

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application)
of O. H. HARPER for certificate of)
public convenience and necessity) Application No. 7400.
to operate a passenger and express)
service between Willows and Butte)
City, California.)

O. H. Harper in propria persona.

BY THE COMMISSION.

O P I N I O N

A public hearing was held by Examiner Westover at Willows upon the above entitled application seeking authority to operate a passenger and express service between Willows and Butte City, serving Glenn as an intermediate point. It is proposed to operate one round trip daily, except Sunday, leaving Willows at 11 A.M. and returning at 2 P.M., using one hour en route in each direction.

There is at present no direct service between these points, the only rail service being via the Southern Pacific, south to Harrington and up the Colusa branch to Glenn, a distance of about 100 miles, instead of about 14 miles by stage. Butte City is some two or three miles off the railroad, and express shipments must be prepaid and put off at Razor on the platform, at owner's risk. Nine Willows business men, beside applicant, testified to the need of a means of direct communication because of saving in time and expense, there being considerable travel to and from Willows because of it being the county seat of Glenn County, and trading and supply point for

Glenn and Butte City and the ranchers along the way.

The Southern Pacific Company, the American Railway Express Company, Willows-Oroville Stage Line, and Chico-Princeton Stage Line were each notified of the hearing, but did not appear, evidently because they were not interested and have no objection to granting the application.

O R D E R

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

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by O. H. Harper of an automotive passenger and express service between Willows and Butte City, serving Glenn as an intermediate point.

The operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been procured.

No vehicle may be operated in said service unless said vehicle is owned by the applicant herein or is leased by said applicant under a contract or agreement satisfactory to the Railroad Commission.

IT IS HEREBY ORDERED that applicant shall, within fifteen days from the date hereof, file with the Railroad Commission schedules and tariffs covering said proposed service, which shall be in addition to proposed schedules and tariffs accompanying the application; shall show each point proposed to be served and quote rates to and from each such point; and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be within thirty days from date hereof,

unless time to begin operation is extended by formal supplemental order.

The authority herein contained shall not become effective until and unless the above mentioned schedules and tariffs are filed within the time herein limited.

Dated at San Francisco, California, this 5th
day of ~~March~~ ^{April}, 1922.

H. B. Burdick

James Martin
Charles H. Howell

J. H. Venable
Commissioners.