

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
OLSEN'S AUTO SERVICE for certificate
of public convenience and necessity
to operate passenger and baggage
service between Portola and Quincy,
California.

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) Application No. 11224.
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ORIGINAL

W. M. Kearney, for Applicant.

James S. Moore, Jr., for Western
Pacific Railroad Company,

L. E. Thayer, for Quincy Railroad
Company, Protestants.

BY THE COMMISSION:

O P I N I O N

M. M. Olsen, doing business under the name of Olsen's Auto Service, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an automobile stage service as a common carrier of passengers and baggage between Portola and Quincy and intermediate points. This proposed service would be an extension to applicant's interstate service between Reno and Portola.

A public hearing on this application was conducted before Examiner Satterwhite at Quincy, the matter was submitted, and is now ready for decision.

Applicant proposes 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" attached thereto.

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The Western Pacific Railroad Company and the Quincy Railroad Company protested the granting of said application.

Applicant testified in his own behalf and called four or five witnesses in support of the application. The evidence shows that applicant desires to operate between April 15th and December 15th of each year, if the weather and road conditions permit. Applicant testified to the effect that during the actual summer months he could accommodate the tourist travel which moves in the vacation territory along the Feather River district, as well as campers, and lumber jacks who work in the lumber mills in this section. Applicant estimated that his daily average business would not exceed more than three passengers, except in the summer months, when it would probably average about five passengers a day. The record indicates that in the early spring and late fall applicant's business would be very light and be confined in the main to a few lumber jacks and some commercial travellers. It appears that many of these mill workers and lumber jacks often walk from one lumber mill to another, as the distance between the mills is not great in this territory.

Applicant offered some testimony to the effect that inquiries are made from time to time at Portola for stage service to the points proposed to be served and occasionally there are inquiries at the stage offices at Reno for transportation by mill workers into this territory. With the exception of the owner of a pool hall at Portola, applicant offered no testimony whatever from any of the merchants or business men from Quincy or Portola or way-points who desire his proposed service. Applicant's proposed service practically parallels the rail line

of the Western Pacific Railroad Company and he proposes to serve all points now served by this protesting rail carrier with the exception of Quincy Junction.

The Western Pacific Railroad Company and the Quincy Railroad Company, protestants, offered in evidence their rate and time schedules and called certain of their officials who testified that these rail carriers were rendering a satisfactory and adequate service over and through the mountain territory proposed to be served by applicant. The record shows that these protesting rail carriers co-operate together and coordinate their service between Portola and Quincy and maintain and operate their service throughout the year, regardless of climatic conditions. The winter travel is very light in this section and the only remunerative business is in the summer time when the tourist and labor travel increases in volume. The Western Pacific Railroad Company also offered in evidence its definite plan and purpose to add a new train on May 15, 1926, to its present time schedules which will afford the travelling public the service of three local trains in this mountain territory.

We have carefully considered all the evidence in this case and are of the opinion and hereby find as a fact that public convenience and necessity do not require the proposed service of applicant and the application should be denied.

O R D E R

A public hearing having been held in the above entitled application, the matter having been submitted, and being

now ready for decision,

IT IS HEREBY ORDERED that the said application be
and the same is hereby denied.

Dated at San Francisco, California, this 15th
day of February, 1926.

H. B. Bunnell

C. Seavey

E. J. Edwards

Commissioners.