

Decision No. 2707**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
C. N. GAYLORD for permission to op-
erate an auto stage line.

} Application No. 6445.

In the Matter of the Application of
B. L. HALVERSON for certificate of
public convenience and necessity to
operate passenger and freight serv-
ice between La Grange and Don Pedro
Bar, California.

} Application No. 6469.

In the Matter of the Application of
R. R. YOUNG for certificate of public
convenience and necessity to operate
passenger and freight service between
Oakdale and Don Pedro Bar.

} Application No. 6494.

W. I. Titus for Applicant, C. N. Gaylord.
Messrs. Nutter, Hancock & Rutherford, by
John Hancock, for Applicant, B. L. Hal-
verson, and also for Star Auto Stage Co.,
protesting against granting application
of C. N. Gaylord.

Lafayette J. Smallpage for Applicant, R. R.
Young.

B. E. Olmstead for Southern Pacific Company.

BY THE COMMISSION.

O P I N I O N

By the above applications authority is requested by ap-
plicants Gaylord and Young to operate passenger stage service be-
tween Oakland and Don Pedro Bar via Stockton, Oakdale, Waterford
and La Grange. By Application No. 6469, Mr. Halverson, now op-
erating between Turlock and La Grange, seeks authority to extend
his line to Don Pedro Bar.

A public hearing upon the three above applications was
held by Examiner Westover at Stockton, at which all were consoli-
dated for hearing and decision.

The occasion for making the applications at this time is the fact that Turlock Irrigation District and Modesto Irrigation District have joined in financing and constructing a reinforced concrete dam across the Tuolumne River at Don Pedro Bar, a point about seven and one-half miles up the river above La Grange. The construction work is estimated to cost about \$6,000,000.00, \$4,000,000.00 in bonds having been voted by the Turlock Irrigation District and \$2,000,000.00 in bonds by Modesto Irrigation District. It is estimated that about 200 men will be steadily employed upon the work for two years. The testimony shows that the turn-over in labor of this class is such that to keep 200 men steadily employed will require the transportation monthly of about 150 men in each direction; and that the men will probably come through Stockton. The principal source of labor of this character appears to be the mills and mines in the northern part of the State, and San Francisco and bay points. Of that originating at San Francisco and bay points, about 95% comes via boat to Stockton. About 70% of the Hetch-Hetchy labor is from these sources, and 30% localized about Stockton and Sacramento.

Mr. Young now operates stage lines between Stockton, Oakdale, Sonora and Groveland via Oakdale, in connection with which he has handled most of the labor traffic for the Hetch-Hetchy project. He has fourteen high class cars, half of them seven and eight passenger touring cars, and the remainder 10-, 11- and 14-passenger stages, which are used in connection with his present operations and would be used on the proposed run, and supplemented with other equipment of like character.

Mr. Gaylord has received authority to operate between Turlock and Don Pedro Bar as soon as construction work begins. He now seeks authority to operate over the same route which Mr. Young applies for authority to use between Stockton, Oakdale, Waterford

and La Grange. He has no equipment, but is prepared to provide proper equipment if his application be granted.

Mr. Halverson now operates a stage route between Modesto and La Grange via Empire and Waterford. He wishes to extend his operations from La Grange to the dam site. His line connects with the Southern Pacific at Modesto and Waterford, with the Santa Fe at Empire, and with stages of the Star Auto Stage Company at Modesto. His present line was established in 1915 and has been in operation ever since.

The combination rate, one way, between Stockton and Don Pedro Bar via Star Auto Stage Company, the Halverson line (Modesto to La Grange), and the rate, La Grange to Don Pedro Bar, of \$1.00 proposed by each of the three applicants makes the total rate between Stockton and the dam site, by stage via Modesto, \$3.50, while Mr. Young's proposed stage rate between the same points is \$4.00. The combination rail and stage rate through Modesto is \$3.89; through Empire \$3.76; and through Waterford \$3.35.

The highway distance between Stockton and the dam site via Oakdale is about 66 miles, and via Modesto about 74 miles. The rate by the shorter route should be no higher than via the longer route under the conditions of road shown by the testimony.

The order will authorize Mr. Halverson to extend his present line to the dam site, affording an opportunity for travel through Modesto, Empire and Waterford, and will authorize Mr. Young, who has an established line over about one-half of the proposed route and has had much experience in handling the class of travel which will probably offer, to extend his operations. Authority already granted to Mr. Gaylord will enable him to handle traffic presenting itself at Turlock, but public necessity and convenience do not seem to require him to establish an entirely new line between Stockton and the dam site.

No testimony was offered tending to show any public need for freight service, but it was shown that the general plans contemplate construction of a narrow gauge railroad and also a wagon road between La Grange and the dam site.

ORDER

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

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by B. L. Halverson of passenger stage service between La Grange and Don Pedro Bar; and by R. R. Young of passenger stage service between Oakdale and Don Pedro Bar, serving Waterford, Robert's Ferry and La Grange as intermediate points, the proposed through rate between Stockton and Don Pedro Bar to be not more than \$3.50.

The operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said 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 each of above applicants 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 lines 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 above mentioned schedules and tariffs are filed within the time herein limited.

Dated at San Francisco, California, this 4th day of March, 1921.

Frank D. White
H. H. Loveland
H. H. Broun
Charles H. Powell

Commissioners.