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Decision No ~~9797~~ 9792.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of
COASTSIDE TRANSPORTATION COMPANY,
Jas. W. Gray, Owner, for certificate of
public convenience and necessity to
operate an automobile freight service for
the transportation of freight as a common
carrier between San Mateo and Half Moon
Bay, connecting at latter point with
present service between San Francisco and
Pescadero,

and

In the Matter of the Application of COAST-
SIDE TRANSPORTATION COMPANY for a certificate
of public convenience and necessity to
operate a portion of passenger service via
San Mateo, instead of via Coast Route bet-
ween San Francisco and Pescadero.

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Application No. 7143

James W. Gray in propria persona
J.E. McCurdy for Wm. Azavedo-Protestant
Neal Forrest for Red Star Stage Line,-
Protestant.

BY THE COMMISSION,

O P I N I O N

In this proceeding James W. Gray, doing business
under the firm name and style of Coastside Transportation Com-
pany has made application to the Railroad Commission in which he
petitions for a certificate of public convenience and necessity
authorizing the operation of an automobile truck line as a com-
mon carrier of freight between Half Moon Bay and San Mateo and
also for a certificate of public convenience and necessity
authorizing the operation of automobile passenger stages between
Colma and Half Moon Bay via San Mateo. His application as re-
gards the operation of passenger stages was amended prior to the
hearing to include only the detouring of loaded cars between

San Francisco and Half Moon Bay via San Mateo instead of via the Coast Route or to detour cars at Half Moon Bay loaded with passengers for San Francisco via San Mateo.

Hearings were held upon the above entitled application before Examiner Satterwhite on November 7th, 1921, and on November 18th, 1921, at San Francisco, at which time the matter was submitted and is now ready for decision.

At the first hearing on November 7th, protestants Wm. Azavedo and Red Star Stage Line withdrew any objection to the granting of the application as regards passenger service, by reason of the amendment that no passengers would be picked up or discharged between Half Moon Bay and Colma on cars routed via San Mateo and Crystal Springs Lake road.

Applicant James W. Gray testifying in his own behalf stated that at the present time there is no authorized truck service between Half Moon Bay and San Mateo; that a considerable tonnage of artichokes, beans and other farm products were grown in the Half Moon Bay District and transported by truck to rail connections at San Mateo; and that the establishment of the truck line as proposed by him was necessary for the purposes of handling such crop movements.

At the hearing on November 7th, 1921, applicant had no witnesses to corroborate his testimony that a public necessity existed for the service proposed and asked for an adjournment so that such witnesses could be secured. At the final session on November 18th, 1921, applicant stated that he was unable to secure any witnesses to testify in support of his petition and that further investigation had shown that the crop movement does not last the year around and that he desired only to operate at such times as the traffic proved profitable. He therefore, re-

requested that his application as regards the establishment of freight service between San Mateo and Half Moon Bay be dismissed without prejudice to its renewal at a later date.

With respect to the operation of fully loaded passenger cars between Half Moon Bay and Colma via San Mateo, it appears such route is far more safe for the operation of motor vehicles than is the Coast route over Pedro Mountain. We are of the opinion that the safer route would be more desirable and that applicant's petition for permission to route loaded cars via San Mateo should be granted with the distinct understanding that no passengers whatsoever shall be either picked up or discharged at any point between Colma and Half Moon Bay via San Mateo and that the cars operating over such route shall be either fully loaded at Half Moon Bay with passengers destined to Colma or points north thereof or fully loaded at Colma with passengers destined to Half Moon Bay or points south thereof.

O R D E R

A public hearing having been held upon the above entitled application, evidence submitted and the Commission being fully advised,

IT IS HEREBY ORDERED that the above entitled application for certificate of public convenience and necessity to operate automobile truck service between Half Moon Bay and San Mateo be, and the same hereby is dismissed without prejudice.

IT IS HEREBY FURTHER ORDERED that James W. Gray doing business under the firm name and style of Coastside Transportation Company be, and he hereby is granted authority to route his

automobile passenger stages between Colma and Half Moon Bay via San Mateo provided that cars leaving Colma south bound shall be fully loaded with passengers destined to Half Moon Bay or points south thereof and cars leaving Half Moon Bay north bound shall be fully loaded with passengers destined to Colma or points north thereof and that under no circumstances shall passengers be picked up or discharged at any point intermediate between Colma and Half Moon Bay.

Dated at San Francisco, California, this 23rd day of November.

H. B. Anderson
James Martin
W. J. [unclear]
[unclear]
Commissioners