

Decision No. 9631

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of JOHN YUE for a permit to operate passenger auto service between Auburn and Truckee over and along the State Highway leading between said points via Colfax, Towle, Cisco, Summit and intermediate points.

ORIGINAL

Application No. 7150.

K. D. Robinson for Applicant.

C. E. Spear for Southern Pacific Company.

BY THE COMMISSION.

O P I N I O N

A public hearing was held by Examiner Westover at Auburn upon the above application for authority to operate passenger stage service, two round trips daily between Auburn and Truckee via Colfax, a distance of 83 miles via the Southern Pacific railroad, and intermediate points.

The only testimony presented by applicant concerning public need for the proposed service relates to conditions in and about Bowman, but 4 miles from Auburn, and Dutch Flat, Alta and Towle, three stations about 30 to 35 miles from Auburn by rail. There are about 12 families at Dutch Flat, 4 or 5 at Towle, and about 25 in and about Alta, according to the testimony, with available accommodations during the summer resort season for about 150 to 200 guests in resorts near these towns. There is also near Alta a sanitarium with accommodations for about 50 patients and nurses. It was estimated that about 90% of the motoring parties carry camping equipment.

The only objection made to the present service of the Southern Pacific Company is the fact that there are but 2 eastbound

trains, leaving Auburn at 9:13 A.M. and 6:05 P.M., and one west-bound train, arriving at Auburn at 1:05 P.M. The evening train reaches Dutch Flat at 7:33, but does not stop at Towle. The local trains No. 23 and No. 24 also stop at Towle, meeting there at 11:18-20 A.M. The other trains pass at inconvenient hours during the night. It is claimed that it would be a great convenience during the summer season if there were a stage line which would permit visitors to come to the sanitarium from Auburn and points west, spend a few hours and return the same day, or if there were a means by which business men could more conveniently spend week ends with their families at summer resorts in the vicinity, or by which members of motoring parties called back to the cities could have additional facilities for travelling out of the mountains.

Applicant proposes to operate new 7-passenger White touring cars, two round trips per day, leaving Auburn and Truckee at 7:00 A.M. and 1:00 P.M., making the trip in five hours. His proposed fares range from about 35% to 60% higher than those of the Southern Pacific Company.

Under the proposed stage schedule, one could reach the points in question from Auburn and return the same day, spending the hours between about 9:00 A.M. and 4:00 P.M. in or about these mountain points; but there is nothing in the record to suggest that any considerable amount of the mountain travel originates at Auburn. It is to the effect that the travel is to or from valley and bay points. There is no testimony concerning need of transportation other than in the vicinity of the points mentioned. While there is no doubt that this service would be an accommodation under certain circumstances, such as those referred to, it does not appear that there is such a degree of convenience to be served as to amount to a public necessity or that it would meet a general public need.

ORDER

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

THE RAILROAD COMMISSION HEREBY DECLARES that public necessity and convenience do not require the service proposed in the application.

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

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

H. D. Boardman
Charles A. Rogers
L. J. Pennington
Commissioners.