

Decision No. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of GREEN and GREEN for certificate of public convenience and necessity to operate passenger, freight, express baggage and morchandise service between Blairsden and Lake Center Camp.)

) Supplemental Application No. 6461

ORIGINAL

BY THE COMMISSION:

SUPPLEMENTAL OPINION

In this supplemental application G. R. Green and R. W. Green, doing business as Blairsden Stage Company, have petitioned the Railroad Commission to modify its Decision No. 9055, dated June 4, 1921, on the original application herein, to authorize service within a radius of one-half mile of Lakes Center Camp. Applicants also request the Commission to authorize a rerouting of applicants' operation between Gold Lake and a point commonly known as the "Y" which is about two and one-half miles northerly from Gold Lake on their operation between Blairsden and Sierra City.

As justification for the modification of Decision No. 9055 to authorize service within a one-half mile radius of Lakes Center Camp, applicants allege that they believe that it was the intent of this Commission in Decision No. 9055 not only to authorize service between Blairsden and Lakes Center Camp and intermediate points, but also within said one-half mile radius of said Lakes Center Camp, as indicated by the language as set forth in the opinion of said Decision No. 9055.

By reference to the order of said Decision No. 9055, we find the following declaration;

"THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by GAYLE R. GREEN and RUBY M. GREEN, co-partners under the name of GREEN and GREEN, of an automobile stage line as a common carrier of passengers, freight and express between Blairsden and Lake Center Camp and intermediate points,..."

Such declaration clearly did not specify service to or from any point other than those named in such declaration. However, an examination of the opinion of said Decision No. 9055 reveals the following language:

"Lake Center Camp is a summer resort situated about eight miles from the town of Blairsden in the Feather River Lakes region. From June 1st to October 1st, several hundred tourists, campers and pleasure seekers visit this camp and vicinity. The Plumas National Forest Camp, which is maintained near Mt. Elwell affords camp sites for a large number of government employees. The testimony of applicants shows that those campers demand transportation facilities throughout the summer months for themselves and their camp supplies from Blairsden. There are several owners of permanent homes within a short distance from Lake Center Camp who have requested this proposed service on the ground that it will afford them a reliable and satisfactory means of transportation.

"It appears that a large number of automobile parties visit camps in the vicinity of Lake Center Camp and have often requested supplies brought into them."

"The applicant testified to the effect that at least two hundred people requested transportation service from him to Lake Center Camp and adjacent camping grounds last season. It was shown that campers have complained upon arrival at Blairsden on the Western Pacific Railroad, that they have been unable to make any arrangements in advance for the transportation of themselves and their supplies."

An examination of the original application herein disclosed that applicants requested permission to establish a service for the transportation of passengers, freight, baggage and express between Blairsden and Lake Center Camp and intermediate points. As justification for the authority requested applicants alleged, in effect, that there was a need for their proposed service "within a radius of one and one-half miles from the proposed terminus" at the camp ground site.

Based upon the request as set forth in the original application and the conclusions expressed in the opinion of Decision No. 9055, as hereinabove stated, it appears that it was the intent of the Commission in said decision to authorize applicants to serve the camping area in the vicinity of Lake Center Camp. Therefore, the order of said Decision No. 9055 will be amended to conform to such conclusions.

By Decision No. 14844 applicants were authorized to acquire from H. W. Lumm a prescriptive operative right between Blairsden and Sierra City via the "Y" and Gold Lake. In support of applicants' request for authority to reroute its present operation between such points, it is alleged that that portion of applicants' present route between Gold Lake and a point commonly known as the "Y," which is about two and one-half miles northerly from Gold Lake, has through non-maintenance become practically impassable for applicants' vehicles in their common carrier operations, and that there has never been a need nor a request for service to or from any point along said portion of applicants' route of operation.

Applicants propose to operate over and along a public highway via Lakes Center Camp and Big Bear Lake from said "Y" to Gold Lake in lieu of operation over applicants' present route between said "Y" and Gold Lake. The request for such proposed rerouting appears to be in the public interest and it will be authorized.

SUPPLEMENTAL ORDER

Based upon the conclusions expressed in the foregoing opinion and good cause appearing,

IT IS ORDERED that the declaration of Decision No. 9055, dated June 4, 1921, as set forth at sheet three of said decision in

the following language,

"THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by GAYLE R. GREEN and RUBY M. GREEN, co-partners under the name of GREEN and GREEN, of an automobile stage line as a common carrier of passengers, freight and express between Blairsden and Lake Center Camp and intermediate points,..."

is hereby amended to read as follows:

"THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the establishment and operation by Gayle R. Green and Ruby M. Green of an automotive service as a common carrier of passengers, freight and express between Blairsden and Lakes Center Camp and intermediate points and all points within a radius of one-half mile of said Lakes Center Camp,..."

IT IS FURTHER ORDERED that said Decision No. 9055 shall in all other respects, except as herein amended, remain in full force and effect.

IT IS FURTHER ORDERED that applicants Green and Green shall operate their service between Blairsden and Sierra City over the public highways, via Lakes Center Camp, Big Bear Lake and Gold Lake, in lieu of the present route between the "Y" and Gold Lake.

The effective date of this order shall be the date hereof.

Dated at Los Angeles, California, this 26th day of March, 1940.

Ray S. Green
Stewart H. Green
Ruby M. Green
Justice D. Green
COMMISSIONERS