

ORIGINAL

Decision No. 13714

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the)
 BACON SERVICE CORPORATION to sell and of)
 the SEQUOIA AND GENERAL GRANT NATIONAL)
 PARKS CO. to purchase operative rights) Application No. 13868
 between Fresno and Hume and intermediate) (Supplemental)
 points, and more particularly General)
 Grant National Park.)

BY THE COMMISSION-

OPINION and ORDER

This proceeding is an application supplemental to Application No. 13868 . It petitions for an order of the Railroad Commission authorizing Sequoia and General Grant National Parks Co., a corporation, to abandon service as an automotive passenger stage line over that part of its authorized Fresno-Hume route between Dunlap and Pinehurst, described as the Millwood road, and to operate over what is known as the Miramonte road. The proposed change in route affects service to the points of Traweeks, Sontag Point and Millwood.

By Decision No. 18552 of June 27, 1927, on Application No. 13868 applicant was authorized to purchase from the Bacon Service Corporation an operative right for the transportation of passengers between Fresno and Hume (via General Grant National Park) and intermediate points, during the park season or approximately from May 25th to September 15th of each year. Subsequent to the purchase of this line by the parks company it developed that the tariff of the Bacon Service Corporation on file with the Commission and adopted by the parks company had named rates to three stations intermediate between Dunlap and Neff's Mills, namely Traweeks, Sontag Point and Millwood, but that no service to those stations was being furnished by the Bacon Service Corporation when the line was taken over by the parks company. The route actually being followed by the stages of the Bacon Service Corporation between Dunlap and Neff's Mills (now known as Pinehurst) was via Miramonte and not via Millwood. This change in route was made

several years ago without authority from the Commission so to do. The instant application is to legalize present operations and has been filed by direction of the Commission.

Investigation by the parks company indicates that some years ago the road via Miramonte was improved, and that the Bacon stages then followed that route, using the Millwood road only for a short time at the beginning of each season to transport workmen between Sanger and Hume. The distance via both routes is approximately the same but the Millwood road is open earlier in the spring than is the Miramonte road. Applicant declares that no persons now live along the Millwood Road between Dunlap and Millwood and that there never has been any one to be served by this road, the intermediate business amounting to practically nothing.

The freight line now operated by the Bacon Service Corporation between Sanger and General Grant National Park traverses the route via Miramonte under authority of Decision No. 19088 of December 2, 1927, issued on Application No. 14138.

We are of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted.

IT IS HEREBY ORDERED that Sequoia and General Grant National Parks Co. be and the same is hereby authorized to re-route its automotive passenger stage line between Fresno and Hume over what is described as the Miramonte road instead of over the Millwood road, and

IT IS HEREBY FURTHER ORDERED that Sequoia and General Grant National Parks Co. be and it is hereby authorized to abandon service to the points of Trweeks, Sontag Point and Millwood, provided that said company shall immediately file supplements to its tariffs and time schedules on file with the Railroad Commission, which supplements shall cancel fares and schedules showing service to said three points.

Dated at San Francisco, California, this 4th day of May, 1928.

Leon O'Whelan
Chas. J. [unclear]
[unclear]
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