

ORIGINAL

Decision No. 10769

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
THE SISKIYOU AUTO STAGE COMPANY for
certificate of public convenience and
necessity to operate passenger and
baggage service between Weed, Cali-
fornia, and Klamath Falls, Oregon.

} Application No. 7911.

J. P. McNamara for Applicant.

C. E. Speer for Southern Pacific
Company, Protestant.

BY THE COMMISSION.

O P I N I O N

The above entitled application was heard by Examiner Eddy at Weed on July 19th. The Siskiyou Auto Stage Company, a corporation duly organized under the laws of this State, requests a certificate of public convenience and necessity to operate a passenger and baggage service between Weed, California, and Klamath Falls, Oregon, serving as intermediate points Bray, Mt. Hebron, MacDoel and Dorris. All the points named, except Klamath Falls, are located in Shasta County and all are served by the so-called Klamath Falls branch of the Southern Pacific Company. That company opposed the granting of the application.

The Southern Pacific operates but one train a day each way on its Klamath Falls branch: the train leaves Klamath Falls in the morning at 10:10 and reaches Weed at 1:40 p.m.; on the return trip the train leaves Weed at 2:55 p.m. and is due in Klamath Falls at 6:45 p.m. This schedule, which is said to be unsatis-

factory to those living at California points along the line, and to certain travelling salesmen, is said also not to meet the requirements of workmen travelling between the different lumber camps in that territory. The testimony dealt largely with the inconvenience to which travelling salesmen were put because of the limited train schedule. The main line trains of the Southern Pacific reach Weed at 1:09 a.m., 3:34 a.m., 1:35 p.m., 2:34 p.m., and 8:40 p.m. A hotel proprietor at Weed testified that salesmen and others reaching that point on the early morning trains, and destined to points on the Klamath Falls branch, ordinarily desire to leave Weed prior to the departure of the afternoon train. Under the schedule proposed by the applicant, autos will leave Weed and Klamath Falls daily at 8:00 a.m., arriving at the opposite terminal approximately five hours later. Admittedly, the proposed schedule would be of no benefit to travelling salesmen who reach Weed on the early morning trains or the night train, since their business at that point could hardly be concluded prior to the departure of the stage line at 8 o'clock. It would, however, enable residents along the proposed route who arrive at Weed on the morning trains, to reach their homes several hours earlier than at present, and would be a convenience to salesmen reaching Weed on the afternoon trains who desire to visit also points on the Klamath Falls branch. The record indicates that many of the travelling men who regularly cover this territory use their own automobiles, and that this is true also of many persons living between Weed and Dorris who have business to transact at Yreka, the county seat.

The automobile schedule proposed is longer by $1\frac{1}{2}$ hours than the train schedule and the proposed fares are substantially higher than the railroad fares between the same points, as is shown in the following table:

	<u>Fares from Weed</u>	
	<u>Railroad</u>	<u>Stage</u>
Dorris	\$ 3.06	4.25
MacDoel	2.58	3.55
Mt. Hebron	2.46	3.35
Bray	1.86	2.50

Road conditions over the proposed route are better now than they have been at any time in the past, and it seems probable that, during a large part of the year at least, the service proposed could be carried out. A number of witnesses residing in the towns named testified to the general effect that the present passenger service of the Southern Pacific is satisfactory and that that company had always shown a willingness to increase the freight service when necessary. One or two witnesses expressed the thought that it was not fair to require the Southern Pacific Company to operate throughout the year and permit a stage line to operate only during that portion of the year when weather and road conditions were favorable.

The general manager of the Weed Lumber Company, who has been located at Weed for sixteen years, testified that the present service of the Southern Pacific Company is satisfactory and that the additional service is unnecessary. That company recruits its men at Portland, San Francisco, Redding and Sacramento, from which points they are brought to Weed by train and later sent by train to its camp off the Klamath Falls branch. The president of the company making the application stated that, while the company is financially sound and, if necessary, could operate at a loss for five years, the line would be dropped in six months if it continued to show a loss and seemed to offer little future prospect. His impression seemed to be, however, that the line would not pay from the start and that the company had an up-hill

task before it. Several witnesses testified in favor of granting the certificate and expressed the view that there was a real need for the proposed service. As a matter of fact, one may now leave Dorris by train at 11:03 a.m. and reach Weed at 1:40 p.m., at a cost of \$3.06, while via the stage line he would leave at 9:30 and pay a fare of \$2.50. The only additional service here proposed is the morning service out of Weed. While it may be that such a service would be convenient for a limited number of travelling salesmen, workmen in the lumber camps, tourists, and a few residents along the line, the record clearly fails to establish that the necessities of the public warrant the establishment of the route at this time. The application will, therefore, be denied.

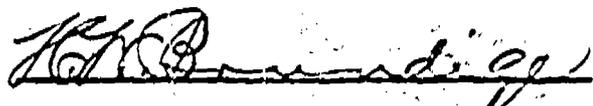
ORDER

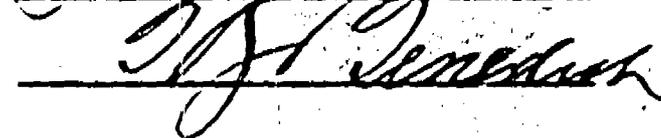
A public hearing having been held on the above entitled application, the matter being submitted, and now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the operation of an automotive stage service for the transportation of passengers and baggage between Weed, California, and Klamath Falls, Oregon.

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

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





Commissioners.