

ORIGINAL

Decision No. 16458

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
YREKA RAILROAD COMPANY, a corporation,)
for certificate of public convenience)
and necessity to operate passenger) Application No. 12531
motor bus service between Yreka and)
Montague, both in Siskiyou County.)

Tapscott and Tapscott, by Jas. R. Tapscott,
for applicant.

BY THE COMMISSION -

O P I N I O N

Yreka Railroad 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 bus service as a common carrier of passengers between Yreka and Montague in the County of Siskiyou, such service to be supplemental to the passenger train service now operated over the railroad of applicant and in lieu of certain rail passenger service as heretofore operated.

A public hearing on this application was conducted by Examiner Handford at Yreka, the matter was duly submitted and is now ready for decision.

Applicant proposes to charge rates in accordance with a schedule marked Exhibit "A" and to operate on a schedule of five round trips daily, furnishing connection at Montague with the main line passenger trains of the Southern Pacific Company.

The equipment proposed to be used is a Reo Speedwagon on a special Reo Chassis and with a passenger carrying capacity of 15 persons.

Applicant relies as justification for the granting of the desired certificate upon the following alleged facts:

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That the proposed service is to supplement applicant's present passenger train service; that the delay incident to the transfer of large quantities of parcel post and express matter at Montague on the arrival of Southern Pacific trains Nos.13 and 16 results in a loss of patronage to the rail line of applicant as passengers employ "for hire" cars or their private automobiles; that the passenger traffic originating at Montague from a connection with Southern Pacific train No.14 is of such slight volume that it does not justify train operation by applicant and the public using such train can be served more satisfactorily and economically by the proposed motor bus service; that the present train service furnishes a station to station service between Montague and Yreka necessitating a long walk at Yreka from the station to the business district or the hiring of a local taxi; and that applicant proposes to pick up and deliver passengers at any point within the corporate limits of the town of Yreka.

At the hearing applicant amended the application to include a pick up and delivery service at all points within the corporate limits of the town of Montague.

Mr. D. C. Avery, Superintendent and Manager of applicant corporation, testified as to the inconvenience caused passengers destined Yreka by reason of the transfer of mail, baggage and express from the Southern Pacific trains at Montague, delays from 15 to 30 minutes being due to such cause which cannot be eliminated under the present railroad operation.

He further testified that if the automobile bus service is authorized passengers and their hand baggage will be enroute from Montague to Yreka in from 3 to 5 minutes after the arrival of Southern Pacific trains at the former point. The elapsed time between Montague and Yreka will also be reduced ten to fifteen minutes over the train schedule, the distance via automobile road being shorter than via the railroad. An additional train

of the Southern Pacific Company will receive connecting service by the bus service, which is not now available by the rail operation. This witness also anticipates some conservation of operating expense by the co-ordinated rail and auto bus service in lieu of the former exclusive rail service, and that the patrons of applicant will be more satisfactorily and adequately served.

Mr. Henry Schock and Mr. C. A. Turner, both directors of applicant corporation, testified as to the convenience of the proposed operation and their familiarity with the needs of the communities of Yreka and Montague. Their testimony confirms that of the previous witness.

Although due notice of the hearing was given by publication and posting to all parties who might be possible protestants, there was no appearance in protest against the granting of the application.

From the record herein we are of the opinion and hereby find as a fact that the proposed establishment of automobile bus service and its co-ordination with the passenger rail service of the applicant will satisfactorily meet the public need for passenger transportation between Yreka and Montague and that the application, as amended, should be granted.

O R D E R

A public hearing having been held on the above entitled application, the matter having been duly submitted, the Commission being now fully advised and basing its order on the finding of fact as appearing in the Opinion which precedes this Order,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by Yreka Railroad Company, a corporation, of an automobile bus service as a common carrier of passengers and hand baggage between Yreka and Montague, including pick-up and delivery of passengers and their hand baggage within the corporate limits

of the town of Yreka and the town of Montague, such service to be co-ordinated with the passenger train service of applicant, and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is granted to Yreka Railroad Company, a corporation, covering the operation of an automobile bus service as a common carrier of passengers and hand baggage between Yreka and Montague, in Siskiyou County, together with pick-up and delivery service in the corporate limits of the town of Yreka and the town of Montague.

The authority hereby conveyed is subject to the following conditions:

1- Applicant herein shall file with the Railroad Commission its 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 within a period of not to exceed twenty (20) days from date hereof, such tariff of rates and time schedules to be identical with those attached to the application herein; and shall commence operation of said service 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.

4- For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

IT IS HEREBY FURTHER ORDERED that applicant, Yreka Railroad Company, a corporation, is hereby authorized to make such reduction in its scheduled passenger train operation as may be necessary to meet the requirements of a co-ordinated passenger service by a combined rail and auto bus service, provided, however, that the Commission hereby expressly reserves the right to make such other and further orders in this proceeding as to it may appear just and proper, or as, in its opinion,

the public convenience and necessity may demand.

Dated at San Francisco, California, this 10th day of
April, 1926.

H. B. Burdick
C. A. Seavey
Ernest Scott

COMMISSIONERS.