

McS

Decision No. 12027

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

-oOo-

In the Matter of the Application of)
C. C. RHODES and F. H. MOUNTFORD for)
a certificate of public convenience :
and necessity to operate auto stage)
passenger service between Los Angeles)
and Trona, California, and various : Application No. 8951
industrial plants located on Searles :
Lake or within a radius of ten (10)
miles of said Lake.)

BY THE COMMISSION,

ORDER

C. C. Rhodes and F. H. Mountford, co-partners, have filed an application with the Railroad Commission in which they petition for a certificate of public convenience and necessity authorizing the operation of an automobile transportation line for the carriage of passengers between Los Angeles and certain industrial plants located near Searles Lake.

Applicants propose to operate one 7-passenger Studebaker automobile and to carry only laborers destined between Los Angeles and the plants of some five industrial concerns located in and adjacent to Searles Lake. Operation to be rendered only when convenient to the needs of the industries with reference to the transportation of laborers. Applicants claim in justification for the granting of the certificate applied for the fact that under present arrangements laborers are required to be transported by the Southern Pacific Company from Los Angeles to Searles where a connection is made with the Trona Railway Company operating between Searles and Trona; that laborers whose fares have been advanced by the industry, have on a number of occasions failed to reach their destination. Applicants

claim that they leave the train at Mojave or other points enroute.

In addition to the rail service hereinabove mentioned, there is also a stage line operated between Los Angeles connecting at Mojave with another stage line operated to Searles. Applicants contend that if they are permitted to operate stage service directly through from Los Angeles desertion of laborers along the route will be prevented. We fail to see where public necessity requires the proposed service solely upon these grounds. It is unquestionably a fact that if a passenger intended to leave a train enroute, it would be just as easy, if not more so, for him to leave a passenger stage enroute, particularly when the time consumed in operation would be from eight to nine hours. Further, we do not believe that public necessity would be served through the operation of an intermittent service solely for the purpose of transporting an individual class of passenger traffic. The application will be denied.

IT IS HEREBY ORDERED that the above entitled application be, and the same hereby is denied.

Dated at San Francisco, California, this 3d day of May, 1923.

C. Seamy
H. H. B. Indigo
J. W. Martin

Commissioners