

Decision No. 14317

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
A. H. WESTON and W. H. CURSON for  
certificate of public convenience  
and necessity to extend and operate  
passenger and express service by auto  
stage so as to enable them to carry  
through service between Knights Land-  
ing and Sacramento, in conjunction  
with a regular stage service between  
Knights Landing and Woodland under  
authority of Decision No. 12190.

ORIGINAL

Application No. 10217

Gaddis & McDonald, by C. C. McDonald, and  
Devlin and Brookman, by Douglas Brookman,  
for Applicant,

Chas. R. Detrick, for the Sacramento Northern  
Railroad Company, Protestant,

C. E. Spear, for the Southern Pacific Company,  
Protestant.

BY THE COMMISSION:

O P I N I O N

A. H. Weston and W. H. Curson, co-partners doing business under the name of Knights Landing and Woodland Stage Company, have petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by them of an automobile stage line as a common carrier of through passengers and through express between Knights Landing and Sacramento in conjunction with their regular passenger and freight service now being operated between Knights Landing and Woodland, provided, however, that no local service shall be rendered between Sacramento and Woodland.

A public hearing on this application was conducted by Examiner Satterwhite at Sacramento, at which time the matter was duly submitted and is now ready for decision.

Applicants propose to charge rates and to operate on a time schedule in accordance with Exhibits "A" and "B," attached to said application and to use the equipment described in Exhibit "C".

The Sacramento Northern Railroad Company and the Southern Pacific Company protested the granting of said application.

Applicants called five or six witnesses in support of their application, the majority of whom were representatives of large dairying and farming interests or holdings in portions of the counties of Sutter, Yolo and Colusa.

Knights Landing is located in the heart of an extensive farming territory and has a floating population of about 500, consisting mainly of farm laborers.

The evidence shows that the turn-over of these farm laborers is large and more or less constant, some of the farms employing 40 or 50 men regularly and other large ranches as many as 300 or more men. These laborers are secured largely from Sacramento. Knights Landing is the main point of distribution for most of the laborers arriving for or leaving the various large ranches in the vicinity.

The record shows that the owners of the ranches send their own cars to Knights Landing and often to Sacramento to secure the necessary laborers and it also appears that it is a common practice for the larger farming interests to hire private machines or trucks to transport the men from Sacramento to their respective ranches.

The evidence shows that one of the chief reasons of the large farming interests for transporting laborers in hired machines direct from Sacramento is not because of the inadequate

service or inadequate equipment of the present rail and connecting stage line facilities, but because of the undisputed fact that when the farm hands are employed and started on the rail lines to their places of employment, some of the men fail to arrive at their destination. It appears that this arises from the fact and circumstance that some of the men after employment and the payment of their through fare by the employer <sup>con</sup>distinue their trip at way points, resulting in their securing a free ride to a place other than the original point of destination.

Witnesses for applicants also testified to the effect that if the proposed through express service was permitted, various emergency shipments consisting mainly of small parts for machinery, engines and automobiles or trucks could be made as the occasion required.

Sacramento Northern Railroad Company, protestant, offered considerable evidence showing the regularity of its electric line service; that it operates ten trains daily in each direction between Sacramento and Woodland and sells through tickets to Knights Landing; that its trains make four direct connections daily with the stage line of applicants operating between Woodland and Knights Landing; and that its present service is adequate and satisfactory to the business interests and residents both at Woodland and Knights Landing.

Southern Pacific Company, protestant, also offered in evidence its fares and train service schedules in effect between the points proposed to be served by applicants.

After a careful consideration of all of the evidence in this proceeding, we are of the opinion and hereby find as a

fact that applicants have failed to make the affirmative showing required by this Commission that the public necessity and convenience requires the additional through stage service proposed by said applicants and that the application should be denied.

### O R D E R

A public hearing having been held in the above entitled application and the matter having been submitted and now being ready for decision, the Commission being fully advised and basing its order on the finding of fact as appearing in the opinion which preceded this order,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the operation by A. H. Weston and W. H. Curson, co-partners doing business under the fictitious name of Knights Landing and Woodland Stage Company, of a through automobile stage line between Knights Landing and Sacramento as proposed in their said application.

IT IS HEREBY ORDERED that said application of A. H. Weston and W. H. Curson be and the same is hereby denied.

Dated at San Francisco, California, this 2nd day of ~~December~~  
November, 1924.

Chas. Seavey  
H. B. Brundage  
Iving Masterson  
Egerton Shore  
Commissioners