

ORIGINAL

Decision No. 7497

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application of W. C. LAWRENCE and P. LAWRENCE, co-partners, doing business under the firm name and style of Lawrence Stage Company, for a certificate of public convenience and necessity to operate passenger service as a transportation company between Engels Mine and Susanville, California.

) Application No. 5448.

H. A. Encell for applicant.
J. M. Fulton for Southern Pacific Company.
O'Connor & Schwartz by Grover O'Connor for Houk and Smith.

BY THE COMMISSION:

OPINION

W. C. Lawrence and P. Lawrence, partners in business under the name of Lawrence Stage Company, apply for authority to operate automobile stage service for the common carriage of passengers between Engels, in Plumas County, and Susanville, Lassen County.

A public hearing on the application was held by Examiner Westover at Westwood.

Applicants propose to operate a 7-passenger Pierce Arrow car one round trip daily to connect at Engels with the trains of the Indian Valley Railway, which in turn connects with the trains of the Western Pacific Railway at Paxton. The distance from Engels to Susanville is about 23 miles over a mountain road, which, on account of snow and storms is usually open only from May to November. The proposed operation will be seasonal. The distance by applicants' present stage line from Crescent Mills, a station on the Indian Valley Railroad, to Westwood and thence by stage to Susanville is about 55 miles. Travel by this route requires passengers to stay overnight in Crescent Mills and the next night in Westwood.

There is considerable local travel from points in the Indian Valley to Susanville, which is the county seat of Lassen County, and there are also about 300 men usually employed at Engels Mine, some of whom have occasion to travel between the mine and the lumbering industries at Susanville. In addition there is a great deal of travel by laborers between ^{San Francisco} bay points, Sacramento and Sacramento Valley points and Susanville with its lumbering industries. This situation is more fully described in opinion and order upon Applications Nos. 3652, 5363 and 5449 relating to movement of labor between the Susanville-Westwood District and Sacramento, Chico and Reno, Nevada, which ^{travel} will also be facilitated and accommodated by the proposed alternative route.

The rail routes between Engel and Susanville are via Western Pacific to Reno, Nevada, and Southern Pacific back to Susanville or via said lines and the N.C.O. through Doyle and Amedee. Either of these rail routes describe an

almost complete but irregular cipher. They are circuitous, slow and expensive, and serve an entirely different territory.

The interest of the Southern Pacific in the matter is due to its rail service already referred to, and the interest of Honk and Smith is due to the fact that they operate a stage line between Chico and Westwood. Neither the railroad nor the stage line, however, protests against granting the application and neither offered any testimony relating to the subject.

O R D E R

A public hearing having been held upon the above entitled application, 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 W. C. Lawrence and P. Lawrence, co-partners, doing business under the firm name and style of Lawrence Stage Company, of an automobile stage/^{line} as a common carrier of passengers between Engols Mine and Susanville, California,

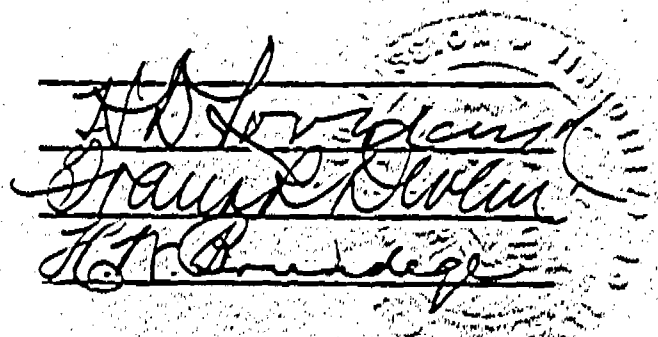
PROVIDED that the rights and privileges hereby granted may not be transferred nor assigned unless the written consent of the Railroad Commission to such transfer or assignment has first been procured.

IT IS HEREBY ORDERED that no vehicle may be operated in any of said service unless said vehicle is owned by the applicants herein or is leased by said applicants under a contract or agreement satisfactory to the Railroad Commission.

IT IS HEREBY ORDERED that applicants shall within 20 days from the date hereof file with the Railroad Commission their schedule and tariffs covering said proposed service, which shall be in addition to proposed schedule and tariff accompanying the application, and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be within 90 days from date hereof, unless time to begin operation is extended by formal supplemental order.

The authority herein contained shall not become effective until and unless the above conditions are complied with.

Dated at San Francisco, California,
this 26th day of April, 1920.


Commissioners.