

Decision No. 10110.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
C. H. ANDERSON for certificate of
public convenience and necessity to
extend his present service now oper-
ating between Knights Landing and
Woodland, to include Davis, Calif.

} Application No. 7281.

Neal Chalmers for Applicant.
Chas. R. Detrick for Sacramento
Northern Railway Company, Protestant.
J. E. Lyons and C. E. Spear for
Southern Pacific Company, Protestant.

BY THE COMMISSION.

O P I N I O N

A public hearing was held by Examiner Westover at Woodland upon the above entitled application of C. H. Anderson for authority to extend to Davis his present service between Knights Landing and Woodland.

The stated ground of the application is that there is a demand for transportation between Woodland and Davis to enable passengers to connect at Davis with Southern Pacific trains and with the stage line operating between Winters and Sacramento. There is no train leaving Woodland for Davis between 12:05 P.M. and 5:10 P.M. under the new schedule effective February 12, 1922. The 12:05 train from Woodland connects with train No. 29, passing through Davis at 12:45, and reaching San Francisco at 3:50, thus affording opportunity for shopping or business and to attend the theatre in the evening.

The Sacramento Northern Railway Company operates directly between Woodland and Sacramento, 11 round trips per day, affording opportunity for connections there with Southern Pacific trains for all points, including San Francisco.

Applicant proposes to operate one round trip per day, leaving Woodland at 3:00 P.M., arriving at Davis at 3:30 P.M., connecting there with train No. 17 at 3:36 P.M., reaching San Francisco at 6:30 P.M., too late for shopping or business. The stage operating between Sacramento and Winters passes through Davis eastbound at 7:55 A.M. and 11:40 A.M., and at 3:40 P.M., and westbound at 9:40 A.M., and 1:55 P.M. and 5:40 P.M. The proposed service would not connect with either of these stages, except that eastbound at 3:40 for Sacramento. Service between Woodland and Sacramento, however, is amply cared for by the Northern Electric Railway Company with its 22 trains daily.

Applicant offered some testimony to the effect that people inquired at Woodland for service to Davis and points beyond, but it does not appear from the testimony that any dissatisfaction is expressed by inquirers with the present schedules of existing carriers, which the testimony shows were arranged to meet the needs of the traveling public after conferences and investigation as to such needs.

It does not appear that the service offered by the Southern Pacific Company directly between Davis and Woodland, operating daily 3 trains northbound and 4 trains southbound; and the service via Sacramento in connection with the 22 trains operated daily by Sacramento Northern Railway Company between Woodland and Sacramento, are inadequate to meet the needs of those desiring to travel between Woodland and Davis. The application, therefore, should be denied.

ORDER

A public hearing having been held upon the above entitled application, the matter being submitted, and now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the operation by C. H. Anderson of an automotive passenger service between Woodland and Davis.

IT IS HEREBY ORDERED that the above entitled application be and it is hereby denied.

Dated at San Francisco, California, this 20th day of February, 1922.

H. B. Bondage
H. D. Loveland
Erving Martin
W. F. Ames
Commissioners.