

Decision No. 27269

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of (1)
O. S. SMITH, doing business as Union
Truck Service, for certificate of public
convenience and necessity to operate and
to extend (2) present freight service as
common carrier between Reedley, California,
and General Grant National Park, to in-
clude service from Fresno, California, to
General Grant National Park; and to abandon
and eliminate (3) service between Reedley,
California, and the junction of Cove Avenue
and Squaw Valley Road.

} Application No. 19490.

ORIGINAL

BY THE COMMISSION:

O P I N I O N

O. S. Smith, doing business as Union Truck Service has made application to discontinue his present freight service from Reedley to the intersection of Cove Avenue and Squaw Valley Road (State Highway Route 41) and for a certificate of public convenience and necessity to extend said freight service westerly from the intersection of Cove Avenue and State Highway Route 41 (formerly Squaw Valley Road) through Minkler and Centerville on State Highway Route 41 (via Ventura Avenue) to Fresno. In addition applicant desires to establish freight service between Fresno and General Grant National Park and intermediate points.

Applicant's present operating right created by virtue of Decision No. 22671 on Application No. 16681 and Decision No. 24841 on Application No. 18181 consists of the transportation of freight only, on a daily except Sunday basis, between Reedley and General Grant National Park serving the intermediate points

of Orange Cove, Squaw Valley, Dunlap, Miramonte, Pinehurst and Sequoia Lake over and along certain designated routes.

Under the instant application service between Reedley and Orange Cove and to the intersection of Cove Avenue and Squaw Valley Road will be eliminated. In its stead permission is asked for the establishment of freight service between Fresno and General Grant National Park serving the intermediate points of Centerville, Minkler, Sears Corner, Squaw Valley, Dunlap, Miramonte, Pinehurst and Sequoia Lake.

In justification of the granting of such certificate applicant relies upon the following conditions: Applicant has lost the United States Government mail contract from Reedley to General Grant National Park effective June 30, 1934. The loss of this revenue makes it necessary that he obtain other traffic. Merchants at the various intermediate points named herein are unwilling to ship their merchandise from Fresno to Reedley with the attendant delay and expense necessitated by the transferring of goods at Reedley on present routings. Rather they have, and do now haul merchandise with their own equipment although expressing a willingness and desire to ship by truck if direct service from Fresno were to be established. Objections to the granting of a certificate for freight only have been waived by the Atchison, Topeka and Santa Fe Railway Company, Southern Pacific Company, Pacific Motor Transport Company and Sequoia and General Grant National Parks Company.

This is a matter in which a public hearing is not necessary. The application will be granted.

C R D E R

O. S. Smith, doing business as Union Truck Service having made application for a certificate of public convenience and necessity to operate and to extend present freight service as a common carrier between Reedley and General Grant National Park to include service from Fresno to General Grant National Park and to abandon and eliminate service between Reedley and the junction of Cove Avenue and Squaw Valley Road via Orange Cove,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that public convenience and necessity require the establishment of a common carrier service for the transportation of freight daily except Sunday, between Fresno and General Grant National Park, serving, as intermediate points, Centerville, Minkler, Sears Corner, Squaw Valley, Dunlap, Miramonte, Pinehurst and Sequoia Lake over and along the following routes:

Fresno (via Ventura Avenue) over State Highway No. 41 to Centerville; east on State Highway No. 41 to Minkler; east on State Highway Route No. 41 (formerly Squaw Valley Road) to Sears Corner; east on State Highway No. 41 to Squaw Valley; Squaw Valley to Dunlap over Dunlap Highway, Dunlap to Miramonte over Dunlap Highway and Sand Creek Road; Miramonte to Pinehurst over Sand Creek Road; Pinehurst to General Grant National Park via Sequoia Lake and return over Sand Creek Road.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is granted as heretofore set forth.

IT IS HEREBY FURTHER ORDERED that the operating rights as created under Decisions 22671 and 24841 on Applications 16681 and 18181 respectively are hereby revoked and cancelled, the certificate herein granted being in lieu of and superseding in all respects authority previously conveyed, subject to the following conditions:

1. Applicant shall file his written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from date hereof.

2. Applicant shall file, in triplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, on not less than ten days' notice to the Commission and the public a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates and rules which, in volume and effect, shall be identical with the rates and rules shown in the exhibit attached to the application in so far as they conform to the certificate herein granted.

3. Applicant shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, on not less than five (5) days' notice to the Commission and the public, time schedules covering the service herein authorized in a form satisfactory to the Railroad Commission.

4. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease transfer or assignment has first been secured.

5. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by him under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 13th day of August, 1934.

Leon A. White

M. A. Orr

M. K. Harris

W. H. [unclear]

COMMISSIONERS.