

Decision No. 11771

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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ORIGINAL

In the Matter of the Application of
LOUIS E. SMITH and F. W. RAMSEY, doing
business under the firm name and style
of Smith & Ramsey, for certificate of
public convenience and necessity to
operate an auto stage line, for the
transportation of persons and property
for compensation, between Klamath Falls,
Oregon, and Susanville, California, via
Alturas, Calif.

Application No. 8442.

James A. Pardee, for Applicants.
Sanborn, Roehl & Smith, by Delancy
C. Smith, for Nevada-California-
Oregon Railway Company and American
Railway Express Company, protestants.
J. M. Fulton, for Southern Pacific Company,
protestant.
E. F. Auble, for Modoc County Development
Board, protestant.
G. M. Kemble, for Alturas-Biaber Stage
Line, protestant.
Grover C. Julian for Geo. B. Long and for
David S. Mitchell (Susanville-Biaber
Stage Line), protestants.

BY THE COMMISSION:

O P I N I O N

Applicants herein ask authority to operate stage service as
common carriers of passengers, baggage and express between Susan-
ville, California, and Klamath Falls, Oregon, serving as inter-
mediate points in California Termo, Madeline, Likely, Alturas and
Canby, the first four of which are stations on the Nevada-California-
Oregon Railway. Canby is twenty-three miles northwest of Alturas,
toward Klamath Falls.

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

It appears from the testimony that the territory between Susanville and Termo, and between Alturas and Canby, the last station in California on the proposed route, is very sparsely settled with but little business possible of development. Apparently the principal travel in the territory is between Susanville, the County seat of Lassen County and Alturas, the county seat of Modoc County. Travel between Alturas and all points on the Nevada-California-Oregon Railway and Susanville is now well served by the latter line and stages of Geo. B. Long between Wendel, the southern terminus of the Nevada-California-Oregon Railway, and Susanville, recently authorized; close connection being made at Wendel.

The running time, present and proposed, is approximately the same - the schedule proposed does not appear to offer any improvement, and the proposed and present fares are the same.

It appears that the Nevada-California-Oregon Railway is now operated at a loss and that any loss of passenger revenue will increase its deficit and jeopardize its service. It is operated throughout the year, while applicants propose only a seasonal operation "from about May 1st to November 1st." Applicants failed to show more than a desire to operate, not having made sufficient investigation to make an estimate of cost of operation or probable gross revenue.

O R D E R

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

THE RAILROAD COMMISSION HEREBY CERTIFIES that public necessity and convenience do not require the operation by applicants of a stage service between Susanville and Klamath Falls, serving

Terro, Maedline, Likely, Alturas and Canby as intermediate points in California.

IT IS HEREBY ORDERED that the above Application No. 8442 be, and it is hereby, denied.

Dated at San Francisco, California, this 12th day of March, 1923.

C. S. Sweeney

Dwight M. Austin

J. T. Whittney
Commissioners.