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ORIGINAL

Decision No. 8110

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of )  
 C. H. ANDERSON for certificate of )  
 public convenience and necessity to :  
 operate passenger, freight (light), ) Application No. 5593  
 and baggage service between Knights )  
 Landing and Sacramento, California. :  
 )

Neal Chalmers & Henry W. Longsdorf for applicant.  
 Charles R. Detrick for Sacramento Northern Rwy-Pro-  
 testant.  
 Elmer Westlake for Southern Pacific Co- Protestant.

BY THE COMMISSION.

ORDER

C. H. Anderson has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an automobile stage line as a common carrier of passengers and express between Knights Landing and Sacramento by way of Davis and intermediate points.

A public hearing on this application was conducted by Examiner Satterwhite on June 4th, 1920, at which time the matter was duly submitted and is now ready for decision.

Applicant proposes to charge rates in accordance with schedule marked Exhibit "A" attached to said application and to operate on a schedule of four round trips daily using as equipment those certain automobiles described in Exhibit "C" attached to said application. Applicant amended his application at the hearing eliminating the proposed freight service.

The Southern Pacific Company and Sacramento Northern Railway Company opposed this application.

C. H. Anderson and his wife who drives one of his stages and three other witnesses testified in support of the application. Applicant is now operating an automobile stage line between Knights Landing and Woodland and makes direct connection at Woodland with the Sacramento Northern Railway, and this proposed service will be an extension of his present stage service.

Witnesses for applicant testified that there have been inquiries at Knights Landing for this proposed through service; that there are delays in the train service of the Sacramento Northern and that the transfer of the baggage at Woodland is unsatisfactory. Applicant also introduced a petition and several letters of residents at Knights Landing and Woodland endorsing this proposed through service.

Witnesses for protestant Sacramento Northern Railway testified as to the regularity of service offered by the facilities of said railway; that eleven round trips daily are operated; that the protestant company are able and willing to supply additional schedules and equipment if the demands of the traveling public require the same; and that the present service was considered adequate and satisfactory for the public.

The Sacramento Northern introduced in evidence former testimony of C. H. Anderson given recently at the hearing of the application of Lemmon and Schoener, No. 5135, for a certificate over this proposed route in direct conflict with his testimony in this case. Anderson testified at that hearing that there was no public necessity whatever for any additional stage line between Knights Landing and Woodland and Sacramento and that the operation of his one line in connection with the Sacramento Northern Railway was fully adequate to handle all the traffic offered.

The Southern Pacific Railroad, the other protestant offered

in evidence its rate and time schedules in effect and gave other testimony indicating their ability to provide all necessary equipment should the demands of travel justify it.

Under the proposed time schedule of this applicant no direct or close connection will be made at Woodland with the Sacramento Northern Railway and the running time between the terminals will be increased at least fifteen minutes.

After a careful consideration of all the evidence in this proceeding, we are of the opinion and find as a fact that the facilities offered for transportation between Knights Landing and Sacramento and intermediate points by the Southern Pacific Company and by the Sacramento Northern between Woodland and Sacramento in connection with the present stage line of this applicant between Knights Landing and Woodland are adequate to furnish satisfactory service to the public and that the application should be denied.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the operation by C. H. Anderson of an automobile stage line as a common carrier of passengers and express between Knights Landing and Sacramento by way of Davis and intermediate points,

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

DATED AT SAN FRANCISCO, CALIFORNIA, THIS 16<sup>th</sup> DAY OF SEPTEMBER, 1920.

H. B. Anderson  
Stanley Brown  
H. B. Anderson  
Commissioners.