Orland	3:30 PM	Ar. Corning	10:30 AM

Schedule No. 4-Orland to Willows

Lv. Orland	8:00 AM	Ar. Willows	9:00 AM
Ar. Orland	5:00 PM	Lv. Willows	4:00 PM

Schedule No. 5-Redding to Sacramento and Return

Lv. Redding	7:00 AM	Ar. Sacramento	11:30 PM
Ar. Redding	7:00 AM	Lv. Sacramento	1:30 PM

Schedule No. 6-Redding to Cottonwood and Return

Lv. Redding	9:30 AM	Ar. Anderson	10:00 AM
Ar. Redding	12:00 Noon	Ar. Cottonwood	11:00 AM

APPENDIX "F"

Summarized Schedules of SP-PMT

I

Service from Sacramento to Marysville by rail. Leave Sacramento 2 a.m., arrive Marysville 4:40 a.m. Service from Marysville by truck to a portion of the scheduled points is as follows:

Subsequent Move, via P.M.T.
truck from Marysville

Arrival time:

<u>AT</u>	<u>TO</u>	
8:30 a.m.	Wheatland	on call
8:30 a.m.	Sheridan	on call
8:30 a.m.	Lincoln	10:00 a.m.
7:45 a.m.	Yuba City	8:00 a.m.
8:00 a.m.	Live Oak	8:30 a.m.
8:00 a.m.	Gridley	9:15 a.m.
8:00 a.m.	Biggs	10:15 a.m.
8:00 a.m.	Richvale	on call
7:30 a.m.	Colusa	8:30 a.m.
7:30 a.m.	Palermo	on call
7:30 a.m.	Oroville	8:15 a.m.

II

Service by rail from Sacramento (2 a.m.), arrive Chico (6 a.m.)

Subsequent Move, via P.M.T.
truck from Chico

Arrival time:

<u>AT</u>	<u>TO</u>	
8:00 a.m.	Vina	on call
8:00 a.m.	Los Molinos	on call
8:00 a.m.	Red Bluff	9:30 a.m.
8:00 a.m.	Orland	9:00 a.m.
8:00 a.m.	Corning	9:45 a.m.

APPENDIX "F" (Continued)

III.

Service by rail from Sacramento (7 . PM), arrive Redding (2 AM)

Subsequent Move, via P.M.T.
truck from Redding

Arrival Time:

<u>AT</u>	<u>TO</u>	
8:15 AM	Gervan	on call
8:15 AM	Anderson	9:00 AM
8:15 AM	Cottonwood	11:25 AM

IV.

Service via P.M.T. Truck as follows:

Service From
Sacramento To:

Departure Time

Arrival Time

Woodland	7:30 AM	8:30 AM
Yolo	6:00 AM	7:30 AM
Dunningan	6:00 AM	8:05 AM
Arbuckle	6:00 AM	8:35 AM
Williams	6:00 AM	9:30 AM
Roseville	7:30 AM	8:30 AM