

Decision No. 74900**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
 of ALFRED H. CROOKS, dba DACHSHOUND )  
 CHARTER LINES, to modify and extend )  
 existing passenger stage route and )  
 schedule to include more streets )  
 within the area now being served by )  
 the applicant. )

Application No. 50437  
 (Filed July 26, 1968)

O P I N I O N

Applicant holds operating authority to render passenger stage service between Concord and Fremont and the Naval Supply Center in Oakland. By the instant application he seeks authorization for a service to be rendered between Walnut Creek and the Naval Shipyard on Mare Island, Vallejo, California via Pleasant Hill, Concord, Martinez and Benicia.

The principal operator presently serving in the requested area is Greyhound Lines, Inc. (Western Greyhound Lines Division). This company, through its Director of Traffic, indicated that it would not oppose the application if a limitation was accepted. Greyhound would like to have the certificate restricted to passengers having either origin or destination at the Mare Island Shipyard, Vallejo.

This restriction fits in with applicant's purpose and will be adopted.

Applicant proposes to adopt his present fares except that a lower fare will be assessed to the short-haul passengers commuting from Benicia.

The application alleges that there is no public transportation available between the Contra Costa points and Benicia, on the one hand, and the Mare Island Shipyard, on the other. Workers must drive their cars with the usual deleterious effect on traffic conditions and parking. Applicant proposes to operate one schedule to the Yard each morning and one in the opposite direction in the evening.

Applicant proposes to use a GMC bus, type 32B in the proposed service. A financial statement is attached to the application.

The Commission finds as follows:

1. Applicant possesses the experience, equipment, personnel and financial resources to institute and maintain the proposed service.

2. Public convenience and necessity require that the application be granted as set forth in the ensuing order.

3. A public hearing is not necessary.

The Commission concludes that the application should be granted as set forth in the order which follows.

Applicant is placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Alfred H. Crooks, authorizing him to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes particularly set forth in Second Revised Page 1 and First Revised Page 2 of Appendix A, attached hereto and made a part hereof, as an extension and enlargement of and consolidation with and subject to, all the limitations and restrictions set forth in the certificate granted by Decisions Nos. 70357 and 70984.

2. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations. Failure so to do may result in a cancellation of the operating authority granted by this decision.

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. Applicant is placed on notice that, if he accepts the certificate of public convenience and necessity herein granted, he will be required, among other things, to comply with and observe the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-A and insurance requirements of the Commission's General Order No. 101-B.
- (b) Within one hundred twenty days after the effective date hereof, applicant shall establish the service herein authorized and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.

- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98-A.
- (e) Applicant shall maintain his accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of his operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

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

Dated at San Francisco, California, this 6<sup>th</sup>  
day of November, 1968.

William J. Quinn  
President

William L. Bennett

August

Red P. Morrissey  
Commissioners

## Section 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS AND SPECIFICATIONS.

\* Alfred H. Crooks, doing business as Dachshound Charter Lines, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport passengers by motor vehicle between the City of Concord and the Naval Supply Center in Oakland, and intermediate points, between the City of Fremont and the Naval Supply Center, and between Walnut Creek and the Mare Island Naval Shipyard in Vallejo, and intermediate points, over the routes hereinafter described, subject to the following provisions:

Restrictions

- (a) Service shall be limited to passengers having point of origin or destination at the Naval Supply Center or the Oakland Army Terminal.
- (b) No passengers shall be picked up or discharged, on the Fremont route, between the intersection of Fremont Boulevard and State Highway 17 (Nimitz Freeway) and the Oakland Army Terminal.
- (c) Service on the Fremont route shall be limited to a maximum of 2 daily bus round trips.
- \* (d) Service on the Walnut Creek-Mare Island route shall be limited to passengers having point of origin or destination at the United States Naval Shipyard, Vallejo, California.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 74900, Application No. 50437.

## Section 2. ROUTE DESCRIPTIONS.

Concord Route

Commencing at the intersection of Willow Pass Road and Market Street, in the City of Concord, thence along Market Street, Port Chicago Highway, California Highway 21, California Highway 24, and appropriate county roads and city streets to the Oakland Army Terminal and to Gate 1 of the Naval Supply Center.

Fremont Route

Commencing at the intersection of Fremont Boulevard and Washington Boulevard, in the City of Fremont, thence along Fremont Boulevard, State Highway 17 (Nimitz Freeway) and appropriate county roads and city streets to the Oakland Army Terminal and to Gate 1 of the Naval Supply Center.

\* Walnut Creek-Mare Island Route

Commencing at the intersection of Newell Avenue and South California Street in Walnut Creek, thence via Interstate Highway 680 and various streets, roads, and on and off ramps to Contra Costa Shopping Center in Pleasant Hill, thence to State Highway 24, Willow Pass Road, Market Street, Concord Avenue, Pacheco Boulevard, Arthur Road, Highway 680 crossing Martinez-Benicia Bridge (leaving Highway 680 for Benicia stop and return), Interstate Highway 80 and Tennessee Street to the Front Gate of Mare Island Shipyard. Return by the reverse of this route.

Issued by California Public Utilities Commission.

\* Added by Decision No. 74900, Application No. 50437.