

automobile stage line as a common carrier of passengers and express between Chico and Redding and intermediate points.

A public hearing on these applications was conducted by Examiner Handford at Chico at which time the matters were consolidated for hearing and decision and were duly submitted.

Applicants Chalda and Hendershot propose to charge rates in accordance with a schedule marked exhibit "A" and filed with the application in this proceeding; to operate on a schedule of two round trips daily serving as intermediates the communities at Vina, Los Molinos, Tehama, Gerber, Proberta, Red Bluff, Cottonwood and Anderson, using as equipment three automobiles, touring car type, each of eight passenger capacity. Applicants Crews and Morss propose to charge rates in accordance with a schedule marked exhibit "A" and filed with the application in this proceeding and to operate on a schedule of two round trips daily serving as intermediates the communities at Vina, Los Molinos, Tehama, Gerber, Red Bluff, Cottonwood and Anderson; using as equipment two White auto stages each of eighteen passenger capacity and two White auto stages each of eleven passenger capacity.

Witnesses for applicants testified as to the desire of the public as represented by their respective communities for additional service between Chico, Red Bluff and Redding. The proposed automobile stage service has been indorsed by the Anderson Chamber of Commerce and the Directors of the Chico Chamber of Commerce and will afford connection at Chico with the Sacramento Northern Railroad and stage lines operating to Hamilton, Westwood and Richardson Springs. At Red Bluff connections will be made for Mantou, Susanville and Eureka. Representatives of the Chico Chamber of Commerce

testified that frequent complaint was made by the traveling public as to the schedules of the Southern Pacific Railroad not satisfactorily meeting the desires of the traveling public and, while no complaint exists as to the character of service, the hours at which the trains are scheduled do not satisfactorily meet the demands of traffic.

The granting of these applications is opposed by the United States Railroad Administration, on behalf of its lessor, the Southern Pacific Railroad. Witnesses for protestant testified as to the schedules effective between Chico and Redding, as to the character of equipment furnished and that no complaints had been made at the agencies of Chico, Red Bluff or Redding as to the time at which trains were scheduled.

After careful consideration of all the evidence in this proceeding, we are satisfied that applicants have justified the granting of the desired certificates although applicants, Crews and Morss, have proposed a time schedule between Chico and Redding consuming three hours and fifteen minutes. The distance between these points is 126 miles and the schedule proposed including intermediate stops is on the basis of 38.77 miles per hour and, as the Motor Vehicle Act prohibits a speed in excess of 35 miles per hour, the schedule as proposed will require to be lengthened that operation in accordance with the state law may be furnished by such applicants.

The testimony in this proceeding shows no evidence in substantiation of the desire of applicants Crews and Morss to operate express service and no finding will be made that the public convenience and necessity requires such service to be furnished by said applicants.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by John H. Chaldin and G. Hendershot, partners in business, of an automobile stage line as a common carrier of passengers between Chico and Redding; provided, however, that the rights and privileges hereby granted may not be transferred or assigned unless the written consent of the Railroad Commission to such transfer or assignment has first been secured.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by F. Crews and F. Morse, partners in business under the firm name and style of Crews and Morse, of an automobile stage line as a common carrier of passengers between Chico and Redding; provided, however, that the rights and privileges hereby granted may not be transferred or assigned unless the written consent of the Railroad Commission to such transfer or assignment has first been secured.

IT IS HEREBY ORDERED that no vehicle may be operated under this certificate by applicants herein unless such vehicle is owned by such applicants or is leased by them under a contract or agreement on a basis satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 9th day of April, 1920.

Elmer O. Edgerton
W. H. Cleveland
Frank R. Dorton
H. T. Bundege
Irving Martin
Commissioners.