

Decision No. 10768

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
A. B. BLAND for certificate of public
convenience and necessity to op-
erate passenger stage service between
Holtville and Brawley, via Alamoria.

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)
) Application No. 7844.

ORIGINAL

D. B. Roberts for Applicant.
T. A. Woods for American Railway Express Co.
H. H. Morgan for Pickwick Stages and United
Stages, Inc.

BY THE COMMISSION.

OPINION

The applicant herein requests a certificate of public convenience and necessity for the operation of a stage service transporting passengers and small packages between Holtville and Brawley via Alamoria, in Imperial County. A hearing was had before Examiner Eddy at El Centro on July 5, 1922, at which time the application was submitted.

At the present time the Pickwick Stage Line is operating seven round trips daily, or about every two hours, between Brawley and El Centro via Imperial, the running time between these points being 45 minutes. Applicant is now operating an hourly service between Holtville and El Centro, making the trip in 40 minutes. The distance between Brawley and Holtville via El Centro is 25½ miles, and via the proposed route 20 miles. The running time over the route via Alamoria is 45 minutes, and the proposed fare \$1.00; a passenger via the El Centro route now pays 85 cents from Brawley to that point, and 60 cents from El Centro to Holtville. In addition to being a shorter route, the highway between

Brawley and Holtville via Alamoria is paved for more than half the distance, a condition not present on the El Centro route, which necessitates also changing cars at that point and Imperial.

A small amusement park, located at Alamoria, draws its patrons from Brawley, Holtville and the surrounding country. The manager of that resort, who appeared in support of the application, estimates that at the present time about 25 people a day come there from Holtville and Brawley, from which points there is now no stage service to Alamoria. The president of the Board of Trustees of Holtville testified that the locality between Holtville and Brawley over the proposed route "was a rich and well-settled country." The travel over the proposed route will consist largely of passengers to and from intermediate points, and a small amount of package freight only will be handled. The record indicates that at the present time a maximum of six passengers a day are handled between Holtville and Brawley via the El Centro route.

The applicant proposes to use in this service a Ford bus, and to make two round trips per day between Holtville and Brawley. He is in a position to increase this equipment and to furnish hourly service if travel conditions warrant.

A protest filed by the American Railway Express Company was withdrawn upon the application being so amended as to provide that no through package business would be handled between Holtville and Brawley. The Pickwick-United Stages also opposed the application on the ground that their division between Brawley and El Centro has been and now is losing money, and that their revenues would be further depleted should this application be granted. In view of the small amount of through travel between Holtville and Brawley, these fears seem not to be well founded. The record

clearly shows that public convenience and necessity require the establishment of the proposed service.

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 require that A. B. Bland operate an automotive stage service for the transportation of passengers and small packages between Brawley and Holtville, serving Alamo and other intermediate points; except that he is expressly prohibited from transporting property for compensation between Brawley and Holtville unless such property originates at or is destined to points intermediate thereto.

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.

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.

IT IS HEREBY ORDERED that applicant shall, within fifteen days from the date hereof, file with the Railroad Commission his schedules and tariffs covering said proposed service, which shall be in addition to proposed schedule and tariff accompanying the application, 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.

The authority contained herein shall not become effective

until or unless the above mentioned schedules and tariffs are
filed within the time herein limited.

Dated at San Francisco, California, this 25th day
of July, 1922.

H. B. Brundage

Charles H. Rowell

J. S. Trenchard

Commissioners.