

Decision No. 9493

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
J. H. HODGE for certificate of public
convenience and necessity to
operate a passenger and express auto-
mobile stage service between the city
of Visalia and the town of Lemon Cove,
via Clink, Redbanks, Woodlake, and
Naranjo in Tulare County, California.

Application No. 6815.

Ernest Walling for Applicant.

Karl A. Machetanz for Visalia Electric
Railway Company.

E. Stern for American Railway Express
Company.

BY THE COMMISSION.

O P I N I O N

By this application, J. H. Hodge seeks authority to operate a passenger stage and express service between Visalia and Lemon Cove, serving as intermediate points Clink, Redbanks, Woodlake and Naranjo.

A public hearing upon the application was held by Examiner Westover at Fresno.

It appears from the testimony that all of these points, except Clink, are now served by the Visalia Electric line, serving Lemon Cove via Exeter and Merryman, and with a line extending westerly from Lemon Cove to Redbanks. The Atchison, Topeka & Santa Fe Railway Company operates a line directly connecting Exeter and Redbanks. The Southern Pacific Company operates a line

directly connecting Exeter and Clink. The American Railway Express Company operates over the rail lines, serving all the points in the manner above described.

The ground of the application is that the present service between Visalia, Clink and Redbanks is necessarily slow, circuitous and expensive because of the necessity of going via Exeter, and the testimony fully justifies these allegations of the application.

It appears from the testimony that Visalia has a population of about 7000 and is a distributing point for the territory in question; that Clink has a population of about 200, with a packing house employing from about 75 to 100 operatives; that Redbanks has a population between 300 and 400, with a packing house employing over 200; and that Woodlake has a population of 500 or 600 people. The territory is a highly developed fruit region, producing citrus and deciduous fruits, the groves and orchards usually containing from 10 to 20 acres each.

Referring to service between Visalia, Lemon Cove, Naranjo, and Woodlake, the Visalia Electric operates three round trips daily between these points at convenient hours, and has facilities for handling several times the amount of traffic which it now handles.

Applicant proposes to operate three round trips per day, using two 10-passenger Ford stages with cross seats, the time in transit being about the same as the electric line's time, and two of the one-way trips being upon approximately the time of the electric line between Visalia and Lemon Cove. The proposed stage schedule presented at the hearing being quite different from that attached to the application is designed to connect with schedules of the Valley Transit Company at Visalia, of which company Mr. Hodge is the manager.

As to express service, applicant's proposed rates are much higher than those of American Railway Express Company and do not include a pick-up and delivery service, which is given by the express

company. The testimony does not show any need for the proposed express service at any point.

We are satisfied that there is at present ample service between Visalia and Lemon Cove, but that there is a public need for the proposed service between Visalia and Naranjo and intermediate points, and the order will so provide.

ORDER

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

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by J. H. Hodge of passenger stage service between Visalia and Naranjo, serving Clink, Woodlake Junction, Redbanks/and Woodlake as intermediate points, but do not require service to or from Lemon Cove and do not require express service at any point.

The operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been procured.

No vehicle may be operated in said service unless said vehicle is owned by the applicant herein or is leased by said applicant under a contract or agreement satisfactory to the Railroad Commission.

IT IS HEREBY ORDERED that applicant shall, within fifteen days from the date hereof, file with the Railroad Commission his schedules and tariffs covering said proposed service, which shall be in addition to proposed schedule and tariff accompanying the application, and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be

within thirty days from date hereof, unless time to begin operation is extended by formal supplemental order.

The authority herein contained shall not become effective until and unless the above mentioned schedules and tariffs are filed within the time herein limited.

Dated at San Francisco, California, this 12th day of September, 1921.

H. B. Bunting
H. D. Loveland
James Martin
Charles H. House

Commissioners.