

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
SOREN SORENSON for certificate of)
public convenience and necessity to)
operate passenger freight express)
service between Los Olivos and)
Caviota, California.)

Application No. 8168.

ORIGINAL

H. W. T. Ross for applicant.
W. C. Folsom for Pickwick Stages, Inc.
Atwell Westwick, for J. L. Edelblute,
operating as Edelblute's Truck Service.
J. Sims, for Pacific Coast Railway.

BY THE COMMISSION.

O P I N I O N

A public hearing was held by Examiner Westover at Santa Barbara upon the above application for authority to carry passengers, freight and express upon applicant's mail wagon operated daily between Caviota and Santa Ynez serving as intermediate points Buelton, Solvang and Los Olivos.

It appears from the testimony that Pickwick Stages Inc. operates passenger stages four round-trips daily serving all of the above points in connection with its service between Santa Barbara and Santa Maria; that it operates a freight and express service three round-trips per week between the Southern Pacific station at Caviota and the above points; and is now establishing a special express service in addition, which is now operated to Los Olivos and will in the near future be extended to serve all of the points above described.

J. L. Edelblute also operates a freight and express

service between the Southern Pacific station at Gaviota and all of the above points, three round-trips per week, he and Pickwick Stages operating on alternate days so that there is daily freight and express service.

Practically all of applicant's testimony related to the fact that the highway over which Pickwick Stages operate through the community known as Gaviota is about a quarter of a mile from the Southern Pacific station and that there is no direct connection at the station with Southern Pacific train No. 77 known as the "Shore Line Limited", which originates at Los Angeles leaving at 8:00 a.m. and arriving at Gaviota at 12:29 p.m., and that land seekers from the east wishing to visit Solvang are inconvenienced by having to walk about a quarter of a mile to the highway and wait for the 1:17 p.m. Pickwick Stage for Solvang, and that they might find the stage fully loaded upon its arrival.

Pickwick Stages presented a traffic check of its service in this territory showing that its stage through Gaviota at 1:17 p.m. northbound was fully loaded on two occasions in June, three occasions in July and two occasions in August, and no testimony was presented showing that any passengers had been left at any time at Gaviota or denied transportation.

It appears that the Edelblute truck furnishing a freight and express service, always waits for the 12:25 train at Gaviota and arrangement was made at the hearing so that the Pickwick truck would hereafter operate on a schedule connecting with that train.

It does not appear from the testimony that public necessity and convenience require the proposed additional service.

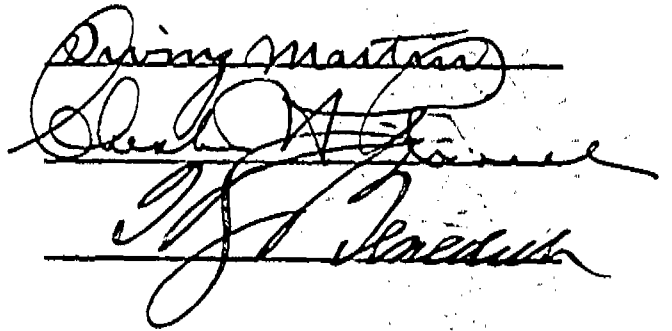
O R D E R

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

THE RAILROAD COMMISSION HEREBY CERTIFIES that public convenience and necessity do not require the proposed service.

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

Dated at San Francisco, California, this 24 day of October, 1922.


The block contains three handwritten signatures in cursive script, each written over a horizontal line. The signatures are those of the three Commissioners of the Railroad Commission.

Commissioners.