

mitted, 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 a 12 passenger bus, in accordance with amended Exhibit "C" attached thereto.

The Southern Pacific Company and the California Transit Company protested the granting of said application.

Applicant testified in his own behalf and called only one witness in support of his application. There is little or no evidence in the record to justify the authorization of this proposed service. Applicant has had no experience in the operation of a stage line and has been employed as a taxicab driver for some time past in Sacramento. It appears that his investigations of the need for this proposed service consisted in interviewing the parents of a few pupils who attend the Junior High School at Sacramento and he has estimated, as the result of said interviews, that about eight or ten pupils would probably patronize his desired service. These pupils live in the territory between Elk Grove and Florin and vicinity. Applicant also talked with a few business men and some laborers on the streets at Florin and Elk Grove, all of whom indicated their willingness to use the stage line if established. No evidence at all was introduced by applicant to show that the service of the protesting carriers between the points proposed to be served was inadequate or unsatisfactory. The record shows that Elk Grove, which is 16 miles from Sacramento, has a population of

about 1000 and Florin has a population of about 800 and that the passenger traffic is more or less limited between these communities and Sacramento.

The Southern Pacific Company, protestant, offered in evidence exhibits showing its rate schedules and time schedules between Sacramento and Elk Grove, and way points, as compared with proposed rates and time schedules of applicant. It appears that this protestant's fares are about the same as applicant's proposed rates and that three trains daily are operated from Sacramento to Elk Grove and Florin and four trains daily from Elk Grove and Florin to Sacramento. Its passenger depot is located but two blocks from the business center of Elk Grove and is also conveniently located at Florin. The California Transit Company, protestant, also offered in evidence several exhibits indicating the character and quality of its service between Sacramento and Elk Grove. This protestant operates nine auto stage schedules daily in each direction between Sacramento and Elk Grove and it was shown that the seating capacity of its stages far exceed the number of passengers carried on all its schedules.

We have carefully considered the evidence in this proceeding and the evidence of applicant fails to show that public convenience and necessity require the proposed service 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.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity do not require the operation by Frank X. Dias of an automobile stage line, as a common carrier of passengers between Sacramento and Elk Grove by way of Florin, and

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

Dated at San Francisco, California, this 26th day of November, 1926.

H. B. ...

C. Seaver

Leon ...

Shaw ...

Commissioners