

ORIGINAL

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Application No. 5609.

Application No. 8514.

Application No. 6378.

Ernest Walling for W. R. Miles, operating
under the name of Fresno-Sig Creek State line.

BY THE COMMISSION:

O P I N I O N

Frank Imhoff applies for authority to operate automobile freight and passenger service between Cascade and Huntington Lake, a distance of about four and one-half miles, operating one round trip daily, using one 5-passenger Overland touring car and one Republic truck.

A public hearing upon the application was held by Examiner Westover at Fresno.

Cascade is the easterly terminus of the San Joaquin & Eastern Railroad. The road between Cascade and Huntington Lodge, a hotel and pleasure resort on the southerly shore of Huntington Lake, is mountainous with heavy grades. There are two stage lines now serving between said points.

The Cascade & Huntington Lake Stage Company operates between Cascade and Huntington Lodge, in connection with and meets all trains at Cascade. It is financed by Southern California Edison Company, which has financed the lodge and the railroad in connection with development work incident to its power projects in the vicinity. The Edison Company has numerous automobiles and trucks employed in its work, and is prepared to furnish additional equipment to the stage company if and when it is needed.

The line of W. R. Miles, which he operates under the name of Fresno & Big Creek Stage line, is operated direct from Fresno to Huntington Lake Lodge via

Cascada, very little business being handled between the Lodge and Cascada. His attention is devoted principally to through business between Fresno and the Lodge. He claims to have been operating between Fresno and Huntington Lodge in good faith since a date prior to May 1, 1917, and this claim was not challenged.

Neither Mr. Imhoff nor Mr. Miles presented any testimony tending to show poor service on the part of the Cascada and Huntington Stage Company.

The only need of further service shown is over a new road along the northerly shore of the Lake, on which are located about 20 summer homes and several camps or camping sites, with likelihood of a new resort being established. At the hearing applicant Imhoff was allowed to amend his application and have it considered as applying also between Huntington Lake Lodge and points along the northerly shore of the Lake to and including the easterly end known as Upper End of the Lake. Leave was also granted to file applicants hereinabove described for similar extensions and have them considered in connection with the evidence presented.

Mr. Imhoff has used his truck for incidental hauling in the vicinity of the lake under private contracts for varying specific services. His above application was filed in the belief that this course was necessary to protect his rights to engage in such private hauling.

Cascada and Huntington Lake Lodge are adequately served by the present automobile carriers, and they are able to render all needed further service between said points or between those points and other points on Huntington Lake, to which they seek to extend their service. Therefore

the application of Mr. Imhoff for authority to serve as a transportation company, as that term is defined in the Statute, will be denied, and each of the other carriers will be authorized to extend its service to all points along the northerly shore of the lake.

O R D E R

A public hearing having been held upon the above application, the matter being submitted and now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by W. R. Miles and also by Huntington Lake Hotel Company, respectively, of passenger and freight service as common carriers of passengers and freight between Huntington Lake Lodge and upper end of lake, serving as intermediate points Home Camp Creek, Pine Creek, Colwell's Resort, Bear Creek and Rancheria Creek.

the rights and privileges acquired hereby 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 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 FURTHER ORDERED that the said applicants shall within 30 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 schedules and tariffs accompanying the applications, and shall set forth the date upon which the operation of the lines hereby authorized will commence, which date shall be within six months 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 mentioned schedules and tariff are filed within the time herein limited.

IT IS HEREBY FURTHER ORDERED that the above described application of Frank Imhoff be and it is hereby denied.

Dated at San Francisco, California, this
20th day of December, 1920.

Edwin D. Egerton
H. J. Loveland
H. B. Brundage
Dirving Martin
Commissioners.