

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of S. F. B. MORSE for a certificate of public convenience and necessity to operate an automobile passenger bus service between Pacific Grove, Monterey and Del Monte, and Los Banos and Merced.

ORIGINAL

Application No. 9515.

Alan C. Van Fleet, for applicant,
Harry Excell, for Pacheco Stage Line, and
for Simond & Moon Stage Line, protestants,
Fred A. Great, for Carpenter-Littlefield
Stage Line, protestant,
F. W. Mielke and E. Shillingsburg, for Southern
Pacific Company, protestant,
Earl A. Bagby, for Miller Stage Line, protestant.

BY THE COMMISSION:

O P I N I O N

S. F. B. Morse has petitioned the Railroad Commission for an order, declaring that public convenience and necessity require the operation by him of an automobile stage line as a common carrier of passengers between the towns of Pacific Grove, Monterey and Del Monte on one hand and Los Banos and Merced on the other hand.

Public hearings on this application were conducted before Examiner Satterwhite at Monterey and San Francisco, the matter was submitted and is now ready for decision.

Applicant proposes to charge rates and to operate upon a time schedule in accordance with Exhibits "A" and "B" attached to said application and to use the equipment described in Exhibit "C."

Pacheco Stages, Simond & Moon Stage Line, Carpenter-Littlefield Stage Line, Miller Stage Line and the Southern Pacific Company protested the granting of this application.

The applicant called several witnesses in support of this application.

The testimony shows that the applicant proposes to operate a through stage service between the above named points from April 15th to October 15th in each year, leaving Pacific Grove at 7:55 a.m., arriving at Merced at 12:45 p.m., and leaving Merced at 2 p.m. and arriving at Pacific Grove at 7:10 p.m.

Pacific Grove, Monterey and Del Monte are popular summer resorts which are visited during the summer period of each year by thousands of tourists, pleasure seekers and vacationists. A large number of these vacationists are residents of San Joaquin Valley, who spend their vacation at these communities on the Monterey peninsula to escape the warm weather during the summer months. It was shown that this proposed through service will furnish a direct connection with the Yosemite Valley railroad, which operates to the Yosemite Valley, a well-known resort visited by thousands of tourists and pleasure seekers. By the establishment of the proposed service, many of the tourists who visit the Yosemite Valley will be furnished with a direct connection to the Monterey peninsula, and, on the other hand, those visiting the resorts on the Monterey peninsula will be afforded a direct and expedited service to the Yosemite Valley, as well as points in the San Joaquin Valley. One round trip daily will be made, consuming a total elapsed time of five hours and five minutes in either direction. It was shown that many inquiries have been made at the communities on the Monterey peninsula and particularly at the Hotel Del Monte, for stage transportation to Merced and the Yosemite Valley. Also numerous inquiries have

been made at Merced for transportation to resorts on the Monterey peninsula. The record shows that this proposed stage line would carry at least six persons from the Monterey peninsula to Merced per day and there would be an average of at least eight or ten passengers daily desiring direct transportation from Merced to the Monterey peninsula.

Applicant offered in evidence endorsements of this proposed service by the Chambers of Commerce of Merced, Pacific Grove, Monterey, Salinas and Carmel. These endorsements show that the people of these communities are practically unanimous in their desire for the proposed through service to meet the demand for adequate and direct transportation facilities from the San Joaquin Valley to the Coast and vice-versa and on the further ground that the present existing facilities offered by authorized carriers involve a circuitous route with delays, several transfers and considerable loss of time.

The Pacheco Stages and Simond & Moon Stage Line, protestants, offered in evidence their respective time schedules, together with the time schedule of the Miller Stage Line. The Pacheco Stage Line operates between Los Banos and Watsonville, and other points, the Miller Stage Line between Merced and Los Banos and other points, and the Simond & Moon Stage Line between Watsonville and Monterey, and a study of the time schedules of these three lines shows that a passenger making the western trip over these lines from Monterey to Merced has to make two transfers and undergo a delay of one and a quarter hours at Los Banos and one and one-quarter hours at Watsonville, consuming eight and three-quarters hours of elapsed time. On the eastern trip two transfers are required and an elapsed time of six and one-quarter hours.

A passenger seeking transportation over these three lines to the Yosemite Valley cannot get from Monterey to the Yosemite Valley in one day and Yosemite passengers seeking to go to Monterey over these three lines would have to spend the night in Merced in order to catch the 10:30 a.m. stage of the Miller Stage Line. The testimony further shows that there are no joint traffic arrangements between these three stage lines and that no through ticket can be purchased.

After careful consideration of the evidence in this proceeding, we are of the opinion and hereby find as a fact that public convenience and necessity require the proposed operation of said applicant and that the application should be granted.

O R D E R

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

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by S. F. B. Morse of an automobile stage line as a common carrier of passengers between the towns of Pacific Grove, Monterey and Del Monte on one hand and Los Banos and Merced on the other hand, provided however that no passengers shall be carried locally between Merced and Los Banos and between Pacific Grove and Del Monte;

Provided, however, that

1. Applicant shall file his written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof; shall file, in duplicate, tariff of rates and time schedules within a period of not to exceed twenty (20) days from date hereof, such tariff of rates and time schedules to be identical with those attached to the application herein; and shall commence operation of said service within a period of not to exceed thirty (30) days from date hereof.

2. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

5. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by him under a contract or agreement on a basis satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 9th day of
June, 1924.

Olseavy

Drawing Practices

J. H. Whitney
Commissioners