

Decision No. 6538.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of)
SACRAMENTO-REDDING AUTO TRANSPORTATION)
COMPANY for certificate of public con-)
venience and necessity to operate an)
automobile stage line service between)
Sacramento, Sacramento County, and)
Redding, Shasta County, and all inter-)
mediate points, over and upon the)
route herein described, all in the)
State of California.)

Application No. 4684.

In the Matter of the Application of)
C. R. SPICKARD and C. F. CREWS, doing)
business under the name of "SHASTA AUTO)
TRANSPORTATION COMPANY" for a certi-)
ficate of public convenience and)
necessity to operate an auto stage over)
the public highways between Sacramento)
and Redding, California.)

Application No. 4686.

A. H. Ludeman for Sacramento-Redding Auto Transportation
Company, Applicant.

W. A. Latta for C. R. Spickard and C. F. Crews, Applicants.

Chas. R. Detrick for Sacramento Northern Railroad,
Protestant.

BY THE COMMISSION

O R D E R

Harry Buck, Frank Governor, Wirth Irvin and W. J. Schrader, a partnership proposing to operate under the fictitious name of "Sacramento-Redding Auto Transportation Company" have petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by them of an automobile stage line as a common carrier of passengers, light express and baggage between Sacramento, Sacramento County, and

Redding, Shasta County, and all intermediate points.

C. R. Spickard and C. F. Crews, partners in business, proposing to operate under the fictitious name of Shasta Auto Transportation Company, have petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by them of an automobile stage line as a common carrier of passengers, baggage, packages and express between Sacramento and Redding and intermediate points.

A public hearing on the applications was conducted by Examiner Handford at Sacramento on July 16, 1919, at which time it was stipulated by attorneys for applicants that as the route sought by each of the applicants was identical the matters would be consolidated for hearing and decision. The matters were duly submitted and are now ready for decision.

Applicants propose to charge rates in accordance with schedules marked exhibit "A" and attached to the applications in these proceedings, and to each operate on a schedule of two round trips daily, serving as intermediate the communities at Davis, Woodland, Yolo, Zamora, Dummigan,, Arbuckle, Williams, Maxwell, Norman, Willows, Artois, Greenwood, Orland, Corning, Richfield, Proberta, Red Bluff, Cottonwood and Anderson.

The equipment proposed to be used by applicants, Buck, Governor, Irvin and Schrader, consists of two Packard and two Pierce-Arrow automobiles, all of the touring car type and each having a seating capacity of fifteen passengers. The equipment proposed to be used by applicants, Spickard and Crews, was not set forth in an exhibit attached to the application, as required by the Commission's regulations; it being stated that applicants possessed equipment of a high order and have financial means to

provide additional equipment as required by the traffic offered.

At the hearing on these proceedings it was stipulated by the attorneys representing applicants that authorization for service between Sacramento and Woodland and intermediate points might be eliminated from consideration, thereby disposing of the protest of the Sacramento Northern Railroad against duplication of its service between Sacramento and Woodland.

Witnesses for applicants, all being interested parties, testified as to their familiarity with the route proposed to be served, as to their experience in the business of automobile stage transportation, and as to the investigation made into the possibility of satisfactorily serving the route for which certificates of public convenience and necessity are sought. With the exception of the testimony of Spickard and Crews, applicants, but little investigation had been made as to the possibility of satisfactorily serving the public over the proposed route, and no testimony appears indicating a necessity for stage service beyond the fact that the Southern Pacific Company operates two passenger trains each way per day serving the communities along the route as sought by applicants. The testimony of Spickard and Crews indicates a more detailed investigation, but beyond the fact that it was stated that persons along the route favor additional service and the establishment of stage service no evidence was presented which in our opinion would warrant the establishment of automobile stage service over a route some one hundred and seventy-five miles in length. The desire of applicants for certificates of public convenience and necessity to enter the business of automobile stage transport-

ation is not sufficient to justify the granting of such applications. The Commission will require in applications of this nature an affirmative showing as to the public convenience and necessity to be served or that the service rendered by existing carriers is inadequate, unsatisfactory or in any other manner insufficient. No evidence of such nature was offered in these proceedings, other than the statement that but two round trips per day were offered by the passenger trains of the Southern Pacific Company.

We are of the opinion that no evidence was presented to the Commission at the hearing on these applications which would in any manner justify the granting of the desired certificates.

WHEREFORE IT IS HEREBY ORDERED that these applications be and they are hereby denied.

Dated at San Francisco, California, this 1st day
August
of ~~July~~, 1919.

Edwin C. Edgerton
H. D. Leonard
Frank R. Decker

Commissioners.