

Decision No. 20056

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the
SAN FRANCISCO-SIERRA MOTOR COACH LINES,
a co-partnership composed of H. A. Green,
George W. Gerhard and A. L. Lublin, for
a certificate of public convenience and
necessity authorizing the operation of
automotive stage service as a common
carrier of passengers and express between
Sacramento, Stockton, Keystone, Hetch-Hetchy
Junction, Oakdale, Carl Inn, and other
intermediate points as more specifically
set forth, in the State of California .

Application
No. 12861

- L. W. Smith and T. D. Everman, for California Transit Co., Protestant.
- A. L. Whittle, for Southern Pacific Company, Western Pacific Railroad Company, Central California Traction Company, and American Railway Express Company, Protestants,
- W. F. Brooks, for Atchison, Topeka & Santa Fe Railway Company, Protestant.
- F. S. Richards, for Yosemite Park and Curry Company, Protestant.
- H. A. Butchart, for Sierra Railway of California, Protestant.

BY THE COMMISSION -

O P I N I O N

H. A. Green, George W. Gerhard and A. L. Lublin, a co-partnership proposing to operate under the fictitious name of San Francisco-Sierra Motor Coach Lines, have petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by them of an automobile stage service as a common carrier of passengers and express between Sacramento and Carl Inn serving as intermediates the communities at Lodi, Stockton, Oakdale, Buena Vista Junction, Keystone, Hetch-Hetchy Junction, Tuolumne, Buck Meadows, South Fork, Berkeley Camp and Flying-W-Camp.

A public hearing on this application was conducted by Examiner Handford at Sacramento, the matter was duly submitted and is now ready for decision.

Applicants propose to charge rates in accordance with a schedule marked "Exhibit A"; to operate on a schedule as set forth in "Exhibit B", both exhibits being a portion of the application herein. The type of equipment proposed to be operated has not been determined, nor the number of units that will be required.

Applicants rely as justification for the granting of the desired certificate upon the following alleged facts:

1- That for a long time, and at present, a public demand has existed, and now exists for the establishment of a through stage service between the city of Sacramento and Stockton, Tuolumne, Carl Inn and the mining area in the "Mother Lode" country.

2- That the mining area and labor camps depend on Sacramento and Stockton for all labor, and require a through service, particularly from employment agencies in Sacramento and Stockton, which service applicant proposes to render.

3- That there has been an increasing demand for tourist service from Sacramento to the various mountain resorts in the territory proposed to be served, and that Chambers of Commerce in the interested communities have frequently demanded the establishment of service as herein proposed by applicants.

4- That Sacramento is a center of transportation served by railroads and stage lines and that the establishment of service as herein proposed will enable tourists, employment agencies and the general public to avail themselves of a direct through service connecting the Tuolumne-Calaveras district with all points in Northern California, Nevada and Oregon.

5- That applicants are prepared and will submit testimony at a formal hearing to the effect that the service as herein proposed is not offered by any other transportation company, and that such service is required and should be established.

At the hearing on this application there was no appearance in behalf of applicants.

Witnesses were presented by California Transit Co., Southern Pacific Company, Central California Traction Company, Western Pacific Railroad Company, American Railway Express Company, The Atchison, Topeka & Santa Fe Railway Company, Sierra Railway of California, and Yosemite Park and Curry Company. These witnesses testified and presented exhibits showing the present schedules and service rendered by their respective companies, the equipment and

service available, and the connections available to accomplish a through trip, and as to the absence of complaint regarding the existing service.

The record herein has been considered by the Commission and in the absence of any showing on the part of applicants regarding the public convenience and necessity requiring the through service proposed, the protest of the existing carriers who are rendering service which is here sought to be made competitive, and in the absence of any complaint on the part of the public or the patrons of the existing services, we conclude that the application should be denied.

O R D E R

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

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity do not require the establishment of an automobile stage line, as a common carrier of passengers and express, by H. A. Green, George W. Gerhart and A. L. Lubfin, a co-partnership proposing to operate under the fictitious name of San Francisco-Sierra Motor Coach Lines, between Sacramento and Carl Inn and the intermediate stations of Lodi, Stockton, Oakdale, Buena Vista Junction, Keystone, Hetch-Hetchy Junction, Tuolumne, Buck Meadows, South Fork, Berkeley Camp, and Flying-W-Camp, and

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

Dated at San Francisco, California, this 23rd day of July, 1928

Leon Whitehead

C. J. ...

W. J. ...
