

Decision No. 13678

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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ORIGINAL

In the Matter of the Application of)
THE INTERNATIONAL STAGE COMPANY for)
certificate of public convenience and : Application No. 9799
necessity to operate a passenger service)
between San Diego, California and the)
Republic of Mexico.

BY THE COMMISSION,

ORDER

In this proceeding A. E. Tiberend, R. P. Robbins and D. W. Lundy as trustees for nine individuals under the name of The International Stage Company, make application to the Railroad Commission for a certificate of public convenience and necessity authorizing the operation of an automotive stage line as a common carrier of passengers between San Diego and the international boundary to Tia Juana.

Applicants propose to charge a round trip rate of \$1.25 and a one way fare of 75 cents for each passenger, no traffic to be handled to intermediate points. They propose to operate an hourly service between the hours of 7:00 A. M. until 11:00 P.M. and to use in such service some ten seven passenger automobiles of the Packard and Cadillac type.

The application sets forth as justification for the granting of the certificate sought, the allegation that there is not at the present time any railroad or stage line or other means of public transportation which carries passengers across the international boundary line; that the southern terminus of the .

existing stage line and the railroad is at the international boundary where passengers are discharged and such passengers are thereafter obliged to walk to their destination or engage other means of transportation; that existing service is entirely inadequate to accommodate traffic and that the stage line is obliged to divert a portion thereof to hire cars; further that due to such alleged fact there are numerous private machines operated between San Diego and the border by alleged incompetent drivers causing considerable confusion.

The records of the Commission show that at the present time the San Diego and Arizona Railway Company operate a passenger train service between San Diego and the Mexico border, discharging passengers at the border; that the Sutherland Stages operate between the same termini; that the great majority of passengers travelling between such points are destined, during the racing season, to the track just south of the border and that from the border entrance to the track, a distance of approximately 1500 feet, there is a covered board walk. Passengers destined to what is known as Old Town either walk a distance of approximately three-quarters of a mile or have available jitneys at a cost of fifteen cents per trip from the border to Old Town.

On August 23, 1922, the Railroad Commission issued its Decision Number 10894 in Application Number 7971, which decision denied an application of one Jack Passmore for a certificate authorizing operation between San Diego and the Mexico border after hearing and the failure on the part of applicant to show that any necessity whatsoever existed for additional service as proposed.

On January 26, 1923, the Railroad Commission issued Decision Number 11570 in Application Number 8510, which decision

after detailed review of the evidence introduced by applicant, Mexico Stage Company, on behalf of its petition for a certificate to operate passenger stage service between San Diego and Tia Juana, and evidence introduced by protestant carriers found that no public convenience and necessity existed for the establishment of additional service. This decision reviews in detail conditions as existing in the territory hereinunder consideration and the conditions as therein pointed out have not recently changed to the extent that additional service is necessary, but in fact have changed to the extent that there is a considerable less demand for service than heretofore existed, this lessening of demand being principally due to new regulations closing the border in the early evening which has acted as a detriment to sightseers and visitors from San Diego remaining on the Mexican side. It is true that during approximately four months of the year while the race track at Tia Juana is in operation a large number of passengers demand stage service from San Diego. This travel as a rule moves in one direction for a short period of time, that is, from San Diego to the track in the early afternoon and from the track to San Diego after the last race.

It has been shown from evidence in formal proceedings before this Commission that the service of the San Diego and Arizona Railway Company and the Sutherland Stages has always been adequate and sufficient for these peak loads, only occasions such as Sundays or holidays has it been necessary that passengers wait a short period of time before being transported to their destination.

It is further shown that the Sutherland Stages at the present time operate some sixteen Fageol busses, seating from twenty-two to twenty-six passengers each in addition to other type of

equipment and during rush periods, such as Sundays and holidays during the racing season, sufficient extra equipment has been leased to properly care for unusual peak demands.

In view of the foregoing we hereby find as a fact that public convenience and necessity do not require the operation of additional passenger stage service as herein proposed and further that this is a matter upon which a public hearing is not necessary.

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

Dated at San Francisco, California, this 13th day of June, 1924.

Chas. H. Jones
H. K. Brandt
Egerton Shore
Commissioners