

Decision No. 14652

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
H. R. Pace and C. A. Thompson, co-  
partners, doing business under the  
fictitious name and style of Siskiyou  
Transit Company, for a certificate of  
public convenience and necessity to  
establish an automobile stage line  
for the transportation of passengers  
and express between Redding and the  
Northern Boundary of California, and  
intermediate points.

ORIGINAL

Application No. 10112

Harry A. Encell and James A. Miller,  
by H. A. Encell, for applicants,  
Warren E. Libby, for Pickwick Stages, N.D.,  
E. Stern and A. L. Dillon, for American  
Express Company,  
J. J. Miller for Southern Pacific Company,  
Taylor & Tebbe, by R. S. Taylor, for  
Yreka R. R. Company.

BY THE COMMISSION:

O P I N I O N

H. R. Pace and C. A. Thompson, co-partners, doing  
business under the fictitious name of Siskiyou Transit 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 pas-  
sengers and express between Redding and the Northern boundary  
of California, serving Lamone, Dunsmuir, Sisson, Weed, Gazelle,  
Yreka, Hornbrook and intermediate points.

Public hearings on this application were conducted  
before Examiner Satterwhite at Yreka, the matter was 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 as described in Exhibit "C" attached to said application.

The Southern Pacific Company, the American Railway Express Company, the Pickwick Stages, N. D. and the Yreka Railroad Company protested the granting of said application.

Applicants called several witnesses in support of their application. The testimony of applicants shows that their proposed route traverses almost entirely a mountain territory which is more or less sparsely populated. Redding, the largest community proposed to be served, has a population of about 5000 people and the only other towns of any size are Dunsmuir, a railroad division point, with a population of about 1500, and Yreka with about 2000 population. At Weed is located a large lumber mill employing several hundred people. The record shows that the local passenger travel of any material consequence in this territory occurs in the period between May and November, when campers and vacationists visit this part of the state, as well as laborers, who seek employment at the lumber mills and in construction camps. Applicant offered evidence to the effect that several inquiries are made daily at Redding for stage service to the north and that many requests are also received at Weed, Sisson and occasionally at other intermediate points, for transportation in both directions. It was shown by applicants that at several points and places along the proposed stage route, such as Baird, Pitt River Bridge, Delta and Pollok and others, complaints have been made that the Pickwick stages are generally

loaded with through passengers and cannot, or do not, stop along the route to accommodate the local passenger traffic. There is also evidence by applicant to the effect that the passenger and express service of the Southern Pacific Company, protestant, is unsatisfactory in this territory for the reason that only two local trains are operated in this territory daily in each direction and upon time schedules which are inconvenient and unsatisfactory.

In support of the proposed express service, it was shown by applicant that Redding is the main buying center for many of the resident and business places on the route and that the proposed limited express service would accommodate emergency and small miscellaneous shipments.

The Pickwick Stages, N. D., protestants, operate an authorized passenger and express service through this territory and along the same route proposed to be served by applicants, this particular part of its service being a portion of its San Francisco-Portland Division.

Under Decision No. 7209 of this Commission, in Application No. 5081, this protestant was denied the authority to carry any local passengers between Redding and the California Oregon line unless vacant seats were available in the equipment operated by this protestant and such vacant seats were not required for the accommodation of through passengers between points in the State of California and points in the State of Oregon. Exhibits were offered in evidence by this protestant, showing seating capacity, passengers hauled and vacant seats on its cars operated between Redding and Ashland for the months of April, May, June and August in 1924. A study of said ex-

hibits show that for this period of five months in 1924 there were about 15 per cent of the seats vacant on north bound cars and about 18 per cent of the seats vacant on south bound cars and in the month of September, 1924, it further appears that there were about 33 per cent vacant seats north bound and 12 per cent vacant seats south bound. The record indicates also that this part of the route of the Pickwick Stages has for several years been operated without any profit.

Southern Pacific Company, protestant, offered in evidence its train schedules and a statement of one-way and commutation sales of tickets over the route for which a certificate is herein sought. Several witnesses, consisting of business men and merchants at Dunsmuir and Castella and other points, testified for this protestant to the effect that the rail service was entirely satisfactory and that there was no need for the additional stage line proposed.

We have carefully considered all the evidence in this proceeding and are of the opinion and hereby find as a fact that public convenience and necessity do not require at this time an additional stage line, as proposed by applicant and that the application should be denied without prejudice.

The Commission, however, is convinced by the evidence in this proceeding that if the limitations heretofore imposed upon the local service of the Pickwick Stages, N.D. in the territory between Redding and the California State line, as shown in said Decision No. 7209 above referred to, were removed, the public need for more local stage service over this particular route would be fully met. We, therefore, suggest the commencement of appropriate proceedings before this Com-

mission by the Pickwick Stages, protestant, for an enlargement of its local service between Redding and the California State line, which proceedings will be given early consideration.

O R D E R

Public hearings having been held in the above entitled application, the matter having been submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the operation by H. R. Pace and C. A. Thompson, co-partners, of the passenger and express service proposed in their application,

IT IS HEREBY ORDERED that said application be and the same is hereby denied without prejudice.

Dated at San Francisco, California, this 11<sup>th</sup>  
day of March, 1925.

H. R. Brundage  
C. A. Thompson  
Egerton Shore

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Commissioners.