

Decision No. 24800

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 COAST LINE STAGES, INC. for authority
 to discontinue operation of an auto -
 mobile service as a common carrier between
 Fort Bragg and Rockport and between Fisk
 Mills and Cazadero.)
)
) Application
) No. 17997
)
)

BY THE COMMISSION -

OPINION**ORIGINAL**

Coast Line Stages, Inc. has made application for authority to discontinue service as a common carrier for the transportation of persons and property between Fort Bragg and Rockport and between Fisk Mills and Cazadero and intermediate points.

Applicant avers that closing of the lumber mill business at coast points between Fort Bragg and Rockport has reduced its business to a point where but six tickets were sold in the last year for passenger transportation and that the property transportation has not paid the expenses of operation. It is also averred that there is not sufficient passenger business moving between Cazadero and Fisk Mills to justify an operation as the rail connection at Cazadero is now but weekly.

The services sought to be abandoned are branch lines of applicant's main service between Duncan Mills and Fort Bragg via the coast highway and the discontinuance of these branches will not effect service on the main line. The right between Fort Bragg and Rockport was granted by Decision No. 15837, on Application No. 12319, dated January 13, 1926, and by acquisition of the Thompson-Fort Bragg-Union Landing Line by Decision No. 16413, on Application No. 12693, dated April 5, 1926, thus giving two operations between Fort Bragg and Rockport.

The operation between Fisk Mills and Cazadero (near Stewart's Point) came into possession of applicant by transfer of Allen and Olinsky to Coast Line Stages, Inc. by virtue of Decision No. 11906, on Application No. 8849, dated April 5, 1923. Subsequently applicant was permitted to operate from Duncan Mills, via Jenner and Fort Ross, to Stewart's Point and this is the course of the coast highway and makes daily connections with the Northwestern Pacific Railroad at Duncan Mills that will become the sole main route by the discontinuance of the operation from Cazadero to Fisk Mills.

This appears to be a matter in which a public hearing is unnecessary and that the application should be granted.

O R D E R

Coast Line Stages, Inc. having made application to discontinue and abandon all service between Fort Bragg and Rockport and intermediate points and between Cazadero and Fisk Mills and to revoke the rights heretofore granted therefor,

IT IS HEREBY ORDERED that authority to discontinue and abandon such service be and it hereby is granted, provided, applicant shall, five (5) or more days before discontinuing, post notices of the date of discontinuance at its terminals and in vehicles used in such service and shall thereafter file cancellation of its tariffs and time schedules therefor within ten (10) days after such discontinuance; and

IT IS FURTHER ORDERED that Decisions No. 15837, 11906 and 16413, insofar as they authorize any operations for passenger,

baggage, express or freight between Fort Bragg and Rockport
or Cazadero and Fisk Mills, or intermediates, be and they
hereby are revoked and annulled.

Dated at San Francisco, California, this 21st day of
March, 1932.

C. L. ...
Leon ...
W. H. ...
W. B. ...
Fred G. ...
COMMISSIONERS.