

ORIGINAL

Decision No. 13310

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
C. E. ROSS for certificate of public  
convenience and necessity to operate  
an automobile stage service between  
Redding and Noble's Station, both in  
Shasta County, California.

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)  
) Application No. 9050.  
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A. H. Ludeman, for Applicant.

L. T. Alward, for Redding-Weaverville  
Stage Company, Protestant.

C. A. House, for House Stage Line,  
Protestant.

BY THE COMMISSION:

O P I N I O N

C. E. ROSS has petitioned the Railroad Commission, in accordance with his amended application, for an order declaring that public convenience and necessity require the operation by him of an automobile stage line as a common carrier of passengers and express between Redding and Noble's Station; provided, however, that no passengers shall be carried locally between Redding and Knob, and, provided further, that no passengers or express will be accepted or received between Redding and Knob and intermediate points.

A public hearing on this application was conducted before Examiner Satterwhite at Redding, the matter was submitted and is now ready for decision.

Applicant proposes to charge rates and to operate on a time schedule in accordance with Exhibits "A" and "B" attached

to said application and to use two Cadillac automobiles of touring-car type and 8-passenger capacity. It is the plan of applicant to sell through transportation from Redding to Eureka by way of Noble's Station, using his present tariff between Noble's Station and Eureka and adding thereto the rates as shown in said Exhibit "A."

Charles A. House, Leslie T. Alward and A. E. Root protested the granting of said application.

Applicant is now operating an authorized passenger and express service between Red Bluff and Eureka.

The evidence shows that Noble's Station is on the present route of applicant and near the junction of the respective roads leading into Red Bluff and Redding. Applicant testified that he has had many inquiries for transportation to Redding, not only at Eureka, but more particularly from all the intermediate towns and places on his route between Eureka and Noble's Station and that his proposed service would serve the convenience of passengers desiring to travel north from Red Bluff by the Eureka route, and also from the north to Eureka. It appears, however, that the majority of travel is from Eureka and way points to Red Bluff and that the through travel from Eureka over applicant's line amounts to about 15 per cent of all passengers carried. Applicant also offered some evidence to the effect that many campers and tourists visit the territory served by his stage line and that this proposed express service could carry directly from Redding to various resorts the necessary supplies, including fresh fruits and vegetables used by the summer visitors.

Applicant offered no evidence to show that the present authorized service of Charles A. House between Knob and Redding was inadequate or that this protestant could not satisfactorily

handle all passengers or freight moving or that might move or be carried in the future between Noble's Station and Redding.

C. A. House, protestant, operates an authorized passenger and freight service between Redding and Knob and intermediate points and a portion of his route is along the same road over which applicant desires to operate. This protestant offered testimony showing that the passenger and freight traffic that has moved between Redding and Knob and way points has been limited and since the closing down of the mines has been very small. He testified, moreover, that he had made offers heretofore to applicant to enter into any just and mutual arrangement to handle all freight and passenger traffic that might move over their respective routes but that applicant had declined to accept such offers. The record shows that this protestant has also rendered an adequate service over his authorized route and stands ready and willing at any time to place in service more equipment if the traffic should demand it.

Leslie T. Alward and A. E. Root, protestants herein, doing business under the name of Redding-Weaverville Stage Company, operate an authorized passenger and freight service between Redding and Big Bar. At Big Bar, these protestants make connections with the stage service of Gus Peterson, who operates an authorized passenger and freight service between Big Bar and Eureka. These protestants offered testimony to the effect that they were operating a satisfactory service between Redding and Eureka in conjunction with the service of Gus Peterson and that as soon as the new highway was completed by way of Weaverville and Willow Creek (which would be at an early date) they would give a through service and that there was no necessity for two routes between Eureka and Redding. Several other witnesses were called by these protestants, including two Supervisors of Shasta County, the City Manager and a City Trustee of Redding,

all of whom testified to the effect that there was no public demand, whatever, for the proposed service of said applicant and that the present existing facilities were ample to take care of all traffic between Redding and Eureka.

This Commission has repeatedly held that an applicant must make a clear and affirmative showing that the service rendered by existing carriers is not sufficient or that the facilities offered by existing carriers are not adequate to care for the demands of traffic, before another line will be authorized.

After a careful consideration of all the evidence in this proceeding, we are of the opinion and hereby find as a fact that no showing has been made by applicant to justify the authorization of his proposed service between Redding and Noble's Station, and the application will be denied.

#### C O R D E R

A public hearing having been held in the above-entitled application, the matter having been submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the operation by C. E. Ross of an automobile stage and express line between Redding and Noble's Station.

IT IS HEREBY ORDERED that said application be, and the same is hereby denied.

*March* Dated at San Francisco, California, this 24<sup>th</sup> day of ~~February~~, 1924.

*C. Seamy*  
*H. B. ...*  
*Dwight ...*

Commissioners.