

Decision No. 9484.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of)
GEORGE S. JONES for certificate of)
public convenience and necessity)
to operate a automobile service for)
passengers, Petaluma, Sonoma and)
Ignacio.)
.)

Application No. 6836.

Thomas P. Boyd for Applicant.
J. J. Geary and R. W. Palmer for
Northwestern Pacific Railroad,
Protestant.

BY THE COMMISSION:

OPINION.

George S. Jones 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 between Petaluma and Boyes Springs via Lakeville and Sonoma, and between Petaluma and Ignacio via Lakeville and Reclamation, and intermediate points.

A public hearing on this application was conducted before Examiner Satterwhite at Petaluma on August 5, 1921, the matter was submitted and is now ready for decision.

Applicant proposes to charge rates and to operate on a time schedule in accordance with Exhibits "A" and "B" attached to said application and to use equipment described in Exhibit "C".

The Northwestern Pacific Railroad protested the granting of said application.

Applicant introduced testimony showing that the City of Petaluma is a thriving community consisting of about seven thousand people and is a buying center for the territory proposed to be served by said applicant. Boyes Springs is a popular summer resort visited by many hundreds of vacationists and

pleasure seekers during the period from April to October. The district in and about Sonoma and Boyes Springs has been subdivided into residence lots and it was shown that considerable building is going on in the construction of bungalows and country homes. The residents of Boyes Springs and Sonoma do considerable buying at Petaluma and Boyes Springs is a resort patronized largely by the citizens of Petaluma and the surrounding territory. The distance between Petaluma and Boyes Springs is sixteen miles and this proposed line will afford a more direct service than the protecting rail carrier whose route is thirty-three miles long by way of Ignacio.

As regards the proposed service of applicant between Petaluma and Ignacio; testimony was introduced to the effect that there are a few small settlements between these terminals and that the farmers would be accommodated by this service. There is at present no stage operating between any of the points proposed to be served except that of a taxicab service.

The Northwestern Pacific Railroad introduced evidence showing that it operates seven passenger trains daily each way between Petaluma and Ignacio. It appears, however, that there are only two trains daily between Petaluma and Sonoma that make direct connections. Protestant showed that they operate only a freight service between Petaluma and Lakeville for the reason that they were compelled several years ago to take off their passenger train because of negligible passenger travel. It was further shown by protestant that Reclamation and Lakeville are small settlements and that the farmers in this territory are very limited in numbers.

After a careful consideration of all the evidence, we are of the opinion that the proposed operation of applicant between Petaluma and Boyes Springs should be authorized and that

the proposed operation between Petaluma and Ignacio should be denied.

ORDER.

A public hearing having been held in the above application, the matter having been submitted and now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES, That public convenience and necessity requires the operation by George S. Jones of an automobile stage line as a common carrier of passengers between Petaluma and Boyce Springs via Lakeville and Sonoma and serving as an intermediate point the community of Shellville, and does not require the operation by George S. Jones of an automobile stage line as a common carrier of passengers between Petaluma and Ignacio via Lakeville and Reclamation and intermediate points,

Provided, however, that the operative rights and privileges hereby established may not be transferred, leased, sold or assigned nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been secured and;

Provided, further, that no vehicle may be operated in said service unless said vehicle is owned by the applicant herein or is leased by the said applicant under a contract or agreement on a basis satisfactory to the Railroad Commission.

IT IS HEREBY FURTHER ORDERED, That applicant shall within twenty days of the date hereof file with the Railroad Commission his time schedule covering the proposed service herein authorized which shall be in addition to the proposed schedule accompanying the application, and shall set forth the date upon which the operation of the line herein authorized will commence which dates shall be within sixty days from date hereof, unless time to begin operation shall be extended by formal supplemental order.

Dated at San Francisco, California, this 8th day of September, 1921.

H. B. Gardner
H. D. Woodard
George W. ...
J. J. ...
Commissioners.