

Decision No. 18052.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 MT. LASSEN TRANSIT COMPANY, a cor-
 poration, for a certificate of pub-
 lic convenience and necessity to
 operate passenger, baggage, freight
 and express service between Keddie
 and Quincy and intermediate points.

ORIGINAL

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) Application No. 13231
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Harry A. Encell for Applicant,
 James S. Moore, Jr., for Western
 Pacific Railroad Company, Protestant,
 Edward Stern for American Railway Express
 Company, Protestant.

BY THE COMMISSION:

O P I N I O N

Mt. Lassen Transit Company, a corporation, has petitioned
 the Railroad Commission for an order declaring that public con-
 venience and necessity require the operation by it of an automo-
 bile stage and truck line as a common carrier of passengers, bag-
 gage, freight and express between Keddie and Quincy and inter-
 mediate points.

A public hearing on said application was conducted before
 Examiner Satterwhite at Quincy, 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. Applicant proposes to use auto stages and

trucks of such capacity and type best suited to meet the demand of traffic between the points proposed to be served, which equipment will be similar to that now in use by it on its present authorized route in Plumas County.

The Western Pacific Railroad Company and the American Railway Express Company appeared in opposition to the granting of said application.

Applicant called several witnesses in support of its application, including its general manager, W. C. Lawrence, who is one of the supervisors of Plumas County and familiar with the transportation facilities throughout that county and adjoining counties.

Quincy is the county seat of Plumas County, is a mountain town located about seven miles from the rail line of the Western Pacific Railroad Company, and is reached by rail over the Quincy Railroad which operates from Quincy Junction station on the rail line of the Western Pacific Railroad.

The record shows that passengers travelling from Greenville, Westwood and many other places or towns in Plumas County to Quincy by rail are compelled to make several transfers on the trip and stop over night while en route. It appears that Quincy on account of being the county seat, is constantly visited, not only by residents throughout Plumas County, but by citizens of adjoining counties on official legal and other business. The proprietor of the Quincy Hotel testified that he receives frequent inquiries not only from patrons of the hotel, but also from commercial travellers and others concerning stage facilities to Greenville, Keddie and other places in this mountain territory.

W. C. Lawrence, who is in daily contact with the patrons of Mt. Lassen Transit Company, by reason of being its general manager, testified that he constantly has requests for stage transportation to Quincy from various points on the authorized routes of said applicant and between Susanville, Westwood, Greenville and Keddie.

With reference to the proposed freight and express service the testimony shows without contradiction that there is a considerable demand for the transportation of goods and merchandise, including particularly grain, hay, meat and ice, as well as perishable commodities such as fruits and vegetables, between Quincy and Keddie and other points in Plumas County. There is also a substantial volume in auto parts and farming machinery parts, together with many small parcels and packages moving between these points that can be transported expeditiously over the proposed auto truck service.

No testimony of any kind was introduced by the protesting rail carriers in opposition to the evidence offered by said applicant.

After a careful consideration of all the evidence in this proceeding, we are of the opinion and hereby find as a fact that public convenience and necessity require the proposed operation of applicant and the application should be granted.

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 OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity require the operation by Mt. Lassen Transit Company, a corporation, of an auto stage and truck line as a common carrier of passengers, baggage, freight and express between Keddle and Quincy and intermediate points in the County of Plumas, State of California.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for the foregoing service be and the same is hereby granted, subject to the following conditions:

- 1- Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof.
- 2- Applicant shall file, in duplicate, within a period of not to exceed twenty (20) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be identical with those attached to the application herein, or rates and time schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of not to exceed sixty (60) days from the date hereof.
- 3- 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.
- 4- No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

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

Dated at San Francisco, California, this 14th day of March, 1927.

Ernest J. ...
H. B. ...
C. ...
Leon ...
Thomas ...
Commissioners.

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