

ORIGINAL

Decision No. 20914

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 CALISTOGA and CLEAR LAKE STAGE CO., a)
 corporation, for a certificate of public)
 convenience and necessity to operate an)
 auto stage line for the transportation)
 of passengers and baggage (for compensation)
 and as a common carrier) between San Francisco)
 and Myrtledale Hot Springs, California, by)
 Sausalito and Blackpoint Cutoff, in con -)
 junction with, and as an extension and)
 enlargement of the transportation service)
 now being rendered by applicant between)
 Calistoga and points in Napa and Lake)
 Counties, California.)

Application
No. 14900

- Sanborn & Roehl and De Lancey C. Smith, by
 A. B. Roehl, for Applicants.
- H. W. Hobbs, for Southern Pacific Company and
 Southern Pacific Motor Transport Company, Protestants.
- Raymond T. Mc Glynn, for San Rafael & Sonoma Valley
 Auto Stage Line, Protestant.
- Geo. S. Held, for Lake County Transportation Company,
 Protestant.
- R. W. Palmer and Benj. C. Jones, for Northwestern
 Pacific Railroad Company, Protestant.
- Frank L. and Nathan F. Coombs by Nathan F. Coombs,
 for San Francisco, Napa & Calistoga Railway
 Company, Protestant.
- Earl A. Bagby and W.F. Fielder, for California Transit
 Co., interested party.
- J. S. Josephs, for Monticello Steamship Company,
 interested party.

BY THE COMMISSION -

O P I N I O N

Calistoga and Clear Lake Stage Co., a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by applicant, as a common carrier and for compensation, of an automobile stage line for the transportation of passengers and baggage between San Francisco and Myrtledale Hot Springs, via Sausalito and Black Point Cutoff, in conjunction with and as an extension and enlargement of applicant's present service now being rendered between

Calistoga and points in Napa and Lake Counties.

Public hearings on this application were conducted by Examiner Handford at Middletown, Lakeport, Calistoga, St. Helena and San Francisco, the matter was duly submitted following the filing of briefs by counsel, and is now ready for decision.

Applicant proposes to charge rates in accordance with a schedule filed as Exhibit "A" and attached to the application: to operate a schedule of two round trips daily between San Francisco and Calistoga, serving Myrtledale Hot Springs on call, one of the schedules being through service between San Francisco and Lake County points but no schedules offering any local service between points intermediate between San Francisco and Calistoga, as shown by amended exhibit "B"; and to use as equipment four parlor car type stages of the latest model and design, each of twenty-six or thirty passenger capacity, together with its present equipment of eleven auto stages with capacities from seven to twenty-two passengers, and to furnish such other and additional equipment as may be required by the traffic demands.

Applicant relies as justification for the granting of the desired certificate upon the following alleged facts: (1) that there is no through transportation by auto stage between San Francisco and resorts and springs in Lake County, or between San Francisco and Myrtledale Hot Springs or Calistoga, and that insistent and continuous demands have been made upon applicant for the inauguration and maintenance of a through auto stage service between said points, said demand having continued over a long period of time; (2) that property owners in Lake County and those interested in the development of said county aver that the development of Lake County has been greatly retarded by reason of lack of through transportation between points in said county and San Francisco, and because of inconvenience in traveling

by the present available transportation facilities; (3) that under present conditions passengers are required to wait over at connecting points for a considerable period of time and that said delays have caused substantial inconvenience and dissatisfaction to the traveling public; (4) that applicant's proposed service is much more expeditious than the transportation service now available between San Francisco and Lake County points, and that transfers at intermediate points will be eliminated to the greater convenience of the traveling public; and (5) that the proposed service will afford an expeditious and direct means of public conveyance to those traveling between San Francisco and Lake County points in privately owned automobiles in preference to using the existing transportation facilities, because of unsatisfactory service.

Sam Aronson, president of applicant corporation, testified as to the numerous inquiries received for the establishment of the proposed service; and that patrons on his present line had requested through stage transportation between San Francisco and Calistoga and Lake County points, basing their objection to the present service on the fact that numerous changes were necessary, including a wait at Calistoga. This witness described the present operation between Calistoga and Lake County points, the greater volume of the business being seasonal over a period of four summer months and the winter business being practically negligible, but few passengers offering for such transportation during the winter season although a complete service to all points was always available. This witness also testified as to the efforts made since his advent in the company to rehabilitate the line and furnish a more adequate service, new equipment having been provided and two voluntary decreases in rates having been made. Frequent complaints have been made to witness regarding the lack of through automobile service between San Francisco and Calistoga and Lake County points and many former patrons have used their private cars for transportation and other persons using their own cars have advised this

witness their preference for the use of regular automobile transportation service if such were available by a through service from San Francisco thereby eliminating the necessity for transfer enroute. Witness further testified as to his intention to inaugurate an advertising campaign in San Francisco to attract business for his proposed extension and to assist in the development of the resorts, springs, and vacation attractions of Calistoga and Lake County. This witness further satisfactorily established the ability of his company to finance the purchase of the new equipment proposed and the incidental expense necessary in the promotion of the proposed new service.

William Howard, employed as auditor for applicant, presented an exhibit (Exhibit No.3), outlining the estimated receipts to be derived from, and the estimated expenses of, the operation of the proposed extension from Calistoga to San Francisco as regards business to and from Lake County points, such exhibit giving no consideration to any prospective local travel between Calistoga and San Francisco and resulting in the conclusion that the operation proposed would be conducted without loss to the applicant.

Jas. K. Doane, residing at Clear Lake, manager of the Clear Lake Company's properties and president of the Clear Lake Chamber of Commerce, testified that his company owned 3000 acres covering 12 miles of the shore line on the easterly portion of Clear Lake; that the development of his company's property required improved transportation, there being now no satisfactory through public transportation to San Francisco. The majority of San Francisco owners of property at Clear Lake, their visitors and prospective purchasers now use their own cars or are guests of car owners. Witness personally uses his own car for transportation but would use the proposed service, if authorized, as being a saving in the expense of operating his own car.

Fifty six witnesses testified in behalf of applicant and by stipulation the testimony of 23 witnesses is also of record.

These witnesses were hotel and resort owners, merchants, public officials, residents and visitors to Calistoga and Lake County points. All the witnesses expressed their desire for the establishment of the proposed through stage service and their belief that the service would result in more travel to resorts in Calistoga and Lake County and aid in the development of the communities proposed to be served. Many of these witnesses asserted that they would use the proposed service, if authorized, in preference to their present use of their own automobiles.

Resolutions endorsing and favoring the granting of the application were filed by the Clear Lake Chamber of Commerce, the Board of Supervisors of Lake County, the Calistoga District Chamber of Commerce, the Middletown Farm Center, the Town Council of the Town of Calistoga, and Guenoc Grange No.373, Patrons of Husbandry of Middletown.

The granting of the application is protested by Southern Pacific Company, Southern Pacific Motor Transport Company, Northwestern Pacific Railroad Company, San Rafael & Sonoma Valley Auto Stage Line, Lake County Transportation Company, and San Francisco, Napa & Calistoga Railway Company.

Upon the stipulation by applicant that no local service was sought between San Francisco and San Rafael, Ignacio, Schellville, Black Point and Sears Point, or any local service intermediate between said communities, and that no subsequent application would be made for such service, the protest of San Rafael & Sonoma Valley Auto Stage Line was withdrawn.

J. Millet, a resident of Lakeport and manager of the Hotel Lakeport, called as a witness for protestant Lake County Transportation Company, testified that his hotel had a capacity of 75 to 100 guests; that his registrations averaged from 20 to 25 per day; that from 10 to 15 of his guests used the Lake County Transportation Company's service each week and that he had received no complaint regarding such service and that the existing service meets all the requirements of witness' business. Witness estimates that approximately 75 to 80 percent of his guests arrive at his hotel by privately owned cars and that the patronage coming to his hotel via the Calistoga gateway to Lake County is divided about equally between privately owned cars and the stage line of the applicant. This witness had signed a petition favoring the granting of the application.

Walter H. Levy, a merchant of Lakeport, and a witness for protestant Lake County Transportation Company, testified that he used the stage service of protestant to Hopland and the rail service of Northwestern Pacific Railroad on his trips to San Francisco, that he had found such service adequate for his needs and was of the opinion that no additional service was necessary.

Mrs. D.M. Swager, residing at Lakeport and operating a summer resort, called as a witness for Lake County Transportation Company,

testified her resort had a capacity to accommodate about 85 people; that practically all her guests arrived in private conveyances; that she used the combined service of Lake County Transportation Company and Northwestern Pacific Railroad on her trips to San Francisco; and that she knew of no need for additional public transportation for Lakeport.

H. Bush, a resident of Lakeport, and operating a year around cabin resort near that point, called as a witness for protestant Lake County Transportation Company, testified that his resort had a capacity of 60 people; that most of his guests arrived by private transportation; and that he knew of no necessity for the establishment of the proposed service.

Mrs. Thos. B. Taylor, a resident of Lakeport, testifying in behalf of protestant Lake County Transportation Company, stated she had been satisfactorily cared for by the service of such protestant and the Northwestern Pacific Railroad on her trips to San Francisco; that she had heard no complaints regarding the service to Lake County via the Hopland gateway, which she considered as being a better and more satisfactory route than that now operated and herein proposed to be extended by the applicant to San Francisco. This witness has no need for the proposed service and would not use it.

C.E. Brown, vice president and general manager of protestant San Francisco, Napa & Calistoga Railway Company, testified in protest of the application and presented exhibits supporting his protest, the material portions of which will hereafter be considered. This witness attributes the decreasing revenue of his company to the rapidly increasing use of privately owned automobiles by the public and the desire of the public to use automobile transportation. It is the contention of this witness that the service of his company in connection with that of the Monticello Steamship Company offers an adequate means of trans -

portation between San Francisco and Calistoga with connection at Calistoga with applicant's present line to Lake County points and that the granting of the application would divert passengers and revenue from his railway, thereby decreasing the passenger revenue and possibly requiring a reduction in service over that now available to the public.

Residents of St. Helena and Napa testified regarding the satisfactory service now rendered by San Francisco, Napa & Calistoga Railway and as to their opinion that the proposed service might adversely affect the operation of the electric railway by diverting business now carried by such railway and thus be detrimental to the Napa and St. Helena communities.

M. C. Lysinger, manager of the St. Helena Sanitorium, called as a witness for protestant San Francisco, Napa & Calistoga Railway Company, testified that his institution located $3\frac{1}{2}$ miles from St. Helena had a capacity for 140 patients; that between 4000 and 5000 received treatment during a yearly period; that about 200 employees were required in the conduct of the sanitorium; and that a college attended by an average of 400 students was affiliated with the sanitorium. This witness testified as to the satisfactory service available for his institutions by the existing carriers and the desire for the continuance of such service, being opposed to the granting of the application if by reason of such granting any diminution of service or adverse effect on the existing transportation facilities would result. Witness had made no investigation and had no knowledge of the needs or desires of the Calistoga or Lake County communities and testified only as to the position of his institutions.

Col. N. M. Holderman, commandant at the Veterans' Home at Yountville, testified that the veterans' home had a present enrollment of 1362 in addition to 215 civil employees and 19 employed on the post fund; that practically 400 veterans were traveling to or from the home at all times, being absent on leave, furlough or being enroute to or from the home. These veterans all travel on half-fare permits, principally by the San Francisco, Napa & Calistoga Railway, and the witness stated his sole concern was the continued maintenance of such privilege and adequate service to enable the reduced rates to be used. The service heretofore given has been satisfactory and witness desires its continuance. Witness had no knowledge of the needs of other than the veterans for transportation, that being his sole interest, or of the needs or demands of other communities for the proposed service.

V. J. Etzkorn, a witness for protestant Southern Pacific Company, presented exhibits showing train service of his company, comparison of fares of his company with those proposed by applicant, existing rail and stage service between San Francisco and Calistoga to Lake County points via Calistoga gateway, ticket sales by his company for month of June, 1928, summer tourist tickets sold during period April to September, 1928, "on and off" check of Vallejo-Calistoga trains for week ending June 22, 1928, and service which would be available between San Francisco and Calistoga and Lake County points if application were to be granted.

Lake County receives public transportation service by two gateways, Calistoga and Hopland.

The Calistoga gateway is now served by the applicant, connection from San Francisco being made at Calistoga with the service of the Southern Pacific Company, the San Francisco, Napa & Calistoga Railway Company and the Golden Gate Stages, the latter operating via Santa Rosa. Present time schedules via the Calistoga gateway offer the following service:

	NORTHEBOUND (from San Francisco)				
	<u>S.P.Co.</u>	<u>S.F.N. & C.Ry.</u>	<u>Golden Gate Stages</u>	<u>Applicant's present service</u>	<u>Proposed service</u>
Lv. San Francisco	8:00 A.M.	9:45 AM	8:40 AM	---	10:00 AM
Lv. Vallejo	9:45 A.M.	11:35 AM	---	---	---
Lv. S. Rosa	---	---	11:45 AM	---	---
Ar. Calistoga	11:35 A.M.	1:15 PM	1:15 PM	---	1:15 PM
Lv. Calistoga				1:30 PM	1:45 PM
Ar. Middletown				2:30 PM	2:40 PM
Ar. Adams				3:30 PM	3:40 PM
Ar. Seiglers				3:45 PM	3:55 PM
Ar. Lakeport				4:30 PM	4:40 PM
Ar. Clear Lake Oaks				4:30 PM	4:40 PM

	SOUTHBOUND (to San Francisco)				
	<u>S.P.Co.</u>	<u>S.F.N. & C.Ry.</u>	<u>Golden Gate Stages</u>	<u>Applicant Present</u>	<u>Proposed</u>
Lv. Clear Lake Oaks				7:30 AM	8:00 AM
Lv. Lakeport				7:45 AM	8:15 AM
Lv. Seiglers				8:45 AM	9:15 AM
Lv. Adams				9:00 AM	9:30 AM
Lv. Middletown				10:30 AM	10:20 AM
Ar. Calistoga				11:45 AM	
Lv. Calistoga	2:20 PM	1:25 PM	2:00 PM		11:20 AM
Ar. S. Rosa	---	---	3:15 PM		---
Lv. Vallejo	4:00 PM	3:10 PM	---		---
Ar. San Francisco	5:50 PM	5:05 PM	6:15 PM		2:45 PM

The proposed through service would require one change at Calistoga, at which point a short lunch or rest stop is scheduled. The service of Southern Pacific Company requires changes at Oakland, Pier, Vallejo Junction and South Vallejo; that of San Francisco, Napa & Calistoga Railway at Vallejo; and that of the Golden Gate Stages at Santa Rosa, the latter company being the only one handling passengers to the stage center of San Francisco without the use of street cars or other conveyance.

The time schedules via the Hopland gateway offer the following service:

NORTHBOUND (from San Francisco)			
	<u>N.W.P.R.R.</u>	<u>Lake County Trans. Co.</u>	<u>Pickwick Stages</u>
Lv. San Francisco	7:45 AM	---	7:40 AM
Arrive Hopland	11:38 AM	---	12:30 PM
Lv. Hopland	---	12:20 PM	
Arrive Lakeport	---	1:20 PM	
SOUTHBOUND (to San Francisco)			
	<u>N.W.P.R.R.</u>	<u>Lake County Trans. Co.</u>	<u>Pickwick Stages</u>
Leave Lakeport	---	10:00 AM	---
Arrive Hopland	---	11:00 AM	---
Leave Hopland	12:12 PM	---	3:30 PM
Arrive San Francisco	4:02 PM	---	8:00 PM

The combined service of the Lake County Transportation Company and Northwestern Pacific Railroad Company requires two changes, that of the Lake County Transportation Company and Pickwick Stages System one change, although the connections northbound via this route are impractical.

The best route regarding time in transit, San Francisco to Lakeport, is that of the combined Northwestern Pacific Railroad Company and Lake County Transportation Company being 5 hours, 35 minutes northbound and 6 hours, 2 minutes southbound, although requiring one more transfer than is proposed by applicant, whose time in transit is 6½ hours in each direction.

The rates proposed by applicant between San Francisco and Lakeport are not as favorable as those available by the combination through rate of Lake County Transportation Company and Northwestern Pacific Railroad Company, the comparison of rates being as follows:

<u>Between San Francisco and Lakeport-Kelseyville</u>	<u>Applicant</u>	<u>Lake County Trans. Co. and N.W.P.RR.</u>
One Way	\$ 6.15	\$ 5.66
Round trip (16 days)	----	8:10
Round trip (60 days)	10:50	----
Round trip (90 days)	----	8.90

The schedules available between San Francisco and Calistoga are set forth in the following tabulations:

NORTHBOUND (Leaving San Francisco)

<u>S.P.Co.</u>	<u>Monticello SS Co. and S.F.N.&C.Ry.</u>						<u>G.Gate Stages</u>	<u>Applicant</u>	
Lv. San Francisco	<u>AM</u> 8:00	<u>AM</u> 7:30	<u>AM</u> 9:45	<u>PM</u> 12:30	<u>PM</u> 3:20	<u>PM</u> 6:00	<u>AM</u> 8:40	<u>AM</u> 10:00	<u>PM</u> 5:00
Ar. Calistoga	11:33	11:01	<u>PM</u> 1:15	4:00	6:52	9:30	<u>PM</u> 1:15	<u>PM</u> 1:15	<u>PM</u> 8:15

SOUTHBOUND (Leaving Calistoga)

<u>S.P.Co.</u>	<u>Monticello SS Co. and S.F.N.&C.Ry.</u>								<u>G.Gate Stages</u>	<u>Applicant</u>	
Lv. Calistoga	<u>PM</u> 2:20	<u>AM</u> 5:58	<u>AM</u> 8:00	<u>AM</u> 10:35	<u>PM</u> 1:25	<u>PM</u> 4:05	<u>PM</u> 6:40	<u>PM</u> 2:00	<u>AM</u> 11:30	<u>PM</u> 8:30	
Ar. San Francisco	5:50	9:10	11:30	<u>PM</u> 2:10	5:05	7:45	10:15	6:15	<u>PM</u> 2:45	<u>PM</u> 11:45	

The most favorable elapsed time is that proposed by the applicant, being 3 hours, 15 minutes. The time on the combined Monticello Steamship Company, San Francisco, Napa & Calistoga Railway varies from 3 hours, 15 minutes, to 3 hours, 40 minutes; that of the Golden Gate Stages requires 4 hours, 35 minutes northbound, and 4 hours, 15 minutes southbound; and the Southern Pacific schedules require 3 hours and 30 minutes in each direction.

The rates of fare are as follows:

Between San Francisco & Calistoga	S.P.Co.	S.F.N.&C.Ry. Monticello SS Co.	Golden Gate Stages	Applicant
One Way	\$ 2.70	1.95	3.25	2.15
Round trip 60 days	----	----	5.50	3.75
Summer tourist	3.50	----	----	----
16 days	3.75	----	----	----
Winter season	4.50	----	----	----
30 days	----	3.50	----	----

The passenger business of protestant San Francisco, Napa & Calistoga Railway Company shows a decreasing number of passengers carried as set forth in the statement filed as Exhibit 33 and covering the years 1919 to 1927, inclusive.

<u>YEAR</u>	<u>PASSENGERS CARRIED</u>
1919	690,732
1920	660,986
1921	593,230
1922	454,085
1923	397,735
1924	339,884
1925	310,069
1926	266,002
1927	248,943

According to the record, this decrease is attributed to the rapidly increasing use of the privately-owned automobile, there being no evidence of business being diverted to the competing line of Southern Pacific Company.

The investment in road and equipment of this protestant as appearing on a balance sheet (Exhibit 42) is as follows:

Purchase price	\$ 1,755,147.85
Way and Structures	355,729.09
Equipment	73,793.67
Power	560.34
General and Miscellaneous	900.73
Additions and betterments	1, 013.76
Total	\$ 2,187,145.44

A comparative income statement for the years 1925 and 1927 and the first six months of 1928, compiled from Exhibits Nos. 36 and 37, shows the following results:

<u>REVENUE FROM TRANSPORTATION</u>	<u>1925</u>	<u>1927</u>	<u>Jan. to June, inc., 1928</u>
Passenger revenue	\$ 174,805.59	150,833.22	64,823.92
Baggage revenue	109.68	82.80	25.58
Special Car Revenue	-----	36.00	-----
Mail revenue	1,546.28	2,170.08	1,062.03
Express revenue	6,131.53	6,003.64	3,173.09
Freight revenue	63,052.70	60,857.52	34,536.37
Miscellaneous	-----	-----	38.57
Total Transportation Revenue	\$ 245,645.78	220,131.70	103,659.56
Revenue from other railway operations	1,267.68	1,280.84	517.59
Total Operating Revenue	\$ 246,913.46	221,412.54	104,177.15
Total Operating Expenses	157,322.15	161,291.82	79,133.39
Net Total from Railway operations	\$ 89,591.31	60,120.72	25,043.76

	<u>1925</u>	<u>1927</u>	<u>Jan. to June, inc. 1928</u>
Taxes	\$ 16,928.77	12,782.84	6,179.85
Operating Income	72,662.54	\$ 47,337.88	18,863.91
Non-Operating Income	<u>3,720.64</u>	<u>3,308.46</u>	<u>1,513.46</u>
Gross Income	\$ 76,383.18	\$ 50,646.34	20,377.37
Deductions from Gross Income			
Rent for Leased Road	\$ 11,493.22	12,565.45	9,127.82
Interest on Funded debt	59,038.04	57,459.92	28,273.75
Miscellaneous Debits	<u>1,287.32</u>	<u>1,255.97</u>	<u>753.15</u>
Total Deduct- ions from Income	\$ 71,818.58	71,281.34	38,154.72
Gain or Loss	4,564.60	20,635.00	17,777.35
		*	*

Note: (*) Denotes loss.

Other exhibits filed by this protestant presented the volume of travel handled between points material to the consideration of this application and the result of checks made during specific periods from which exhibits it would appear that ample facilities exist for the transportation of such passenger travel as may elect to use the facilities of this protestant.

It is the contention of this protestant that the authorization of any competing service will tend to reduce the volume of passenger business now being handled and thereby reduce the ability of this protestant to continue the service now being conducted and the evidence of the public witnesses called by this protestant also sustains such contention as regards their specific communities, none of which are herein proposed to be served by the applicant.

Protestant Southern Pacific Company, by its exhibits, presented the record of passengers carried during specific period and a record of equipment capacity available to care for the traffic requirements. The infrequent service of this protestant and the fact of a materially higher rate for one-way trips between San Francisco and Calistoga undoubtedly accounts for the limited passenger patronage using the facilities of this protestant, a one-way rate of \$2.70 being assessed against a one-way rate of \$1.95 by the combined service of Monticello Steamship Company-San Francisco, Napa & Calistoga Railway Company.

The volume of business moving by public carriers between San Francisco and Calistoga and Lake County points is decreasing, due to the public using their own conveyances. As indicative of this an exhibit showing travel from San Francisco to Lake County points by existing public transportation facilities via the Calistoga gateway, during the year ending July 31, 1928, as compared with guests registered at resorts from San Francisco, (Exhibit No.3) shows the following data:

Guests at resorts	9675
Guests using own conveyance	7442 or 76.92 percent.
Guests using public transportation via Calistoga	2233 or 23.08 percent.
Guests using through tickets	
via S.P.Co.	75
via S.F.N. & C.Ry.	<u>1552</u>
	1627
Guests using applicant's stage locally from Calistoga	606

In addition to the passenger traffic destined to the resorts in Lake County, there are passengers using public transportation, via the Calistoga gateway, to the towns of Middletown, Lower Lake, Kelseyville and Lakeport. An analysis of such traffic is as follows:

Through tickets from
San Francisco

via S.P.Co. 17

via S.F.N.&C. Ry. 238 -- 255

Locally from Calistoga

via applicant's line 664

Total -- 919

Approximately 70 percent of the travel by public transportation to Lake County, via the Calistoga gateway, is to the established resorts, the remaining 30 percent being destined to the towns above named.

Applicant estimates at least 25 percent of the guests at resorts, now traveling by private conveyance, from San Francisco can be secured as patrons of the proposed through service, and also many passengers now using their own automobiles to Calistoga and applicant's present facilities to their Lake County destinations.

We have fully considered the evidence and exhibits forming the record in this proceeding.

While the record shows a desire on the part of resort owners, residents of Calistoga and Lake County, and vacationists visiting such localities for the establishment of through service by automobile stage, the existing transportation facilities now available are, in our opinion, ample to care for the present needs of the traveling public. Frequent schedules are available between San Francisco and Calistoga by the combined facilities of Monticello Steamship Company and San Francisco, Napa & Calistoga Railway, requiring but one change at Vallejo. The passenger business on all

lines is diminishing due to the increasing use of private automobile and further diminution of scheduled service now reasonably satisfactory to the traveling public is not in the public interest in that it would deprive communities, not herein proposed to be served by applicant, of service if schedules are required to be reduced by the diversion of patronage. Applicant does not propose to offer additional schedules on its line between Calistoga and Lake County points and a stopover at Calistoga is still necessary as a rest stop or for meals in each direction. The slight inconvenience of transfer between the carriers at Calistoga must be weighed against the inconvenience which would be suffered by other communities, not proposed to be served by applicant, in the event of any curtailment of existing service caused by reduced patronage. The evidence shows no advantage offered to the public between San Francisco and Lakeport or Kelseyville, the existing service via the Northwestern Pacific Railroad and Lake County Transportation Company being available at a lesser rate than proposed by applicant and requiring less time in transit.

The portion of the public who may desire automobile transportation by common carrier between San Francisco and Calistoga may secure same by using the facilities of the Golden Gate Stages operating between San Francisco and Calistoga via Santa Rosa, at which point a change of vehicle is now required. If patronage offers the present wait between connecting schedules at Santa Rosa could be eliminated. The transportation of passengers between Calistoga and the Marin County communities of San Rafael, San Anselmo and Sausalito can also be cared for by the use of the Golden Gate Stages as regards such passengers who prefer automobile stage transportation.

We are of the opinion and hereby conclude and find as a fact that public convenience and necessity do not require the proposed operation; that the service now afforded by authorized carriers is reasonably adequate to meet the needs of the public traveling

between San Francisco and Calistoga and Lake County points; and that the authorization of the proposed service would impair the ability of existing carriers to properly maintain present scheduled service which now satisfactorily serves communities not proposed to be served by the applicant herein,

O R D E R

Public hearings having been held on the above entitled application, the matter having been duly submitted following the filing of briefs, the Commission being now fully advised and basing its order on the conclusion and finding of fact as set forth 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 operation by Calistoga and Clear Lake Stage Co., a corporation, of an automobile stage service as a common carrier of passengers only between San Francisco and Calistoga via Sausalito and Black Point Cutoff as a part of a through service between San Francisco and Calistoga and Lake County points.

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

The effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 27th day of

March, 1929.

David D. Lott
James
James
Leon
W. A. C.
COMMISSIONERS.