

Decision No. 9509

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
ANDREW CHRISTENSEN for certificate  
of public convenience and necessity  
to operate passenger service between  
Yreka, Hornbrook, Hilt, California,  
and Ashland, Oregon, vice versa.

ORIGINAL

Application No. 6988.

Collier & Collier and W. J. Moore,  
by W. J. Moore, for Applicant.

Taylor & Tebbe, by R. S. Taylor,  
for Yreka Railroad Company.

C. E. Spear for Southern Pacific Company.

J. A. Thompson for American Railway  
Express Company.

BY THE COMMISSION.

O P I N I O N

Andrew Christensen hereby applies for authority to operate passenger stage service between Yreka and Ashland, Oregon, serving Hornbrook and Hilt as intermediate points.

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

Applicant proposes to operate two 7-passenger Buick cars, two round trips a day, leaving each terminal at 8:00 A.M. and 3:00 P.M., respectively, using  $1\frac{1}{2}$  to 2 hours en route, at rates ranging from about 20% to 90% higher than rail rates. The advantage relied upon is the convenience of schedules, which enable the round trip to be made the same day, allowing four hours at either terminal. By rail the time required is  $3\frac{1}{2}$  to  $4\frac{1}{2}$  hours,

the only convenient trains leaving Ashland at 10:05 A.M., arriving at Yreka at 1:42 P.M., and returning at 1:45 P.M., arriving at Ashland at 6:15 P.M.

Applicant presents only his own testimony, from which it appears that he had made little investigation as to public need of transportation, but had been told that travelling salesmen would use such a service, and also some tourists. It appears, however, from the testimony of R. E. DeWitt, in the general merchandise business at Yreka and president of the Yreka Railroad Company, that all the salesmen covering northern California and southern Oregon without exception travel by private automobiles. The railroad officials estimate very light travel by rail.

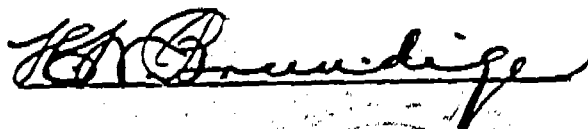
As the testimony falls far short of proving that public convenience and necessity require the proposed service, the application must be denied.

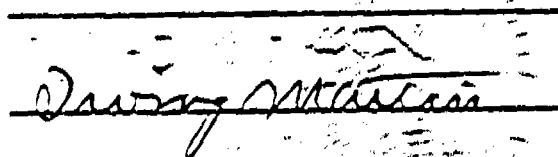
ORDER

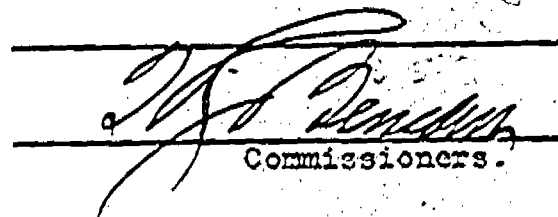
A public hearing having been held upon the above application, the matter being submitted and ready for decision,

IT IS HEREBY ORDERED that the application be and it is hereby denied.

Dated at San Francisco, California, this 14th day of September, 1921.





  
Commissioners.