

Decision No. 13971

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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ORIGINAL

In the Matter of the Application of)
 LILBURN P. PRATHER, doing business)
 under the firm name and style of)
 Prather Motor Transport Company) : Application No. 9813
 for certificate of public convenience)
 and necessity to operate passenger)
 service between Calistoga and Vallejo.)

BY THE COMMISSION,

ORDER

Lilburn P. Prather, doing business under the firm name and style of Prather Motor Transport Company, applies for a certificate of public convenience and necessity authorizing the operation of an automotive passenger stage service between Calistoga and Vallejo, and intermediate points, California. Applicant proposes to operate two round trips per day using in such service three Twin-Six Packard 7-passenger automobiles, one Premier 15-passenger automobile and two Fageol 24-passenger automobiles, and to charge rates as more fully set forth in Exhibit "A" attached to the application herein.

The application sets forth the following allegations as justification for the granting of the certificate petitioned for:- that the San Francisco-Napa & Calistoga Railway Company does not adequately take care of the travel along the route proposed to be served and that on occasion passengers are obliged to stand being unable to obtain seats.

Very recently the Commission, in connection with Application No. 9526, had occasion to review in considerable detail the operations of the San Francisco-Napa & Calistoga Railway Company operating electric railway service between Vallejo and Calistoga and intermediate points paralleling the route proposed to be served by applicant herein. We do not believe it necessary to reiterate in this decision the detailed findings as set forth in the proceeding mentioned above, being Decision No. 13702, dated June 16, 1924, other than to state that the Electric Railway operates six round trips per day as compared with two round trips per day proposed to be operated by applicant herein. It is obvious that six electric trains per day are ~~are~~ more adequate to handle passenger travel than would be two round trips by motor bus as proposed by the applicant herein; further that the Electric Railway is absolutely essential to the further development of the Napa Valley and in view of its present financial condition to be forced to meet competition at this time would, in the opinion of the Commission, seriously curtail the service now being rendered to the traveling public in this territory.

In view of the foregoing, we are of the opinion and hereby find as a fact that public convenience and necessity do not require the establishment of service as proposed by the applicant and the application will, accordingly, be denied.

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

Dated at San Francisco, California, this 27th day of August, 1924.

W. H. Sawyer
H. B. Sandberg
Irving Martin
Everton Shore
W. H. Littleton
Commissioners

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