

Decision No. 10733

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of R. B. CREGAR for certificate of public convenience and necessity to operate freight truck service between Riverside, Perris, Hemet or San Jacinto, and Keen Camp and Idylwild.

Application No. 7888.

In the matter of the application of R. B. CREGAR for certificate of public convenience and necessity to operate passenger auto stage service between Riverside, Beaumont, Banning and Idylwild and Keen Camp.

Application No. 7889.

**ORIGINAL**

Hayden L. Hews for Applicant.  
McDonald & Thompson, by S. W. Thompson,  
for United Stages, Protestant, and  
W. J. McKinley.  
F. E. Watson for Southern Pacific Company.  
J. W. Allender for American Railway Express  
Company.

BY THE COMMISSION.

OPINION

A public hearing was held by Examiner Westover at Riverside upon the above applications, - the first to operate through freight truck service, limited to shipments to and from the large summer resorts at Keen Camp and Idylwild, to and from points on applicant's present passenger stage line between these resorts and Riverside via Hemet.

For many years applicant has operated a passenger and package service over this route and now wishes to remove the weight restrictions on packages and freight, especially as his mail con-

tract frequently requires the operation of a light truck over the route.

There is no other means of public transportation to and from these two resorts, and the application is not protested. The freight service is to be rendered during the resort season only.

Application No. 7889 seeks authority to operate passenger service between Riverside, Idylwild and Keen Camp via Beaumont and Banning, in addition to his present service via Hemet and Perris; the primary object being to provide during the resort season a sight-seeing loop trip.

United Stages, operating between Los Angeles and Imperial Valley points via Riverside and Banning, refrained from protest as a result of a stipulation that applicant would not carry local passengers between Riverside, Beaumont and Banning or intermediate points, or between points in above zone and points on applicant's present line.

The only objection<sup>of</sup> the Southern Pacific is that its passengers from Imperial Valley for either resort could leave the railroad at Banning instead of proceeding to Riverside. As to this point, and the stipulation, we are satisfied that the public is entitled to an opportunity to travel via the direct and scenic mountain line between Banning and the two resorts or to points beyond, such as Hemet or Perris, and we are satisfied from the testimony that public necessity and convenience require this service during the season.

#### ORDER

A public hearing having been held on above entitled applications, the matters being submitted and ready for decision,

THE RAILROAD COMMISSION HEREBY CERTIFIES that public convenience and necessity require the operation by R. B. Cregar

of freight truck service between Keen Camp or Idylwild on the one hand, and Riverside, Perris, Hemet or San Jacinto on the other hand; and of through passenger stage service between Keen Camp or Idylwild on the one hand, and Banning, Beaumont or Riverside on the other hand; but that it does not require local service between Banning, Beaumont and Riverside, and nothing herein contained shall be construed to authorize such local service.

1. The operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been procured.
2. No vehicle may be operated in said service unless said vehicle is owned by the applicant herein or is leased by said applicant under a contract or agreement satisfactory to the Railroad Commission.
3. IT IS HEREBY ORDERED that applicant shall, within fifteen days from the date hereof, file with the Railroad Commission schedules and tariffs covering said proposed service, which shall be in addition to proposed schedules and tariffs accompanying the application; shall show each point proposed to be served and quote rates to and from each such point; and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be within thirty days from date hereof, unless time to begin operation is extended by formal supplemental order herein; and shall also set forth the time of beginning and ending operation each year.
4. The authority herein contained shall not become effective until and unless the above mentioned schedules and tariffs are filed within the time herein limited.

Dated at San Francisco, California, this 20<sup>th</sup> day  
of July, 1922.

H. C. Randall  
Dwight Martin  
D. J. Pennington

Commissioners.