

Decision No. 35450

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
SEQUOIA and KINGS CANYON NATIONAL )  
PARKS CO., a corporation, (formerly )  
Sequoia and General Grant National )  
Parks Company), for an order author- )  
izing the abandonment of certain )  
local services rendered in connection )  
with tours. )

Application No. 25007

In the Matter of the Application of )  
SEQUOIA AND KINGS CANYON NATIONAL )  
PARKS CO., a corporation, (formerly )  
Sequoia and General Grant National )  
Parks Company), for an order author- )  
izing the suspension of certain )  
services for the duration of the )  
present emergency. )

Application No. 25032

BY THE COMMISSION:

O P I N I O N

Sequoia and General Grant National Parks Company, a corporation, has heretofore been granted a certificate of public convenience and necessity to operate an automotive service for the transportation of passengers, for hire, as a common carrier, generally between Fresno and Visalia and Sequoia and General Grant National Parks. Said certificate was granted to applicant in lieu of all previous grants, and was issued pursuant to Decision No. 27785, dated March 4, 1935, on Application No. 19834.

The corporation has since changed its corporate name to Sequoia and Kings Canyon National Park Company and, as such, petitions the Commission for authority to abandon certain local services and to suspend others. Separate applications, numbered and entitled as above, have been filed embodying these requests and the applications have been consolidated for decision.

By virtue of Decision No. 27785 applicant was authorized to engage in the following operations:

- (1) A Circle Tour from Fresno back to Fresno to be operated daily June 10 to September 10, each year, both dates inclusive, via Visalia, Exeter, Ash Mountain, Giant Forest and Grant Park.
- (2) Round trip service Visalia and Exeter to Giant Forest, going portion to be operated in connection with Circle Tour; return portion to be "on call" to holders of such round trip tickets only.
- (3) Local service IN ONE DIRECTION ONLY, Visalia to Ash Mountain and intermediate points, EXCEPT that no local service will be furnished from Visalia to Exeter. This service to be operated in connection with Circle Tour.
- (4) Local service IN ONE DIRECTION ONLY. Grant Park to Fresno, serving all intermediate points en route in connection with the Circle Tour.
- (5) An "on call" service Fresno to Grant Park and return, no service to intermediate points, return portion of trip to be furnished in connection with Circle Tour.
- (6) An "on call" service for a minimum of four (4) passengers Giant Forest to Grant Park and return via Generals Highway.
- (7) An "on call" service for a minimum of four (4) passengers Grant Park to "Road End" on Kings River Highway.

In Application No. 25007, applicant requests authority to abandon the services described in (3) and (4) above, except from Visalia and Exeter, on the one hand, to Ash Mountain on the other hand; and except from General Grant National Park to Fresno. (1)

Applicant alleges, as justification for such abandonment, that the service has not been used to any extent by the public for the past three years, and that the rendition of such local service

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(1) General Grant National Park is now Kings Canyon National Park.

under present conditions is expensive and wasteful, particularly of tires, gasoline and equipment. Applicant further alleges that for the year 1939, he transported only three passengers from Visalia to Lemon Cove, one from General Grant National Park to Centerville, and one from Pinehurst to Fresno. No passengers were transported in 1940 and only one from Visalia to Lemon Cove in 1941.

In Application No. 25032 applicant requests authority to suspend, for the duration of the present war emergency, all of the services described in (1) to (7), inclusive, above, save and except the service authorized in (2) above. The suspension of these operations is urged on the ground that the services offered are non-essential, that they involve some 10,000 miles of travel per season, that there will be practically no patronage whatever of the services proposed to be suspended.

Applicant asserts that the proposed suspension has been sanctioned by the Park Superintendents of Sequoia National Park and Kings Canyon National Park (formerly General Grant National Park), and is now subject only to the approval of the Railroad Commission.

It is clear from the reasons set forth by applicant that public convenience and necessity do not require the continued operation of the services herein involved, and the authority sought for abandonment as hereinabove described will be granted by amending applicant's present certificate of public convenience and necessity. The authority sought for temporary suspension of service will also be granted.

This does not appear to be a matter in which a public hearing is necessary.

O R D E R

IT IS ORDERED that paragraphs (3) and (4) of the Order in Decision No. 27785 reading as follows:

- "3. Local service IN ONE DIRECTION ONLY, Visalia to Ash Mountain and intermediate points, EXCEPT that no local service will be furnished from Visalia to Exeter. This service to be operated in connection with the Circle Tour.
- "4. Local service IN ONE DIRECTION ONLY, Grant Park to Fresno, serving all intermediate points en route in connection with the Circle Tour."

be deleted from said Order and be superseded by the following paragraph to be numbered 3-4.

- 3-4 One-way service from Visalia and Exeter, on the one hand, to Ash Mountain, the boundary line of Sequoia National Park, on the other; and one way service from General Grant National Park to Fresno, serving no intermediate points on either operation.

IT IS FURTHER ORDERED that applicant be authorized to suspend for a period of one year from the effective date hereof all of its passenger stage services described in paragraphs Nos. 1, 5, 6, and 7 of the Order in Decision No. 27785.

IT IS FURTHER ORDERED that applicant shall, within thirty (30) days, file in triplicate and upon not less than one (1) day's notice to the Commission and the public, a supplement to its tariff and a time schedule showing the abandonment and suspension of service as herein authorized, and provided further that it shall, at least one (1) day prior to discontinuance of

service, post notice of such discontinuance in its stages and at its terminals.

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

Dated at San Francisco, California, this 5<sup>th</sup> day of June, 1942.

Justice F. Coarven  
Ray H. Riley  
M. B. ...

COMMISSIONERS