

ORIGINAL

Decision No. 8629

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
R. B. CREGAR for certificate of public
convenience and necessity to op-
erate passenger auto stage service
between Riverside and Eden Hot Springs,
Gilman Hot Springs and San Jacinto,
via Moreno.

Application No. 5795.

S. W. Thompson for Applicant and for
United Stages.

Sebald L. Cheroske for G & W Stage Company.

Frank L. Miller for W. J. McKinley (River-
side-Banning Stage).

H. W. Kidd for Motor Transit Company.

W. R. Dowler for Atchison, Topeka & Santa Fe
Railway Company.

J. R. Downs for Southern Pacific Company.

C. H. Jones for Pacific Electric Railway Co.

I Hayden for Riverside Chamber of Commerce.

BY THE COMMISSION.

O P I N I O N

By this application, R. B. Cregar asks authority to op-
erate passenger auto stage service between Riverside and San Ja-
cinto, serving as intermediate points Eden Hot Springs and Gilman
Hot Springs.

A public hearing upon the application was held by Ex-
aminer Westover at Riverside.

Mr. Cregar now operates between Riverside and San Jacinto
via Perris and Hemet, with a branch line between Hemet and Idyll-

wild. He and his partners, who afterward transferred to him, began operating prior to May 1, 1917.

This route, with the one applied for, would form a loop with its northwesterly end about two miles northwest of Alessandro and its southeasterly end at Hemet and San Jacinto. From a point about 1.1 miles east of Riverside to San Jacinto, applicant's present route is identical with that of G & W Stage Company operating between Colton and Gilman Hot Springs via Perris and San Jacinto. W. J. McKinley operates the Riverside-Banning Stage between Riverside and Banning, serving as intermediate points Eden Hot Springs, at the foot of the Moreno grade, and Beaumont, which is on the plateau above the grade.

The application recites that it is not proposed to serve locally any points now served by the Beaumont-Banning line. At the beginning of the hearing, applicant stated that he did not desire to serve locally Riverside or Eden Hot Springs or intermediate points, nor in or about Riverside. Thereupon, Motor Transit Company, operating certain local service in and about Riverside, W. J. McKinley, Pacific Electric Railway Company, and Southern Pacific Company each announced that it would refrain from making any protest. Applicant does desire, however, to serve Gilman Hot Springs and San Jacinto locally. G & W Stage Company asks that its service between San Jacinto and Gilman Hot Springs be protected.

Service by the proposed line between Riverside and San Jacinto and the mountain resorts of Idyllwild and Keen Camp will be far more direct than the present service via Perris, it being ten miles shorter, and there will be a saving in time of about thirty-five minutes in transit. The route between the Hemet and San Jacinto territory and Imperial Valley points and points east of Beaumont would be shortened about twenty-five miles. The present rail route is through Riverside and the present stage route

through the junction near Alessandro. Passengers from the Riverside Banning line destined for San Jacinto, Hemet or Gilman Hot Springs would save about eighty minutes through the proposed connection at Eden Hot Springs with that line.

It appears from the testimony that during the summer months there is a great deal of travel between Riverside and the mountain resorts referred to, and also between them and points in the Imperial Valley and between the fruit and ranching districts in the Perris-Hemet-San Jacinto territory and the fruit and ranching districts about Beaumont and Banning.

It appears that G & W/^{Stage}Company gives ample local service between San Jacinto and Gilman Hot Springs, but that there is public need for the other service proposed.

ORDER

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

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require that R. B. Cregar operate automobile passenger stage service as a common carrier of passengers between Riverside and San Jacinto, serving Eden Hot Springs and Gilman Hot Springs as intermediate points; but nothing herein contained shall authorize him to carry passengers locally in Riverside or vicinity or locally between Riverside and Eden Hot Springs, both points inclusive, or between points intermediate thereto; nor locally between San Jacinto and Gilman Hot Springs or points intermediate thereto; but he may carry passengers between points in territory thus excepted and other points herein authorized or which are now served by his present line.

The rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the service abandoned, unless the written consent of the Railroad Commission thereto has first been procured.

No vehicle may be operated in said service unless said vehicle is owned by the applicant herein or is leased by said applicant under a contract or agreement satisfactory to the Railroad Commission.

IT IS HEREBY ORDERED that the said applicant shall, within twenty days from the date hereof, file with the Railroad Commission his 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 ninety 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 abovementioned schedule and tariffs are filed within the time herein limited.

Dated at San Francisco, California, this 21st day of February, 1921.

H. D. Loveland
Frank Wilson
H. T. Bourdige
Erving Weston
Charles H. Wallace
Commissioners.