

ORIGINAL

Decision No. _____.

Decision No. 1910

BEFORE THE RAILROAD COMMISSION OF THE
STATE OF CALIFORNIA.

In the Matter of the Application)
of C. M. COPING for Certificate)
of Public Convenience and Necessity) Application No. 3160
to Operate Stage Service between)
Groveland and Sonora.)

Rowan Hardin for Applicant

J. P. Snyder for Star Auto Stage
Association, Protestant.

BY THE COMMISSION:

OPINION

C. M. COPING applies for certificate that public convenience and necessity require him to operate an auto stage in Tuolumne County between Groveland and Sonora via Big Oak Flat, Chinese and Jamestown, a distance of about twenty-eight miles.

A public hearing in the matter was held by Examiner Westover at Sonora.

Applicant proposes to use a seven passenger Hudson car, making one round trip a day, leaving Groveland at 9:00 A.M., arriving at Sonora at 11:30 A.M. and returning

leaving Sonora at 3:00 P.M., arriving at Groveland at 5:30 P.M.

Applicant's proposed fares as follows:

Miles Between Stations									
0	Groveland	Grov.	Big O.F.	Pries.	Jacks.	Shawm.	Chi. Ca.	Chi. Sta.	Jamestown
1½	Big Oak F.	.10							
	R'd trip	.15							
3	Priests	.25	.15						
	R'd trip	.40	.25						
14	Jacksonvil	1.50	1.40	1.25					
	R'd trip	2.70	2.55	2.30					
16	Shawmut	1.75	1.65	1.50	.25				
	R'd trip	3.25	3.10	2.85	.40				
18	Chinese Ca.	2.00	1.90	1.75	.50	.25			
	R'd trip	3.50	3.35	3.10	.90	.40			
19	Chinese St.	2.00	1.90	1.75	.50	.25	.05		
	R'd trip	3.50	3.35	3.10	.90	.40	.10		
24	Jamestown	2.50	2.40	2.25	1.00	.75	.50	.50	
	R'd trip	4.00	3.85	3.60	1.75	1.25	.75	.75	
28	Sonora	3.00	2.90	2.75	1.50	1.25	1.00	1.00	.50
	R'd trip	5.00	4.75	4.50	2.50	2.00	1.50	1.50	.75

.05 cents per mile for each additional mile thereof.

Applicant has never operated regularly over the route but has made several trips over it when privately employed for the purpose. He thinks he could procure an average of two passengers per day each way but offered no facts as a basis for his estimate. The stipulated population of the towns and their several

vicinities along the route are as follows:

Groveland, 350; Big Oak Flat, 150; Priests, 10; Jacksonville 40; Shawmut 10; Chinese 200; Jamestown 600; Sonora, the county seat, 3000.

The only one of them which is incorporated is Sonora. Applicant has made application to Tuolumne County and to the City of Sonora for permit as required by Chapter 213, Laws of 1917, but no permit has yet been granted.

That portion of the route between Chinese and Groveland at the time of the hearing was served by Baird's Stage Line, which carried the mail, and by F. A. Deister, who operates through stages between Stockton and Sonora and Stockton and Groveland. Star Auto Association, of which he is a member, operates other stages between Stockton and Sonora. All of these Stockton stages operate through Chinese. A schedule of these stage lines, of which all but Mr. Baird are members of Star Auto Stage Association, follows:

	A.M. Deister	A.M. Deister	Eastbound		P.M. Young	P.M. Young	Baird
			A.M. Lambert	P.M. Young			
Lv. Stockton	7:30	7:30	10:30	1:30	3:30		
Chinese	10:20		1:20	4:20	6:20		
Arr. Sonora	11:00		2:00 P.M.	5:00 P.M.	7:00 P.M.		P.M.
Lv. Chinese		10:20					3:50
Arr. Groveland		12:00					7:30
	A.M. Young	A.M. Young	Westbound		P.M. Lambert	P.M. Lambert	Baird
			P.M. Deister	P.M. Lambert			
Lv. Sonora	7:30	10:30	1:30	8:30			
Chinese	8:20	11:20	2:20	4:20			
Arr. Stockton	11:00	2:00	5:00	7:00			
Lv. Groveland			P.M. 1:00	P.M. P.M.	P.M.		A.M. 5:45
Chinese			2:50				8:00
Ar. Stockton			5:00				

Applicant offered testimony tending to show that the stages operating between Stockton and Sonora did not pass through Chinese on their regular routes but followed the State Highway about three miles to the north over Mountain Pass; and that they would only pass through Chinese when notified at Stockton or Oakdale by telephone by the Baird line that it was bringing passengers from Groveland or intermediate points desiring to take the stage from Chinese to Sonora; that the result of this arrangement was that passengers were frequently left in Chinese unable to get to Sonora without hiring automobile especially for the trip. It appears, however, that the custom of going through Mountain Pass and thence direct to Jamestown without visiting Chinese except upon telephone call, continued only during the time the State Highway from Mountain Pass south through Chinese was under construction; that since the completion of that portion of the Highway about three months or more ago the regular route has been via Mountain Pass and Chinese to Jamestown and Sonora.

The Deister lines were established about April 1, 1917. The Baird line, which is operated only between Chinese and Groveland, was established long prior to that. In July, Mr. Deister carried fourteen passengers between Chinese and Groveland in both directions, in August eighteen, and in September, up to the 28th, ten. The number of passengers being carried by the older Baird line was not shown.

It appears from the evidence that the public convenience and necessity do not require more transportation service between the communities in question than that above described. The service might be improved by schedules allowing better connections at Chinese. We suggest this for the consideration

of the present transportation companies operating in the territory in question. Apparently the establishment of the line proposed by applicant would result in financial loss to him, under conditions existing at the time of the hearing.

Since the hearing, however, the Commission has been advised by Mr. Baird that he wishes to cancel his tariff and schedule and retire from the service. We will therefore issue certificate hereafter under the conditions found in the following order.

O R D E R

C. M. COPING having filed application asking that the Railroad Commission declare that public convenience and necessity require the operation by said Coping of automobile service as a common carrier of passengers and express packages between Groveland and Sonora via Big Oak Flat and Chinese, all in Tuolumne County, and a public hearing having been held thereon and the matter having been submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by C. M. Coping of automobile service as a common carrier of passengers and express packages between Groveland and Sonora via Big Oak Flat and Chinese, all in Tuolumne County; provided that this declaration shall not become effective until said Coping has procured from the Railroad Commission a supplemental order herein reciting that said C. M. Coping has filed herein certified copies of permits from the County of Tuolumne and the City of Sonora, as provided

by Section 3 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.

IT IS HEREBY ORDERED that no vehicle may be operated under this certificate unless such vehicle is owned by the applicant herein or is leased by such applicant under a contract or agreement on a basis satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 13th day of December, 1917.

Max Thelen
H. L. Howard
Edwin O. Edgerton
James R. Dyer

Commissioners.