

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application)	
of Wilfred Munter and H. Decker)	
for certificate of public conven-)	
ience and necessity to operate)	APPLICATION NO. 5403.
freight and express service between)	
San Francisco-Santa Cruz and Davenport.))	

Wilfred Munter, for Applicants.
 Frank B. Austin, for Southern Pacific Company.

O R D E R .

In this application Wilfred Munter seeks authority to operate an automobile freight and express service between San Francisco-Santa Cruz and Davenport.

At the hearing it was stated that the operations would be conducted by the partnership consisting of Wilfred Munter and H. Decker and that the freight rates between San Francisco and Santa Cruz would be 30 cents per cwt. and between San Francisco and Davenport 35 cents per cwt.

Applicants propose using, at the commencement of this service, one 3½ ton truck with a trailer, leaving the terminals every other day. It is estimated that between five and eight tons of farm truck and dairy produce could be secured for each trip northbound at points between Davenport and Santa Cruz for San Francisco, and that general merchandise and the empty containers would make up the return loads.

Applicants rely as justification for the granting of the certificate upon the claim that the motor truck freight service

is necessary to speed up deliveries of perishable commodities, which are not now being handled by the established rail and express companies in a satisfactory manner; also that the service is urged by farmers and dairymen located in the vicinity of Davenport and Santa Cruz and by the produce merchants in San Francisco.

Witnesses for applicants testified as to their having made investigations and were confident of a large tonnage and that at this time of the year there is a particular necessity for the trucks, to move artichokes and sprouts into the San Francisco market. This testimony was confirmed by a witness representing the San Mateo Produce Company, who further stated that many of the farmers haul to Santa Cruz, a round trip of from 20 to 25 miles, that the trip is a hardship owing to the shortage of farm laborers and that the time consumed under present transportation conditions is so great as to depreciate the value at San Francisco of the fresh vegetables. The truck service would pick up the tonnage in farm yards, make direct deliveries at the San Francisco produce markets and thus eliminate the damages now sustained due to extra handling and delays in transit. In addition to the testimony of witnesses, a petition was presented signed by individuals and firms located at Santa Cruz requesting that the service be authorized.

The granting of the certificate was opposed by the Southern Pacific Company, it being alleged that the service now being rendered by the different routes of this carrier is adequate and the rates reasonable. A witness from Santa Cruz also opposed the application, on the grounds that the facilities of the Southern Pacific Company are good, the freight depot conveniently located and he was of the opinion the truck service could not be made to pay expenses..

The service to be furnished by applicants is, however, different to that given at the present time by the rail and express common carriers and it would appear that the public is entitled to the new facilities offered, for the reason that they will furnish a direct and expedited transportation at hours to meet the demands of the produce markets at San Francisco for which purpose, and to prevent damage to the goods by delays, it is being primarily established.

After careful consideration of all the evidence in the proceeding, 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 Wilfred Munter and H. Decker, co-partners, of an automobile truck line as a common carrier of freight and express between San Francisco-Santa Cruz and Davenport. No transfer or assignment of the rights and privileges hereby granted may be made unless the written consent of the Railroad Commission to such transfer or assignment has first been secured.

IT IS HEREBY ORDERED that applicants, Wilfred Munter and H. Decker, shall, within twenty (20) days from the date of service of this order, file with the Railroad Commission an acceptance of the certificate hereby granted, such acceptance to state the date upon which operation of the line hereby authorized will commence, which date shall be within ninety (90) days from the date of service of this order, unless the date be extended by supplemental order.

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

The Railroad Commission reserves the right to make such other and further orders in this proceeding as to it may seem just and proper or as in its opinion public convenience and necessity may demand.

Dated at San Francisco, California, this 19th day of April, 1920.

Edwin O. Edgerton

Frank R. Holm

H. A. Prudig

Iwing Mattice
Commissioners.