

Decision No. _____

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application)
of HENRY STEEN for certificate)
of public convenience and neces-)
sity to operate truck service be-) Application No. 3259.
tween the City of Sacramento and)
the Town of Dixon, and intermediate)
points.)

C. E. S. Bidwell for applicant.
Archibald Yell, City Attorney,
by J. V. Hart, for City of
Sacramento.

BY THE COMMISSION:

O P I N I O N

Henry Steen applies for a certificate that public convenience and necessity require him to operate an automobile truck carrying freight between Sacramento and Dixon via Davis.

A public hearing in the matter was held by Examiner Westover at Sacramento.

Applicant proposes to operate one two-ton Federal auto truck, 40 h.p., one round trip daily, leaving Sacramento at 10 A.M., carrying freight at rates in accordance with schedule of rates filed with application. His Sacramento terminal is at 505 I Street, but at Dixon and Davis he proposes to deliver and collect from all points within the respective city limits, and to make such collections and deliveries in

Decision No 4879-

Sacramento at points lying immediately on his regular fixed route.

Other carriers serving in this territory are Southern Pacific Company and what is known as Sacramento-Woodland Auto Truck and Winters Auto Truck. The two truck lines were in operation prior to May 1, 1917. The Winters truck, it appears from the testimony, does not take business for intermediate points but only between Sacramento and Winters. The Woodland truck operates out of the same Sacramento terminal as applicant, and over the same route as far as Davis, and handles business between Davis and Sacramento. There appears to be no objection on the part of the other carriers to the granting of the certificate applied for.

Applicant has procured permit as required by Chapter 215, Laws of 1917, from the City of Sacramento; and has applied for similar permits to the authorities of the Cities of Davis and Dixon and the counties of Yolo and Solano, but the latter applications have not yet been acted upon.

Applicant began operating over the route in question July 1, 1917, and continued until about September 30, at which time he ceased operation when he learned that he was operating without authority. He reports that when it became known that he was to withdraw he received expressions of regret from merchants whom he served. They stated that with his service it was possible to order goods from Sacramento by telephone in the morning, and receive them by his service the same day, this being quicker than service by rail.

His statement of gross receipts for 34 days' operation in August and September amount to \$233.50, an average of \$7.35 per day.

O R D E R

HENRY STEEN having filed application for certificate that public convenience and necessity require the operation by him of an automobile truck between Sacramento and Dixon via Davis, and a hearing having been held thereon, the matter having been submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by said Henry Steen of an automobile truck service carrying freight between Sacramento and Dixon via Davis; provided that this declaration shall not become effective until said Steen has procured from the Railroad Commission a supplemental order herein reciting that said Steen has filed herein certified copies of permits from the Cities of Sacramento, Davis and Dixon and the Counties of Yolo and Solano, as provided by Section 3 of Chapter 213, Laws of 1917; and provided further that the rights and privileges herein granted shall not be assigned or transferred unless the written consent of the Railroad Commission to such assignment or transfer shall first have been secured.

Dated at San Francisco, California, this 24th day of November, 1917.

Max Thelen
H. D. Loveland
W. E. Gordon
Frank W. DeWitt
Commissioners.