

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
THOMAS VELLA for certificate of public
convenience and necessity to operate
freight service between Sonoma and
San Francisco.

} Application No. 11975.
}

Fred L. Dreher, for applicant.
W. J. Cummings, for Northwestern Pacific Railroad,
protestant.
C. E. Brown, for San Francisco, Napa and Calistoga
Railway.
Geo. Baker, for American Railway Express Company.

BY THE COMMISSION:

O P I N I O N

Thomas Vella has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an automobile truck line as a common carrier of freight between Sonoma and San Francisco.

A public hearing on said application was conducted before Examiner Satterwhite at Sonoma. 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 Exhibit "A" and amended Exhibit "B" and shall use the equipment as shown in amended Exhibit "C".

Northwestern Pacific Railroad Company and the American Railway Express Company protested the granting of said application.

Applicant testified in his own behalf and called three or four other witnesses, consisting of local merchants at Sonoma, in support of his application.

Applicant is now transporting cheese and dairy products from Sonoma to San Francisco for the Sonoma Mission Creamery.

As a rule, daily trips are made and no freight of any kind is carried on the return trip. Applicant testified that it is his desire to transport return loads and thereby accommodate those merchants at Sonoma who are willing to give him some of their shipments from San Francisco. All of these merchants appearing for applicant admitted that the rail service of the Northwestern Pacific Railroad Company has been very satisfactory but testified that it would be convenient to have emergency shipments made over the proposed truck service, and also that the cost of applicant's service would be a little cheaper.

The Sonoma Mission Creamery, for whom applicant is now hauling under a lease arrangement, favors this truck service on the ground that the cheese and other products do not have to be packed in boxes, as required by rail service, and that their products arrive in a better condition at San Francisco.

The Northwestern Pacific Railroad called several merchants in business at Sonoma, all of whom testified to the effect that there was no need for the additional truck service and also corroborated witnesses for applicant that this rail protestant was rendering a satisfactory service between the points proposed to be served. This protestant also showed that Santa Rosa and Petaluma are purchasing centers for Sonoma and that practically all emergency shipments can be made, and as a matter of fact are made, by wholesale dealers with their own delivery trucks from these points which are much nearer to Sonoma than San Francisco. The evidence shows that this protestant rail carrier operates one freight service in each direction daily, except Sundays, between Sonoma and San Francisco and that shipments made at 4:30 P. M. at San Francisco are available for delivery the following morning at 8:00 A. M. at Sonoma. The record further shows that the freight traffic between the points proposed to be served is rather limited and it appears that only an average of four and two-thirds tons per day are shipped

in less than carload lots from San Francisco to Sonoma.

We have carefully considered all the evidence in this proceeding and are of the opinion and hereby find as a fact that public convenience and necessity do not require the proposed service of applicant and the application should be denied.

O R D E R

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

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that public convenience and necessity do not require the operation by Thomas Vella of an automobile truck line as a common carrier of freight between Sonoma and San Francisco, and

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

Dated at San Francisco, California, this 3rd ~~4th~~ day
September
of August, 1926.

H. H. Brundage

C. C. Seaver

Leon Whitcomb

Commissioners.