

ORIGINAL

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Decision No. \_\_\_\_\_

BEFORE THE RAILROAD COMMISSION  
OF THE STATE OF CALIFORNIA.

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In the Matter of the Application  
of the NORTHWESTERN AUTO STAGE CO.)  
for Certificate of Public Conven-  
ience and Necessity to Operate  
Stage Service between Petaluma,  
Santa Rosa and Sausalito, and way  
points.

Application No. 3155.

Elmer E. Decker, for Applicant.

J. J. Geary and Stanely Moore,  
for Northwestern Pacific Ry. Co.

BY THE COMMISSION:-

O P I N I O N

Elmer E. Decker and Paul Dongan, partners in  
business, under the name of the Northwestern Auto Stage  
Company, apply for a certificate that public convenience  
and necessity require them to operate an automobile  
passenger stage line between Sausalito, Santa Rosa and  
intermediate points.

A public hearing in the matter was conducted at  
Sausalito by Examiner Westover.

Notice of the hearing was sent to all other trans-  
portation lines operating in the same territory, but only  
the Northwestern Pacific Railway Company made appearance.

No objection to the operation of the new line was expressed by the Railway Company, but only to the fact that the similarity of names had already led to some confusion, and there was an objection to the name for that reason. Applicants stated that the objection having been expressed to them, they had arranged a change in name which will appear on their new literature, the line to be known as the Santa Rosa, Sausalito and Petaluma Stage Line, or a similar name.

Since July 26th, 1917, applicants have been operating two nine-passenger Packard touring cars between Sausalito and Santa Rosa, a distance of about fifty-three miles, under rates and time schedules filed with the Commission. Their fares and schedules are as follows:-

---FARES ---

One Way Fares.

Miles	Between Stations	Santa Rosa	Petaluma	Novato	Ignacio	San Rafael
0	Santa Rosa					
16	Petaluma	.50				
27	Novato	.65	.30			
30	Ignacio	.80	.40	.25		
38	San Rafael	.95	.65	.45	.35	
53	Sausalito	1.25	1.00	.75	.50	.35

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---ROUND TRIP---

Between	Sausalito
Santa Rosa	2.25
Petaluma	1.75

-TIME SCHEDULE-

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Southbound	
Leave	Santa Rosa--9:30 a.m.--11:30 a.m.--3:30 p.m.--7:30 p.m.
"	Petaluma --10:15 a.m.--12:15 a.m.--4:15 p.m.--8:15 p.m.
"	Novato --10:45 a.m.--12:45 p.m.--4:45 p.m.--8:45 p.m.
"	Ignacio --10:55 a.m.--12:55 p.m.--4:55 p.m.--8:55 p.m.
"	San Rafael--11:20 a.m.-- 1:30 p.m.--5:30 p.m.--9:20 p.m.

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Northbound

(Boat Leaves San Francisco)-11:45 a.m.--3:45 p.m.--7:15 p.m.--  
11:30 p.m.

Leave---	Sausalito--	12:20	p.m.--	4:20	p.m.--	7:50	p.m.--	12:05	a.m.
"	---San Rafael-	1:00	p.m.--	5:00	p.m.--	8:30	p.m.--	12:45	a.m.
"	---Ignacio	- 1:25	p.m.--	5:25	p.m.--	8:55	p.m.--	1:05	a.m.
"	---Novato	- 1:35	p.m.--	5:35	p.m.--	9:05	p.m.--	1:15	a.m.
"	---Petaluma	- 2:05	p.m.--	6:05	p.m.--	9:35	p.m.--	1:40	a.m.
Arrive	Santa Rosa-	2:50	p.m.--	6:50	p.m.--	10:15	p.m.--	2:10	a.m.

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The cars connect with the Northwestern Pacific ferry boats from San Francisco. On the first two trips from Sausalito the stages leave an hour after the trains of the Northwestern Pacific leave for Santa Rosa. The last two trips are made after all of that day's trains of the Northwestern Pacific have departed. This schedule has been faithfully maintained since it was adopted about August 2d.

On the afternoon trips applicants carry an average of three through passengers per trip north bound and about six passengers per trip southbound. On the two evening trips they have full loads, and sometimes more, with much heavier travel on Saturday and Sunday nights. These facts indicate a public need for the service.

Applicants expect to develop a paying business, especially after the State Highway is completed in the territory served. The evidence indicates that the service will probably be continuous and permanent, as applicants are prepared to suffer a loss until the business becomes remunerative.

O R D E R

Elmer E. Decker and Paul Dongan, partners in business, under the name of the Northwestern Auto Stage

Company, having filed herein a petition asking that the Railroad Commission declare that public convenience and necessity require the operation by said Northwestern Auto Stage Company, of the automobile transportation service hereinafter described, a public hearing having been held thereon, and the matter being submitted and now ready for decision,

THE RAILROAD COMMISSION HEREBY FINDS AS A FACT that public convenience and necessity require the said service.

Basing its order on the foregoing finding of fact and on the other findings of fact contained in the opinion which precedes this order,

THE RAILROAD COMMISSION hereby declares that public convenience and necessity require the operation by North-western Auto Stage Company, of an automobile service for the common carriage of passenger and express packages between Santa Rosa, Sonoma County and Sausalito, Marin County, and intermediate points; provided that this declaration shall not become effective until said Northwestern Auto Stage Company has procured from the Railroad Commission a supplemental order herein reciting that said Northwestern Auto Stage Company has filed herein certified copies of permits from the Counties of Sonoma and Marin and the Cities of Santa Rosa, Petaluma, San Rafael and Sausalito, as provided by Section Three of Chapter 213, Laws of 1917; and provided further that the rights and privileges herein granted shall not be assigned or

transferred unless the written consent of the Railroad  
Commission to such assignment or transfer has first been  
procured.

Dated at San Francisco, California, this 19th day  
of October, 1917.

H. W. Loveland  
Alex. Gordon  
Edwin O. Edgerton

Commissioners