

Decision No. 14253

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
SHASTA TRANSIT COMPANY for a cer-
tificate of public convenience and
necessity to operate local passenger
service between Davis and Woodland;
and to carry express between all sta-
tions on their line, except between
Sacramento and Davis and between
Sacramento and Woodland; all in
conjunction with their regular stage
service between Sacramento and Redding
under authority of Decision No. 12869.) Application No. 9749.

Harry A. Encell and Harry L. Huston,
for Applicant.

Edward Stern, for American Railway
Express Company, Protestant,

C. E. Spear, for Southern Pacific Co.,
Protestant,

L. J. McKim, for Sacramento Northern
Railroad Company, Protestant.

BY THE COMMISSION:

O P I N I O N

Shasta Transit Company, a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by it of an automobile stage line as a common carrier of passengers locally between Davis and Woodland, Yolo County, and of express matter between Sacramento and Redding, serving Yolo, Zamora, Dunnigan, Arbuckle, Williams, Maxwell, Norman, Willows, Artois, Orland, Corning, Richfield, Proberta, Red Bluff, Cottonwood, Anderson and intermediate points, provided, however, that no express service shall be rendered between Sacramento and Davis, Sacramento and Wood-

land, and Davis and Woodland.

A public hearing on this application was conducted before Examiner Satterwhite at Sacramento, 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 the same equipment now operated by said applicants between Sacramento and Redding.

The Southern Pacific Company and the American Railway Express Company protested the granting of said application.

Applicant now operates an authorized passenger service between Sacramento and Redding and intermediate points, with the exception that no local passenger service is authorized between Sacramento and Davis and Woodland.

With reference to the proposed local passenger service between Davis and Woodland, applicant introduced testimony showing that there is a strong local demand for this particular service. It appears that the residents of Woodland and Davis, as well as those at the University Farm near Davis, travel frequently between these communities and have to rely on the infrequent train service or hire private machines. It was shown that passengers are continually making inquiries for transportation between these points and drivers of the stages of applicant as they pass through Woodland and Davis are almost daily in receipt of applications for transportation in both directions.

Applicant called many witnesses in support of its proposed express service.

The testimony in support of the express service shows that the three schedules proposed by applicant in each direction will afford a convenient and expeditious service for many of the

merchants and business men in the communities along the route of applicant. It was shown that this proposed limited express service will be, to a large extent, an emergency service to meet the demands of garages, automobile dealers, auto accessory stores, druggists, florists, ice-cream and soda stands. Under the present schedule of the Southern Pacific Company, protestant, train No. 58, leaving Sacramento daily at 10:00 A.M., is the only train which serves all the towns on the west side of the Sacramento Valley and carries parcel post and express matter. The record indicates that this train does not meet adequately the innumerable emergency shipments out of Sacramento to the various dealers and merchants above enumerated. The average shipment, whether it be an emergency one or otherwise, as proposed to be carried by this stage service, will not exceed 25 pounds, consisting generally of small merchandise packages and of the emergency calls for small auto parts, tires, drugs, floral pieces, newspapers, etc. The evidence of applicant shows that it has had innumerable and constant requests to establish this proposed express service in conjunction with its regular passenger service between Sacramento and Redding.

The American Railway Express Company offered in evidence its schedule of service between Sacramento and Redding on the west side, together with a statement showing its charges in cents for weights and for commodities between Sacramento and Redding, as compared with proposed charges of applicant between the same points. The Southern Pacific Company, protestant, offered its rate and time schedules on file with the Railroad Commission.

After a careful consideration of all the evidence,

we are of the opinion, and hereby find as a fact, that the proposed passenger and express service of applicant herein should be authorized.

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 require the operation by Shasta Transit Company, a corporation, of an automobile stage line as a common carrier of passengers locally between Davis and Woodland, Yolo County, and of express matter between Sacramento and Redding, serving Yolo, Zamora, Dunnigan, Arbuckle, Williams, Maxwell, Norman, Willows, Artois, Orland, Corning, Richfield, Proberta, Red Bluff, Cottonwood, Anderson and intermediate points, provided that no express service shall be rendered between Sacramento and Davis, Sacramento and Woodland, and Davis and Woodland, also that no express package shall be carried weighing in excess of fifty (50) pounds. No authorization is hereby granted for the establishment of a general express service nor for the carriage of any express matter on any other equipment than that regularly used by the applicant in its regular passenger service and then only when same can be handled without inconvenience to passengers.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for the foregoing passenger and express service be and the same is hereby granted, not as a separate and distinct service, but as supplemental and in addition to applicant's present operative rights and subject to

the following conditions:

1. Applicant shall file his written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof; shall file, in duplicate, tariff of rates and time schedules identical with those filed as Exhibits "A" and "B" attached to the application herein within a period of not to exceed twenty (20) days from date hereof; and shall commence operation of the service herein authorized within a period of not to exceed thirty (30) days from date hereof.

2. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

3. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by him under a contract or agreement on a basis satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 12th
day of November, 1924,

C. Mearns

Irving Martin
Egerton Shore

Commissioners