

MCS

Decision No. 7418

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of
JOHN C. ALBEE for certificate of
public convenience and necessity to
operate passenger, express and
freight service between South Fork
and Petrolia, California.

)
:
) Application No. 4630
:
)

H. C. Nelson for Applicant
Geo. W. Brico for Ferndale,
Petrolia, Upper Matolle
Auto Stage Line, Protestant.

BY THE COMMISSION.

O R D E R

John C. Albee has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an automobile stage line as a common carrier of passengers, express and freight between South Fork and Petrolia in Humboldt County, California, and intermediate points of Bull Creek and Upper Matolle.

A public hearing on this application was conducted by Examiner Satterwhite at Eureka on March 23rd, 1920, the matter was duly submitted and is now ready for decision.

Applicant proposes to charge rates in accordance with the amended schedule marked Exhibit "A" and filed with said application and to operate on a time schedule of one round trip daily between South Fork and Petrolia, except Sundays, using as equipment one 7-passenger automobile, one two ton auto truck and one 1500 pound auto truck as shown by Exhibit "C" amended at the hearing.

George M. Brice, who operates an auto truck service between Upper Matolle and Ferndale via Petrolia, appeared in opposition to this application insofar as it applies to the local passenger, freight and express service between Upper Matolle and Petrolia. Applicant, however, at the hearing agreed that he would not carry any local passengers, freight or express between Upper Matolle and Petrolia, which disposed of the objection of George M. Brice.

Several witnesses testified to the public necessity of this proposed line. The evidence shows that a new road called the Bull Creek road has just been completed between South Fork and Upper Matolle. If this line is established, it will afford a direct and shorter route from Petrolia to South Fork. At the present time passengers desiring to go to South Fork are compelled to go in a very round-about route by way of Petrolia and Ferndale, using the auto stage line of George M. Brice to Fernbridge and thence on the Northwestern Pacific Railroad to South Fork.

The Upper Matolle Valley is a rich farming section and produces hay and grain and walnuts, apples and other fruits. The record shows that there is a public need for direct fruit shipment of these crops from Petrolia and Upper Matolle to South Fork and other adjacent territory. Under the time schedule set out in the application, passengers may leave Petrolia at 6 A.M. and catch the south bound train with a great saving of time and expense.

After careful consideration of the evidence, we are of the opinion that the application should be granted.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by John C. Albee of an automobile stage service as a common carrier of passengers, express and freight between South Fork and Petrolia and the intermediate points of Bull Creek and Upper Matolle.

Provided, however, that no local passengers, express or freight will be carried in connection with permit between Upper Matolle and Petrolia, and

Provided, further, that the rights and privileges herein authorized may not be transferred nor assigned unless the written consent of the Railroad Commission to such transfer or assignment has first been procured.

IT IS HEREBY ORDERED that applicant file with the Railroad Commission within ten days from the date of service of this order a written acceptance of the certificate herein granted, such acceptance to contain advice as to the date upon which service will be commenced, which date shall not be more than 90 days from the date of service of this order.

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

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

Edwin O. Edgerton
A. D. L. Lippard
Frank R. W. W.
H. B. B. B.
Irving W. W.
Commissioners