

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application  
of LEWIS A. MONROE, Joint Agent,  
for an order granting permission  
to establish on one day's notice  
through joint passenger fares  
between certain points served by  
the Motor Transit Company and  
California Transit Company.

ORIGINAL

Application No. 8934.

Kidd & Hardy, by H. W. Kidd, for the  
applicant.  
H. H. Gogarty, for Southern Pacific Co.  
Warren E. Libby, for Intervenor Packard  
Stage Line.

BY THE COMMISSION:

O P I N I O N

The Motor Transit Company, a corporation, Valley Transit Company and California Transit Company by and thru their authorized agent, Lewis A. Monroe, have petitioned the Railroad Commission for an order declaring that public convenience and necessity require the establishment by them of certain additional thru joint fares, as set forth in Exhibit "A", attached to said Application.

Public hearings on said application were conducted before Examiner Satterwhite at Los Angeles; the matter was duly submitted and is now ready for decision.

W. H. Powell, K. P. Beyerle, R. W. Wilson, T. E. Hutson,  
C. A. Sansome and L. J. Austin, co-partners under the fictitious

name of Packard Stage Line appeared at the hearing and filed a petition in intervention, requesting that said intervenor be granted the same rights to sell and operate on joint tickets with said Valley Transit Company and said California Transit Company, upon the same terms and conditions and subject to the same limitations as those imposed upon said Motor Transit Company, as named in said application.

The applicants above named, protested against the filing and hearing of the petition of intervention by said Packard Stage Line, but the Commission is of the opinion that it is proper to hear and determine in this proceeding the petition of said intervenor, as it embraces the same subject matter and will obviate the necessity of separate or a multiplicity of proceedings.

Motor Transit Company operates a passenger auto stage service between Los Angeles and Bakersfield and other points. Valley Transit Company operates passenger auto stage service between Bakersfield, Porterville, Visalia, Tulare, Fresno, Merced and intermediate points. California Transit Company operates passenger auto stage service between Merced, Turlock, Manteca, Stockton, Sacramento, Livermore, Oakland, San Francisco and intermediate points.

The evidence shows that the time schedules of these three lines make direct connections at the junction points of Bakersfield and Merced and that any and all passengers destined beyond these junction points would enjoy the convenience and advantage of the said proposed joint fares.

The record shows that there is now in effect joint fares both one way and round trip between many points served by the three lines making this application, which fully appears in Supplement No. 16 to California Joint Stage Tariff No. 1-A, to C. R. C. No. 5 of Lewis A. Monroe Joint Agent, on file with

this Commission. Testimony was offered by said applicants to the effect that one of the officials of the Motor Transit Company had made an actual investigation of the need of the proposed additional joint rates and it appears that particularly north of Merced, there is a substantial demand for these joint rates. It was shown that two passengers a day for Stockton and one passenger a day to Sacramento had been carried for some time and that there were other calls for various points over the route covered. It was shown that the average number of passengers southbound, as well as northbound, daily, are from ten to fifteen over the combined route of said applicants. There is to be no change in any manner in the physical operation of the stages operated by either or any of the lines interested. All passengers will transfer at the junction points of Merced and Bakersfield, the same as is done at this time.

The joint fares now in effect both one way and round trip as shown in said Supplement No. 16 to C. R. C. No. 5, are as follows:

ONE WAY FARES

Between Los Angeles and	Route	One Way Fares
Porterville	A	\$ 7.55
Tulare	A	7.80
Fresno	A	8.80
Madera	A	9.55
Merced	A	10.45
Oakland	B	12.85
San Francisco	B	12.85
San Francisco	C	12.85

Route A. - Fares apply via Motor Transit Co. and Valley Transit Co.

Route B. - Fares to and from Oakland and San Francisco applies via Motor Transit Company, Los Angeles to Bakersfield; Valley Transit Company to Merced, and California Transit Company to Oakland or San Francisco, or vice-versa; or via Pickwick Stages, N. D., Inc., Los Angeles to San Jose, thence Peerless Auto Stage Association to Oakland or vice-versa.

ROUND TRIP FARES

Between Los Angeles and	Route	Limit 30 days (Note 1)	Limit 60 days (Note 2)	Limit 90 days (Note 3)
Porterville	D	\$12.10		
Tulare	D	12.50		
Fresno	D	14.10		
Madera	D	15.30		
Merced	D	16.75		
Oakland	E	20.50	\$22.50	
San Francisco	E	20.50	22.50	
Oakland	F			\$25.00
San Francisco	F & G			25.00

Route D. - Via Motor Transit Co. and Valley Transit Co. via Bakersfield.

Route E. - Going and returning via Bakersfield and Merced.

Route F. - Going and returning via Bakersfield and Merced.

The evidence shows that the establishment of the proposed additional joint fares will prove a great convenience to the traveling public and will eliminate many complaints and errors in fares by the various ticket agents.

The Packard Stage Line operates an automobile stage line in the transportation of passengers and baggage between Los Angeles and Bakersfield via Mojave and Tehachapi and certain intermediate points. Said intervenor offered evidence to the effect that it has many inquiries at its Los Angeles office for connections with northern points served by the said Valley Transit Company and California Transit Company and that considerable passenger traffic has been lost on account of not having these connections. Testimony was offered by said intervenor that both oral and written applications had been made to officials of the Valley Transit Company and

California Transit Company to secure the privilege of selling thru tickets for thru transportation, but each of these stage lines had declined to enter into any such arrangement or proposal. Said intervenor offered further testimony to the effect that it makes the same connections with said Valley Transit Company and California Transit Company with respect to the transportation of thru business and exchange of passengers as those named by the Motor Transit Company and that the intervenor is willing to accept the same terms and conditions as those set forth in the above named application.

After a careful consideration of all the evidence, we are of the opinion that the application of said Motor Transit Company, Valley Transit Company, and California Transit Company should be granted. We are also of the opinion that the petition of intervenor, Packard Stage Line, should be granted for the reason that the public should be given the option of traveling over the intervenor's stage line as well as that of the Motor Transit Company's line.

#### ORDER

Public hearings having been held in the above entitled application; evidence having been submitted by said applicants and by said intervenor and the Commission being fully advised,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the establishment of certain additional joint fares both one way and round trip between certain points served by said Motor Transit Company, Valley Transit Company and California Transit Company as hereinafter particularly set forth,

IT IS HEREBY ORDERED that said applicants, Motor Transit Company, Valley Transit Company and California Transit Company shall file and publish the following additional joint fares in conformity with the Commission's rules and regulations, between the following points, to-wit:

Between Los Angeles and	Route	One Way Fare	Round Trip Fare
Goshen Jct.	1	\$ 8.05	-
Visalia	1	8.00	\$13.20
Visalia	2	8.15	13.20
Atwater	3	10.70	
Turlock	3	11.30	
Ceres	3	11.60	
Ripon	3	12.10	
Manteca	3	12.35	
Stockton	3	12.75	
Lodi	3	13.10	
Galt	3	13.60	
Sacramento	3	14.35	

Route 1 - Via Motor Transit Co. and Valley Transit Company.

Route 2 - Via Motor Transit Co. and Valley Transit Co. and Tulare-Visalia Stage.

Route 3 - Via Motor Transit Co., Valley Transit Co., and California Transit Company.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the establishment of certain thru joint fares both one way and round trip between certain points served by said Packard Stage Line, Valley Transit Company and California Transit Company, as hereinafter particularly described.

IT IS HEREBY ORDERED that said Packard Stage Line, Valley Transit Company and California Transit Company shall file and publish

as their interests shall appear thru joint fares in conformity with the Commission's rules and regulations as shown in said Supplement No. 16 to C. R. C. No. 5, Lewis A. Monroe Joint Agent, as set forth in detail on page 3 in the foregoing opinion and shall also file and publish the following additional joint fares in conformity with the Commission's rules and regulations between the following points, to-wit:

Between Los Angeles and	Route	One Way Fare	Round Trip Fare
Goshen Jct.	1	\$ 8.05	-
Visalia	1	8.00	\$13.20
Visalia	2	8.15	13.20
Atwater	3	10.70	
Turlock	3	11.30	
Ceres	3	11.60	
Ripon	3	12.10	
Manteca	3	12.35	
Stockton	3	12.75	
Lodi	3	13.10	
Galt	3	13.60	
Sacramento	3	14.35	

- Route 1 - Via Packard Stage Line and Valley Transit Company.  
 Route 2 - Via Packard Stage Line and Valley Transit Co. and Tulare-Visalia Stage.  
 Route 3 - Via Packard Stage Line, Valley Transit Co., and California Transit Company.

Dated at San Francisco, California, this 5<sup>th</sup> day of November, 1923.

Cl. Shaver  
W. B. Bond  
Eugene D. Sherr

Commissioners.