



The proposed rates, fares and time schedules are shown in the application. The equipment to be used consists of one Cadillac 7-passenger automobile, and such other equipment as the traffic may require.

A public hearing was held before Examiner Austin at Sacramento on April 13, 1925, when evidence was offered, the matter was duly submitted, and it is now ready for decision.

In support of the application Mr. Charles W. Nelson, Assistant General Manager of applicant, testified that the morning train from Truckee, the junction with the Southern Pacific main line, arrived at Tahoe Tavern at 8:00 a.m., where passengers for lake resorts were transferred to the steamer, which did not reach Brockway until about 4:00 p.m. The stage line however will enable them to arrive at Brockway by 9:00 a.m., thus effecting a saving of several hours. The railway and stage lines will be so coordinated in their operation as to afford an expeditious through service between Truckee, Tahoe Tavern, Brockway and intermediate points. At present, there is no stage service between these points. In connection with the stage service there will also be a necessity for the transportation of small packages or express matter. Applicant will use one 7-passenger Cadillac car and such additional equipment as may be needed.

The granting of this application was not protested.

Upon full consideration of the evidence we are of the opinion and hereby find as a fact that public convenience and necessity require the operation by Lake Tahoe Railway and Transportation Company, a corporation, of an automobile stage line for the transportation of persons for compensation be-

tween Tahoe Tavern and Brockway and the following intermediate points, viz.: Tahoe City, Cornelian Bay and Tahoe Vista.

We are of the opinion, based upon the evidence herein, and further find as a fact that public convenience and necessity require the operation by applicant, Lake Tahoe Railway and Transportation Company, of an express service on its passenger stages between Tahoe Tavern and Brockway and intermediate points as hereinabove stated, subject, however, to the limitation that such shipments shall not exceed a weight of forty pounds for each package.

An order will be entered accordingly.

#### O R D E R

A public hearing having been held in the above entitled application, the matter having been duly submitted, the Commission being now fully advised and basing its order on the findings of fact appearing in the opinion which precedes this order,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity require the operation of Lake Tahoe Railway and Transportation Company, a corporation, of an automobile stage line for the transportation of persons for compensation between Tahoe Tavern and Brockway and the following intermediate points, to-wit: Tahoe City, Cornelian Bay and Tahoe Vista.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby further declares that public convenience and necessity require the operation by Lake Tahoe Railway and Transportation Company, a corporation, of an express service on its passen-

ger cars between Tahoe Tavern and Brockway and intermediate points, as hereinabove stated, subject however to the limitation that such shipments shall not exceed a weight of 40 pounds for each package.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same is hereby granted, subject to the conditions as hereinafter set forth:

1. Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof; and shall file, in duplicate, tariff of rates, fares, rules and regulations, and time schedules within a period of not to exceed twenty (20) days from date hereof, such tariffs of rates and fares, rules and regulations, and time schedules to be identical with those attached to the application herein; and shall commence operation of the service herein authorized within a period of not to exceed thirty (30) days from the date hereof, unless the time for commencement of operation hereunder is hereafter extended by a supplemental order of this Commission.

2. The rights and privileges herein authorized may not be assigned, sold, leased, transferred or hypothecated, nor service thereunder discontinued unless the written consent of the Railroad Commission to such assignment, sale, lease, transfer, hypothecation or discontinuance of service has first been secured.

3. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by him under a contract or agreement on a basis satisfactory to and approved by this Commission.

For all other purposes, other than hereinabove specified, the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California this 15<sup>th</sup> day of June, 1925.

H. P. ...  
Chairman  
George H. ...  
Commissioners.