

Decision No. 10229

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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ORIGINAL

In the Matter of the Application of
CARL LARSON for certificate of public
convenience and necessity to operate
an automobile passenger service bet-
ween Los Angeles and San Francisco,
California.

)
: Application No. 7526
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;)

BY THE COMMISSION,

ORDER

In the proceeding entitled as above Carl Larson doing
business under the fictitious name of Sunset Express Stage Line,
has made application to the Railroad Commission in which he
petitions for a certificate of public convenience and necessity
authorizing the operation of an automobile stage line as a common
carrier of passengers between San Francisco and Los Angeles.

Applicant herein proposes to charge a fare of \$10.00 and
to operate a through service, no passengers to be carried between
any points intermediate to the termini proposed to be served. He
proposes to leave either termini at 7 A. M., making the through
trip in seventeen hours, but states at this time he has no equipment,
but proposes to purchase the same should a certificate be granted.

Applicant gives as his reason relied upon as justification
for the granting of a certificate the fact that he has been engaged
in the garage business in the City of Los Angeles and knows the
traveling public demands an automobile transportation service bet-
ween Los Angeles and San Francisco, and stated that in his belief
the present service between such points is not sufficient to care
for the demands of the traveling public.

In this connection we would refer to this Commission's Decision No. 10204 in Applications Nos. 7290 and 7379, dated March 17, 1922, the above applications being the petitions of the San Francisco-Oakland-Los Angeles Transportation Company and the San Francisco and Los Angeles Rapid Transit Company, for certificates similar to that desired by applicant herein. After an exhaustive hearing and the submission of considerable evidence relative to the necessity for the establishment of additional automobile passenger transportation service between San Francisco and Los Angeles, this Commission, in the above numbered decision made a thorough review of such evidence, particularly as regards existing passenger service as shown by testimony and exhibits submitted by protestants in such proceedings. Certain of these exhibits showed that the automobile stage lines operated by the California Transit Company, Valley Transit Company and the Motor Transit Company, via the Valley Route, which route applicant proposes to traverse, operated an enormous amount of vacant seats between the respective termini of the three companies above mentioned. For the month of July 1921, the average vacant seats carried in both directions by the above named three protestants amounted to 9,395 and in the month of October to 8,989. In addition thereto, Pickwick Stages, N. D. Inc. operating an automobile passenger stage service between San Francisco and Los Angeles via the Coast Route, showed a total of 1,490 vacant seats in both directions during the month of July and a total of 2,711 vacant seats in both directions during the month of October 1921.

In addition to the automobile passenger transportation companies above named, the Southern Pacific Company operates a number of passenger trains in either direction each day and are unquestionably able and willing to care for all traffic demands between such termini.

Testimony was also submitted by the Los Angeles Steamship Company, operating the steamers Yale and Harvard, which testimony was to the effect that they had ample accommodations to care for all traffic offered between the termini proposed to be served by applicant herein.

In view of the fact that Decision No. 10204 has been issued as recent as March 17, 1922, and that in such decision, this Commission has exhaustively reviewed traffic conditions as regards the transportation of passengers between the termini of Los Angeles and San Francisco, we are of the opinion that a public hearing is not necessary in the present application and that such application should be denied.

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

Dated at San Francisco, California, this 17th day of March, 1922.

H. B. ...

William ...

J. H. ...
Commissioners