Decision No. 21847

BEFORE THE RAILROAD CONCLESION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the WEST COAST TRANSIT COMPANY, Inc., to purchase, and B. P. MC COMMANA, F.F. WELLIST and D. C. WELLIST, doing business under the firm name of WELLIST BROS., WALTER MAXWELL, THOMAS B. RIMEY, D. L. ZAMMUR, HARRY ANDERSON, CUS L. PETTRESON, C. E. ROSS, W. C. BOYD and M. S. BITTENCURT to sell their several and respective automobile passenger, express and freight lines in the Counties of Del Note, Humboldt, Mendocino, Trinity, Sickiyou, Shasta, Tehama and Sonoma; also of the WEST COAST TRANSIT COMPANY for order authorizing the issue of stocks.

Application
No.9807
(Second Supplemental)

BY THE COLLUSION -

OPINION and ORDER on SECOND SUPPLEMENTAL APPLICATION

This is a second supplemental application filed in the above entitled proceedings by Pickwick Stages System as successor in interest to West Coast Transit Company, Inc., in which applicant asks for an order of the Commission corrective of its order in Decision No.20627 transferring to West Coast Transit Company, Inc., (Pickwick Stages System) all of the operating rights of ten (10) individual operators and granting to the purchaser a new certificate authorizing said purchaser to operate an automotive service for the transportation of passengers and express between all the points served by all of the individual operators, and freight between Eureka and Red Bluff and intermediate points. Said order, by Decision No.21056, was amended by the inclusion of a right to transport freight between Eureka and Crescent City and intermediate points, via Oriek, and between Crick and Orleans, via Weitchpee, and intermediate points.

Among the ten individuals who transferred their rights to West Coast Transit was Gus Peterson, who owned a right to operate passenger and freight service between Arcata and Moopa and Pony Bar and intermediate points, obtained by him by purchase from H. A. Reed, under Application No.8867; also a right to operate passenger and freight service under certain restrictions between Eureka, Arcata, Pony Bar and Big Bar, obtained through certificate on Application No.9088.

The Commission transferred the Peterson right to applicant but in granting the new certificate the Commission authorized the purchaser to transport passengers and express between all of the points service by Peterson, apparently, through an inadvertance, eliminating the freight right. The freight service has been performed without interruption, and tariffs and time schedules covering the freight service are on file with the Commission.

Under the circumstances we are of the opinion that this is a matter in which a public hearing is not necessary and that the application for a corrective order should be granted. Therefore,

IT IS MERREY ORDERED that the following language be added (immediately following the words "Weitchpec and intermediate"), to the Commission's order in Decision No.21056, dated May 9, 1929, and issued on Application No.9807, (amending Decision No.20627):

" and between Arcata and Moopa and intermediate points and between Eureka and Big Bar and intermediate points via Arcata and Blue Lake and Willow Creek, subject to the restriction imposed by Railroad Commission Decision No.12225, issued on Application No.9088, "and

IT IS HEREBY FURTHER ORDERED THAT Pickwick Stages System shall immediately make such tariff and time schedule filings as are necessary to comply with the terms of the order herein.

Dated at San Francisco, California, this 41 day of Calofan,

COMMISSIONERS.