

Decision No. 8471

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

---000---

In the matter of the application
of FRANCIS M. GRAY for certificate
of public convenience and necessity
to operate a passenger and freight
service between the cities of Fresno
in the County of Fresno and Mariposa
in the County of Mariposa, California.

Application No. 5905.

Everts, Ewing & Fitch, by J. R.
Fitch, for applicant.

James Gallagher and F. M. Hanna
for Santa Fe Railroad, protestant.

Ernest Walling and J. C. Griffin
for Walling & Alexander, protestants.

J. C. Griffin for Mariposa Auto Stage
Company.

BY THE COMMISSION:

O P I N I O N

Applicant seeks authority to operate pas-
senger, freight and express service between Fresno and Mari-
posa one round trip per day six days per week, serving La
Grande as an intermediate point.

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

The proposed route parallels the Southern
Pacific railroad between Fresno and Minter, a distance of

about 40 miles, and thence northeasterly through La Grande, a distance of about 48 miles. Its proposed running time is five hours toward Mariposa and four and one-half hours returning to Fresno.

The Santa Fe Railway serves Fresno, La Grande and Merced, two trains northbound and four trains southbound daily. The Southern Pacific railroad serves Fresno, Minerton and Merced with passenger trains in each direction daily. There is also service between Merced and Mariposa by Mariposa Auto Stage Company, one round trip a day and stage service between Fresno and Merced by Walling and Alexander line hourly 14 trips southbound and 13 trips northbound.

The only testimony tending to show inadequacy of the present service was that of a manufacturer of ice cream at Fresno, to the effect that rail shipments are occasionally overlooked. The testimony shows that business and social relations exist between Mariposa and Merced rather than between Mariposa and Fresno. The population of Mariposa was variously estimated at from 100 to 300 and that of La Grande at 50 to 70. There was some testimony tending to show that merchants at Mariposa would be able to procure goods and automobile parts quicker ~~from~~ Fresno through the proposed service than from Merced, using the present service. There was also considerable testimony to the effect that the people of Mariposa and vicinity do not need additional service.

A comparison of the schedules and tariffs of the present carriers and those proposed by applicant shows that the proposed service offers no considerable saving in time, the fares and elapsed time consumed in making the journey to be about the same.

O R D E R

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

IT IS HEREBY FOUND that public convenience and necessity does not require automobile, freight, passenger and express service proposed by applicant between Fresno and Mariposa.

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

Dated at San Francisco, California, this

_____ day of December, 1920.

Edwin G. Egan
H. S. Loveland

H. K. Roundig
Wm. M. Martin
Commissioners.