



and is now ready for decision.

Applicants propose to charge rates in accordance with a schedule marked exhibit "A" and filed with the application in this proceeding and to operate on a schedule of four round trips daily serving as intermediates the communities at Davis and Woodland; using as equipment one Cole touring car, seven passenger capacity and one Ree touring car, seven passenger capacity, cars licensed by State Motor Vehicle Department under License Nos. 217501 and 441712.

Applicants rely as justification for the granting of the desired certificate upon the alleged fact that the railroad service as offered by the Southern Pacific Railroad is infrequent and insufficient to handle the passenger business offering between Sacramento and Knights Landing; that there is no direct stage service between such points and that Knights Landing is the central point for a large and rapidly growing farming district which embraces a large portion of Sutter County and all of the northeastern part of Yolo County and a portion of the southeastern part of Colusa County, and that the present service by rail or stage is inadequate to properly serve the needs of such community.

Witnesses for applicant testified as to the inadequacy of the service offered by the Southern Pacific Company with particular reference to the fact that the motor cars operated by the Southern Pacific Company were frequently crowded with standing loads and that but infrequently were such motor cars operated in accordance with the advertised schedule being frequently late in arrival at Knights Landing.

Testimony was also offered as to the large areas of land now being placed under cultivation adjacent to Knights

Landing, such town being the point of distribution for labor arriving for or leaving the large agricultural holdings in the vicinity. Ninety per cent of the travel is alleged to be laborers en route to or from the ranches and development projects in the vicinity of Knights Landing.

This application is opposed by the United States Railroad Administration on behalf of its lessor, Southern Pacific Railroad; C. E. Anderson, Proprietor, Knights Landing-Woodland Stage Line; and Sacramento Northern Railroad operating an electric line between Woodland and Sacramento. Witnesses for protestant, Anderson, testified as to satisfactory service rendered by such stage line; that stages operated on scheduled time; that no passengers were left at scheduled time of departure unless arriving after stage had departed; that connections were made at Woodland by the stage line with the trains of the Sacramento Northern Railroad; that additional cars were provided when more traffic offered other than could be cared for by the regularly scheduled cars of protestant and that the service rendered by protestant, Anderson, between Woodland and Knights Landing was adequate and satisfactory.

Witnesses for protestant, Sacramento Northern Railroad, testified as to the regularity of service offered by the facilities of such railroad; that eleven round trips daily were operated; that the protestant company was able and willing to supply additional schedules and equipment if the demands of travel required same; and that the present service was considered adequate and satisfactory for the public and at reasonable rates.

Witnesses for protestant, Southern Pacific Railroad,

testified as to the schedules and rates in effect between Sacramento and Knights Landing and intermediate points and as to the ability of such carrier to provide additional schedules and equipment should the demands of travel justify.

After careful consideration of all the evidence in this proceeding, we are of the opinion that the variety of facilities offered for transportation between Sacramento and Knights Landing and intermediate points by the existing steam railroad over the entire route; by the electric railroad operated by the Sacramento Northern between Woodland and Sacramento and by the stage line, owned and operated by C. H. Anderson between Knights Landing and Woodland, are adequate and furnish satisfactory service at reasonable rates for the public desiring transportation between Sacramento, Knights Landing and intermediate points. The existing authorized carriers, according to the testimony in this proceeding, are able and willing to increase facilities if such increase is warranted or required by the demands of traffic over the route herein sought by applicant.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity does not require the establishment of an automobile stage line by W. H. Lemmon and C. A. Schoener as a common carrier of passengers, baggage and express between Knights Landing and Sacramento and intermediate points, and,

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

Dated at San Francisco, California, this 17<sup>th</sup> day of January, 1920.

E. W. Edgerton

H. S. ...

Frank P. ...

H. B. ...

Dwight ...

Commissioners.