

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
PICKWICK STAGES SYSTEM, a corporation,  
CALIFORNIA TRANSIT CO., a corporation,  
MOTOR TRANSIT COMPANY, a corporation,  
PACKARD STAGE LINE, a corporation,  
A. B. WATSON, and C. M. BLABON and  
J. R. CLEVELAND, for the approval of  
certain sales and transfers, assignments,  
purchases, re-routings, cancellations  
and abandonments, removals of restrictions,  
consolidations, concurrences and joint  
rates, dismissals and withdrawals of  
protests and cases, all relating to  
certain automobile stage line operating  
rights of applicants.

Application  
No. 12812

Warren E. Libby for Pickwick Stages System,  
Packard Stage Line, A. B. Watson,  
Blabon and Cleaveland, Applicants,  
Earl A. Bagby for California Transit Company, Applicant,  
H. W. Kidd for Motor Transit Company, Applicant,  
Sanborn & Roehl and De Lancey C. Smith for Auto Transit  
Company.

BY THE COMMISSION -

OPINION

Pickwick Stages System, a corporation; California Transit  
Co., a corporation; Motor Transit Company, a corporation; Packard  
Stage Line, a corporation; A. B. Watson, an individual doing busi-  
ness under the name and style of Crown Stage Lines; and Blabon &  
Cleaveland, co-partners; have petitioned the Railroad Commission  
for an order approving sales and transfers of certain operating  
rights, assignments of certain leases, certain route changes and  
abandonments, dismissals of several matters pending before the  
Commission, consolidation of rights, elimination of certain re -  
strictions and the establishment of joint rates, all the proposed  
changes relating to operating rights heretofore existing by  
reason of operation in good faith prior to May 1, 1917, or as  
granted by the Railroad Commission to the applicants herein and  
bearing on the service now being given by the applicants in the

business of transporting persons and property over the highways of California for compensation as common carriers. All of said proposed changes to be in accordance with the terms set forth in the exhibits attached to the application herein, and made a part thereof.

A public hearing was conducted by Examiner Handford at San Francisco, on May 10, 1926, the matter was submitted and is now ready for decision.

Motor Transit Company

Pickwick Stages System, California Transit Company/and Packard Stage Line are corporations engaged in the business of transporting persons and property by automobile over the highways of California. A. B. Watson is an individual operating under the name and style of Crown Stage Lines, and Blabon & Cleaveland are a partnership also engaged in the highway transportation business. The operations of all are being conducted under the jurisdiction of the Railroad Commission. Their tariffs and time schedules are on file with the Commission as are also certified copies of the articles of the incorporation of the corporations.

PICKWICK STAGES SYSTEM asks:

- One (1) - To sell and transfer to MOTOR TRANSIT COMPANY operating rights of Packard Stage Line between Los Angeles and Bakersfield, which rights are now being operated under lease by Pickwick Stages System, the lease having been approved by the Railroad Commission in its Decision No.15264, dated August 6, 1925, and issued on Application No.11436.
- Two (2) - To sell and transfer to CALIFORNIA TRANSIT CO., operating rights covering service between Fresno and Calwa and Fresno and Kerman and San Joaquin.
- Three(3)- To sell and transfer to CALIFORNIA TRANSIT CO., operating rights between Fresno and Los Banos, as defined by Decisions No.14010, on Application No.10445, and Decision No.13775, on Application No.10693, which rights are now being operated by Pickwick Stages System under authority of a lease from Blabon & Cleaveland.
- Four (4)- To sell and transfer to CALIFORNIA TRANSIT CO. operating rights between Fresno and Coalinga, leased from Frank Roberson by Pickwick Stages System, which lease was approved by the Railroad Commission in its Decision No.14199, issued on Application No.10551. Authority to assign the lease herein described to the California Transit Co. is also asked by Pickwick Stages System.

- Five (5)- To sell and transfer to CALIFORNIA TRANSIT CO. operating rights between Fresno and Clovis, leased from A. A. Crabb, E. C. Morgan and Ernest Crabb, which lease was approved by the Railroad Commission in its Decision No. 14312, on Application No. 10613. Authority to assign the lease herein described to California Transit Co. is also asked by Pickwick Stages System.
- Six (6)- To assign to MOTOR TRANSIT COMPANY all its rights, title and interest in operating rights between Los Angeles and Santa Ana and all intermediate points, via Bandini, Santa Fe Springs, Norwalk, Buena Park, Fullerton, Anaheim and Orange, leased from A. B. Watson, which lease was approved by the Railroad Commission in its Decision No. 15177, on Application No. 8431.
- Seven (7)- To assign to MOTOR TRANSIT COMPANY all its right, title and interest in operating rights acquired under a conditional bill of sale dated April 24, 1926, under which rights, A. B. Watson (Crown Stage Lines), is now operating between
- a- Santa Ana and Laguna, via Tustin and Irvine and all intermediate points.
  - b- Santa Ana and Balboa, via Georgetta, Costa Mesa and Newport Beach, and serving all points intermediate.
  - c- Long Beach and Pomona, via Seal Beach, Los Alamitos, Cypress, Anaheim, Fullerton and Brea, and serving all intermediate points.
  - d- Riverside and Long Beach, via Seal Beach, Huntington Beach, Greenville, Talbert, Santa Ana, Orange, Olive, Corona and Arlington, and also an alternate route in connection with such operations via Bolsa, Garden Grove and Westminster and all points intermediate to said termini except between Olive and Corona and between Huntington Beach and Seal Beach, said Watson having no operative right for local business between these points.
- Eight (8)- To purchase from MOTOR TRANSIT COMPANY operating rights between
- a- Los Angeles and San Diego, via Whittier Boulevard to Santa Ana, thence over the Coast Highway, as said right is more specifically described in Railroad Commission Decision No. 13454, on Application No. 8454.
  - b- Los Angeles and San Diego, via Whittier Boulevard and Telegraph Road, Santa Fe Springs, Norwalk, Buena Park, and Garden Grove to Santa Ana, and thence via Coast route to San Diego, as said right is more specifically described in Railroad Commission's Decision No. 13454.
  - c- Los Angeles and San Diego (as per paragraph "b" immediately above), except a deviation or alternative route between Santa Fe Springs and Norwalk, over the highway passing immediately in front of Norwalk Stage Hospital, all as more specifically described in Decision No. 13454.

- d- San Pedro, Wilmington and Long Beach and Garden Grove to Santa Ana, and thence via The Coast Highway as described in Decision No.13454, on Application No.8454, and Decision No.12436, on Application No.9151.
- e- San Diego and Acanto, (Passengers only), and the intermediate points of Beverly and Hollywood, said right having been established by Decision No.8651, on Application No.6460, and in Decision No.13375, on Application No.9929, transferred to Motor Transit Company

Nine (9)-

To reroute its present Coast Line operations between Los Angeles and San Diego, as secured by Decision No.15674, on Application No.11694, as originally defined by Decision No.5345, dated April 29, 1918, and issued on Application No.3663, and as ratified and confirmed by Decision No.9612, on Application No.6527, over the following specified route:

"From Los Angeles via Whittier Boulevard to its intersection with Atlantic Boulevard in Belvedere Gardens, thence via Atlantic Boulevard to Telegraph Road, thence over said Telegraph Road via Santa Fe Springs, Norwalk and Buena Park to Harding Station on the Riverside-Redondo Boulevard, thence via said Riverside-Redondo Boulevard to the City of Anaheim, where same intersects with said Coast Highway Route, and thence over said Coast Highway route via Santa Ana, Tustin, Irvine, San Juan Capistrano, Oceanside, Carlsbad, Encinitas, Cardiff, Del Mar, to San Diego, over the State Highway, as now laid out and defined and as the same may be altered from time to time over said Coast Route."

And for authority to re-route the Coast Line operations between Los Angeles and San Diego herein sought to be purchased from Motor Transit Company over the new route described in the paragraph immediately preceding this.

Ten (10)-

To discontinue, cancel and abandon all local operating rights and operations of Pickwick Stages System between Los Angeles and Santa Ana, both inclusive, with the provision, however, that such discontinuance, cancel - lation and abandonment shall not affect the right of Pickwick Stages System to pick up and/or discharge passengers, baggage and express within said territory between Los Angeles and Santa Ana, both points inclusive, when such passengers, express and baggage are destined to or originate from points south of Santa Ana.

Eleven (11)-

To discontinue, cancel and abandon its local operations and operating rights between Los Angeles and Riverside, both inclusive, on its Inland Route operations between Los Angeles and San Diego, via Riverside and Elsinore and Escondido, provided, however, that such discontinuance, cancellation and abandonment shall not affect the right of Pickwick Stages System to pick up and/or discharge passengers, baggage and express within said territory between Los Angeles and Riverside, both inclusive, when destined to or originating from points south of Riverside on said Inland Route.

- Twelve (12)- To cancel and abandon the lease of Packard Stage Line operating right now held by Pickwick Stages System and under which Pickwick Stages System is now giving service between Los Angeles and Bakersfield via Mojave, as shown by Decision No.15264, on Application No.11456.
- Thirteen (13)- To consolidate the present Coast Line operations of Pickwick Stages System between Los Angeles and San Diego with the Coast Line operations herein proposed to be acquired from Motor Transit Company, and to operate said consolidated operations in accordance with the re-routing herein proposed; the consolidation also to include the San Pedro-San Diego operation herein proposed to be acquired from Motor Transit Company, and the further consolidation of these rights with what is known as the Marietta line of Pickwick Stages System, which line is more fully described in Decision No.15674, on Application No.11694.
- Fourteen (14)- To consolidate the rights, the consolidation of which is asked for in the paragraph immediately preceding this, namely, the Los Angeles-San Diego, San Pedro-San Diego and Marietta lines, as consolidated with the Los Angeles-San Francisco Coast Line operations of Pickwick Stages System, which coast line operations are more fully described in Decision No.14464, on Application No.8067.
- Fifteen (15)- To consolidate that portion of the operating right between Fresno and Santa Cruz, remaining in the possession of Pickwick Stages System, namely, between Los Banos and Santa Cruz, now being operated under lease from Blabon & Cleaveland and also between Los Banos and Gilroy, with the main coast line operations of Pickwick Stages System between Los Angeles and San Francisco, as described and set forth in Decision No.14464, on Application No.8067.
- Sixteen (16)- For authority to publish joint rates from all points on its system to and from all points on the systems of California Transit Co., Motor Transit Company and Crown Stage Lines, said proposed joint rates to be based on a full combination of the present local rates on file in the names of the applicants herein, including Packard Stage Line, with the Railroad Commission, and to sell through tickets between all of said points.
- CALIFORNIA TRANSIT CO., asks:
- Seventeen (17)- For an order approving the assignment to it by the Pickwick Stages System of the lease described in Paragraph Numbers FOUR and FIVE in this Opinion and Order.
- Eighteen (18)- For an order authorizing it to purchase and acquire from Pickwick Stages System, operating rights described in the application herein as the Calwa and San Joaquin lines and referred to in Paragraph TWO of the Opinion and Order herein.

- Nineteen (19)- For an order authorizing it to purchase and acquire from Pickwick Stages System, operating rights described in the application herein as the Clovis line and referred to in Paragraph FOUR of the Opinion and Order herein.
- Twenty (20)- For an order authorizing it to purchase and acquire from Pickwick Stages System operating rights described in the Application herein as the Los Banos Line and referred to in the Paragraph marked THREE of the Opinion and Order herein.
- Twenty One(21)- For an order authorizing it to lease and purchase from Motor Transit Company the operating rights between Los Angeles and Bakersfield, via the Ridge Route; Los Angeles to Lancaster and Palmdale, Los Angeles to Bakersfield, via Mojave, known as the Packard Stage Line, and Los Angeles to Taft, via Greenfield and Taft-Maricopa rights, all of which rights are more fully described under the Motor Transit heading herein.
- Twenty Two (22) To consolidate Los Angeles to Lancaster and Palmdale right with the Packard Stage Line right between Los Angeles and Bakersfield via Mojave.
- Twenty Three(23)-To consolidate Los Angeles-Bakersfield right (Ridge Route) and the Packard and Lancaster rights as proposed to be consolidated in the paragraph immediately preceding this, with the through operations of California Transit Co., between Sacramento, Stockton, San Francisco, Oakland and Bakersfield as the same were consolidated by Decision No.14881, and Decision No.14586, so as to permit a through service between San Francisco, Oakland and Sacramento and Los Angeles, via the San Joaquin Valley and over both the Ridge and Tehachapi routes.
- Twenty Four(24)- To consolidate all other rights obtained by this proceeding with the California Transit Co. system.
- Twenty Five(25)- To dismiss complaint of California Transit Co. against Pickwick Stages System in Case No.2112.
- Twenty Six (26)- To withdraw its protest in supplemental application to Application No.9795, by Pickwick Stages System, which supplemental application is for an order authorizing transfer of Bakersfield-Pismo Beach and Taft-Lost Hills operating rights, and consolidation of such rights with Pickwick System.
- Twenty Seven(27)-For authority to publish joint rates from all points in its system to and from all points in the systems of Motor Transit Company and Pickwick Stages System and Crown Stage Lines, said proposed joint rates to be based on a full combination of the present local rates on file in the names of the applicants herein with the Railroad Commission, and to sell through tickets between all of said points.

- Twenty Eight-(28)- To sell to California Transit Co. (and to lease, pursuant to Exhibit F-1), all of Motor Transit Company's operating rights between Los Angeles and Bakersfield, via the Ridge Route; its rights between Taft and Los Angeles, via Greenfield; its rights between Taft and Maricopa (the latter being subject to lease by one C.E.Sansome); the rights between Los Angeles, Palmdale and Lancaster, via Mint Canyon and via Boquet Canyon, and the Packard Stage Line rights between Los Angeles and Bakersfield, via Saugus, Palmdale, Lancaster and Mojave.
- Twenty Nine (29)- To sell to Pickwick Stages System all operating rights of Motor Transit Company for the conduct of a through business between Los Angeles and San Diego, via Santa Ana and the Coast Route; also all of its through operating rights between San Pedro, Wilmington, Long Beach and San Diego via Santa Ana and the Coast Route; also all of Motor Transit Company's operating rights between San Diego and Encanto.
- Thirty (30) -To purchase from Packard Stage Line and Pickwick Stages System all of the operating rights of Packard Stage Line between Los Angeles and Bakersfield, via Mojave and Tehahapi.
- Thirty One (31)- To purchase from Pickwick Stages System the operating rights sold to Pickwick Stages System by A. B. Watson (Crown Stage Lines), said operating rights being those described in the paragraph herein marked SIX.
- Thirty-Two (32)- To purchase from Pickwick Stages System the operating rights sold to Pickwick Stages System by A.B.Watson (Crown Stage Lines), said operating rights being those described in the paragraph herein marked SEVEN.
- Thirty Three (33) Re-routing of Motor Transit Company's through lines between Los Angeles and San Diego as described in the paragraph herein marked NINE, and as requested by Pickwick Stages System.
- Thirty Four (34)-Removal of restrictions against the doing of a through business for the transportation of passengers, baggage and express between Corona and Los Angeles, via Pomona, said restrictions having been imposed by Decision No.10342.
- Thirty Five (35)-To consolidate and merge only the Crown Lines, Los Angeles to Santa Ana, inclusive, herein proposed to be sold to Motor Transit Company, with Motor Transit Company's Southern Division as said Division is defined in Decision No.13454.
- Thirty Six (36)-For authority to publish joint rates from all points on its system to and from all points on the systems of California Transit Co., and Pickwick Stages System, said proposed joint rates to be based on a full combination of the present local rates on file in the names of the applicants herein with the Railroad Commission, and to sell through tickets between all of said points.

Thirty Seven (37)- To dismiss complaint entitled Motor Transit Company vs. Marietta Mineral Hot Springs Auto Stage Line, and to withdraw its protest against granting of Application No.9725.

A. B. WATSON as Proprietor of CROWN STAGE LINE asks:

Thirty Eight (38)- Approval of bill of sale by A. B. Watson selling Crown Stage Line operating rights to Pickwick Stages System and approval of consent of Watson to assignment by Pickwick Stages System of said bill of sale to Motor Transit Company.

Thirty Nine (39)- Approval of consent of A.B.Watson to assignment by Pickwick Stages System to Motor Transit Company of lease and option agreement heretofore approved by the Railroad Commission in Decision No.13177, on Application No.8431, which lease covers the operating rights more fully described in the paragraph herein marked SIX.

Forty (40) - For authority to publish joint rates from all points on Crown Stage lines to and from all points on the systems of Motor Transit Company, California Transit Co., and Pickwick Stages System, said proposed joint rates to be based on a full combination of the present local rates on file in the names of the applicants herein filed with the Railroad Commission and to sell through tickets between all of said points.

PACKARD STAGE LINE asks:

Forty One (41) - Approval of sale, transfer and assignment of its operating rights between Los Angeles and Bakersfield, via Mojave, and Tehachapi to Motor Transit Company, said rights having been leased to Pickwick Stages System under authority of the Railroad Commission as shown in its Decision No.15264, on Application No.11436.

Forty Two (42) - Approval of cancellation and abandonment of lease heretofore entered into by Packard Stage Line with Pickwick Stages System, which lease is more fully described in Railroad Commission's Decision No.15264.

BLABON & CLEVELAND ask:

Forty Three (43)- Modification of lease heretofore entered into by Blabon & Cleveland with Pickwick Stages System so as to permit of sale to California Transit Co. by Pickwick Stages System of an operating right covered by said lease, namely, a right authorizing service between Fresno and Los Banos.

In support of the request for authority to discontinue, cancel and abandon all local operating rights and operations of the Pickwick Stages System between Los Angeles and Santa Ana, both inclusive, it is alleged that Motor Transit Company contemplates a purely local



business between Los Angeles and Santa Ana, both via Whittier Boulevard, and via Telegraph Road, and between Long Beach and Santa Ana, Pomona and Santa Ana, and Riverside and Santa Ana, connecting at Santa Ana with the through and long distance operations of the Pickwick Stages System. Specialization in local transportation by operating frequent service by Motor Transit Company will result in the public receiving better local service than can be rendered by Pickwick Stages System on its long distance cars operated between Los Angeles and San Diego. It is further alleged that all passengers on the route of Pickwick Stages System desiring through transportation to points south of Santa Ana will be able to travel by the motor coaches of Pickwick Stages System or travel by the local cars of Motor Transit Company to Santa Ana and there transfer to the through service of Pickwick Stages System. A similar situation and beneficial result to the public with Riverside as a center, it is alleged, would follow the discontinuance of local service by Pickwick System in the Riverside territory.

The consolidation proposed by California Transit Co. will, it is alleged by applicant, redound to the benefit of the traveling public, in that they will permit of a through service between Los Angeles and San Francisco, Oakland, Stockton, Sacramento, thus meeting a demand for a service that has grown and developed as a result of a joint service between the points named given by California Transit, Motor Transit and the Packard Line. Acquisition of the Packard route and Motor Transit's Bakersfield-Los Angeles run and their merger and consolidation with California Transit's System, as is proposed in this proceeding, will give the public two through routes by way of the San Joaquin Valley to Los Angeles, one via Tehachapi, and the other over the Ridge Route.

Consolidation of the portion of the operative rights between Fresno and Santa Cruz, remaining in the possession and operation of Pickwick Stages System, namely, that portion of the line between Los Banos and Santa Cruz, and also between Los Angeles and Gilroy

with the Main Coast line operations of Pickwick Stages System between Los Angeles and San Francisco, will result in better service and greater convenience to the traveling public by permitting the operation of such lines in conjunction with each other and as one system. According to testimony offered at the hearing, such consolidation will also lead to greater economy in auto stage operation in this territory, and will enable a through service where traffic requires.

The operation between Los Banos and Santa Cruz, was originally granted via Hollister and San Juan. It is now proposed to give the service over the shorter and more direct route, via Gilroy and Chittenden Road Junction.

Pickwick Stages System already serves Hollister and San Juan through local and through-car service to points both north and south on its coast route and connects with the service between Los Banos and Fresno at both Chittenden Road Junction and Gilroy.

Summarizing the changes proposed by the carriers joined in this proceeding, it would appear that the net result of an order by the Commission approving the proposed transactions will be a highway transportation service development by three large corporations along the following lines:

PICKWICK STAGES SYSTEM as a specialized long distance operator, of motor transportation covering routes principally along the coast from the Oregon line on the north to the Mexican and Arizona boundaries on the south and southeast.

CALIFORNIA TRANSIT COMPANY as a specialized operator of motor transportation in and through the San Joaquin Valley from Sacramento and Oakland and San Francisco on the north to Los Angeles on the south, via the Ridge and Tehachapi routes.

MOTOR TRANSIT COMPANY as a specialized local operator of motor transportation in the territory in and around Los Angeles, Santa Ana and the San Gabriel Valley from the ocean to and including the San Bernardino and San Jacinto mountains.

By the publication of joint rates by the three companies and the sale of through tickets, in accordance with the authority sought in the application, the traveling public will be given an opportunity, with a minimum of inconvenience resulting from car changes, to travel from any point on either of the three lines to any point on the others. An adjustment of schedules so as to provide for connections with the minimum lay-over will also aid the efforts of the stage lines to meet the demands of public convenience and necessity.

Outstanding among the claims advanced by the three transportation companies in support of their petition to the Commission for the issuance of an order authorizing the transfers of operating rights and to other changes necessary for the consummation of the general plan, are the following:

The establishment of joint tariff arrangements and consequent sale of through tickets, and the elimination of conflicting interests enabling more convenient schedules.

The maintenance of union depots and stations at connecting and division points.

The elimination of duplicate service warranting investment in more luxurious equipment.

The promotion of a greater degree of co-operation among applicants with resultant better and more extensive dissemination of travel information relative to motor coach operation.

The establishment of greater economy in operation and a better distribution of equipment, with consequent improvement of service to the public.

Mr. F. D. Howell, Vice President and General Manager of applicant, Motor Transit Company, testified as to the economies which would result by reason of authorization for the reroutings, transfers and consolidations as affecting his company and the improved service which would be possible under such conditions.

Mr. Chas. F. Wren, President and General Manager of applicant Rickwick Stages System, testified substantially in accord with Mr. Howell, as to the public convenience which would be served by the authorization of the plans herein proposed by his company.

Mr. W. E. Travis, President of applicant California Transit Company, testified as to the advantages accruing to his company and to the public by the granting of the application, and the economies to be made possible by the elimination of duplicate schedules. In justification for the consolidation of the Ridge and Tehachapi routes with the San Joaquin Valley service of this applicant this witness gave the record of passengers interchanged at Bakersfield during the months of December 1925, and January, 1926. This record shows the following passengers as having been interchanged.

	<u>December 1925</u>	<u>January 1926</u>
From points south of Bakersfield to points north thereof - One Way tickets	1122	1111
Round Trip	308	172
From points north of Bakersfield to points south thereof - One Way tickets	1333	1046
Round Trip	<u>129</u>	<u>84</u>
TOTAL -	2892	2413

There was no protest against the granting of the application.

After full consideration of the application and the evidence herein, we are of the opinion and hereby find as a fact that the sales, transfers, assignments of leases, route changes, abandonments, and consolidations as herein proposed are in the public interest and should be approved as provided for in the accompanying Order.

#### O R D E R

A public hearing having been held on the above entitled application, the matter having been duly submitted, the Commission being now fully advised and basing its order on the finding of fact as appearing in the Opinion which precedes this Order,

The Railroad Commission of the State of the State of California hereby declares that public convenience and necessity require

- 1- Assignment to California Transit Co. by Pickwick Stages System of that certain lease heretofore entered into by Pickwick Stages System with one Frank Roberson, which lease, approved by the Railroad Commission in its Decision No. 14199, on Application No. 10551, covers an operating right between Fresno and Coalinga.
- 2- Assignment to California Transit Co. by Pickwick Stages System of that certain lease heretofore entered into by Pickwick Stages System with Crabb, Morgan & Crabb, which lease, approved by the Railroad Commission in its Decision No. 14312, on Application No. 10613, covers an operating right between Fresno and Clovis.
- 3- Assignment to Motor Transit Company by Pickwick Stages System of all its right, title and interest in operating rights between Los Angeles and Santa Ana, and all intermediate points, via Bandini, etc., as heretofore leased from A.B. Watson, (Crown Stage Lines), which lease was approved by the Railroad Commission in its Decision No. 13177, on Application No. 8431.
- 4- Assignment to Motor Transit Company by Pickwick Stages System of all its right, title and interest in operating rights acquired under a conditional bill of sale from A.B. Watson (Crown Stage Lines), which operating rights are more fully described in the application herein.
- 5- Discontinuance, cancellation and abandonment by Pickwick Stages System of all local operating rights and operations between Los Angeles and Santa Ana, both inclusive, provided, however, that such abandonment shall not affect the right of Pickwick Stages System to pick up and/or discharge passengers, baggage and express within said territory between Los Angeles and Santa Ana, both points inclusive, when such passengers, baggage and express are destined to or originate at points south of Santa Ana.
- 6- Discontinuance, cancellation and abandonment of local operations and operating rights of Pickwick Stages System between Los Angeles and Riverside, both inclusive, on its Inland Route operations between Los Angeles and San Diego, via Riverside and Escondido and Escondido, provided, however, that such abandonment shall not affect the right of Pickwick Stages System to pick up and/or discharge passengers, baggage and express within said territory between Los Angeles and Riverside, both inclusive, when destined to or originating at points south of Riverside on the Inland route.
- 7- Cancellation and abandonment of that certain lease of operating right between Los Angeles and Bakersfield, via Mojave, executed by Packard Stage Line in favor of Pickwick Stages System, which lease was approved by the Railroad Commission in its Decision No. 15264, on Application No. 11436.
- 8- The sale and transfer by Pickwick Stages System to Motor Transit Company, of the operating rights of Packard Stage Line, covering service between Los Angeles and Bakersfield, via Mojave, and the purchase and acquisition of said rights by Motor Transit Company.
- 9- The sale and transfer by Pickwick Stages System to California Transit Co. of operating rights covering service between Fresno and Calwa and Fresno and Kerman and San Joaquin and the purchase and acquisition of said rights by California Transit Co.

- 10- The sale and transfer by Pickwick Stages System to California Transit Co. of an operating right covering service between Fresno and Los Banos, and the purchase and acquisition of said right by California Transit Co.
- 11- The sale and transfer by Pickwick Stages System to California Transit Co. of operating rights covering service between Fresno and Coalinga, and the purchase and acquisition by California Transit Co. of said operating rights.
- 12- The sale and transfer by Pickwick Stages System to California Transit Co. of operating rights covering service between Fresno and Clovis, and the purchase and acquisition of said rights by California Transit Co.
- 13- The sale and transfer by Motor Transit Company to Pickwick Stages System of the following operating rights, and the purchase and acquisition of said rights by said Pickwick Stages System:
- a- Los Angeles and San Diego, via Whittier Boulevard to Santa Ana, thence over the Coast Highway, said right being more specifically described in the Railroad Commission's Decision No.13454, on Application No.8454.
  - b- Los Angeles and San Diego, via Whittier Boulevard and Telegraph Road, Santa Fe Springs, Norwalk, Buena Park and Garden Grove to Santa Ana, and thence via Coast Route to San Diego, said right being specifically described in the Railroad Commission's Decision No.13454.
  - c- Los Angeles and San Diego (as per paragraph "b" immediately preceding this) except a deviation or alternative route between Santa Fe Springs and Norwalk, over the highway passing immediately in front of Norwalk State Hospital, all as more specifically described in this Commission's Decision No.13454.
  - d- San Pedro, Wilmington and Long Beach, via Seal Beach and Garden Grove to Santa Ana, and thence via the Coast Highway as described in this Commission's Decision No.13454, on Application No.8454, and Decision No.12436, on Application No.9151.
  - e- San Diego and Encanto (passengers only), and the intermediate points of Beverly and Hollywood, said right having been established by this Commission's Decision No.8651, on Application No.6460, and by Decision No.15575, on Application No.9929, having been transferred to Motor Transit Company.
- 14- Consolidation of existing Coast Line operations of Pickwick Stages System between Los Angeles and San Diego with the Coast Line operations acquired by Motor Transit Company and to operate said consolidated operations in accordance with the re-routing proposed in the proceeding and more specifically described in Paragraph 18 of this order; consolidation also, of the San Pedro-San Diego operation acquired from Motor Transit Company by the Order herein and the further consolidation of these rights with what is known as the Marietta Line of Pickwick Stages System, which line is more fully described in this Commission's Decision No.15564, on Application No.11694.

- 15- Consolidation of the operating rights, consolidation of which is authorized in Paragraph 14, immediately preceding this, namely, the Los Angeles-San Diego and San Pedro-San Diego rights and the Marietta line of the Pickwick Stages System with the Los Angeles-San Francisco Coast line operations of the Pickwick Stages System, which coast line operations are more fully described in this Commission's Decision No.14464, on Application No.8067.
- 16- Consolidation of the operating right between Santa Cruz and Los Banos, which right is now being operated under lease from Blabon & Cleveland by Pickwick Stages System with the main coast line operations of said Pickwick Stages System between San Francisco and Los Angeles, which main line operation is more fully described in this Commission's Decision No.14464, on Application No.8067.
- 17- The sale and transfer (and lease, pursuant to Exhibit F-1) by Motor Transit Company to California Transit Co. and the purchase and acquisition and leasing by California Transit Co. of all of Motor Transit Company's operating rights between Los Angeles and Bakersfield, via the Ridge route; its rights between Taft and Los Angeles; its rights between Taft and Maricopa (the last named right being subject to lease to C.E.Sansome); its rights between Los Angeles, Palmdale and Lancaster, via both Mint and Boquet Canyons and the rights of the Packard Stage Line between Los Angeles and Bakersfield, via Saugus, Palmdale, Lancaster and Mojave.
- 18- Re-routing by Pickwick Stages System of its present Coast line operations between Los Angeles and San Diego, and the operation between said termini under rights herein authorized to be acquired from Motor Transit Company over the following route:
- "From Los Angeles via Whittier Boulevard to its intersection with Atlantic Boulevard in Belvedere Gardens, thence via Atlantic Boulevard to Telegraph Road, thence over said Telegraph Road via Santa Fe Springs, Norwalk and Buena Park to Harding Station on the Riverside-Redondo Boulevard, thence via Riverside-Redondo Boulevard to the City of Anaheim, and thence over said Coast Highway route via Santa Ana, Tustin, Irvine, San Juan Capistrano, Oceanside, Carlsbad, Encinitas, Cardiff, Del Mar, to San Diego, over the State Highway, as now laid out and defined and as the same may be altered from time to time over said Coast Route."
- 19- Consolidated of the operating right herein described as the Lancaster-Palmdale right with the right herein described as the Packard Stage Line right, and which covers service between Los Angeles and Bakersfield, via Mojave.
- 20- Consolidation of the consolidated Packard-Lancaster-Palmdale rights herein transferred to California Transit Co. with the operating rights of the California Transit Co. covering service between Sacramento, Stockton, San Francisco, Oakland and Bakersfield as said through rights and consolidated by this Commission's Decision No.14881, and Decision No.14886, so as to permit of through service between San Francisco, Oakland and Sacramento and Los Angeles, via the San Joaquin Valley and over both the Ridge and Tehachapi routes.

- 21- Consolidation of the rights herein described as the Fresno-Clovis, Fresno-Coalinga and Fresno-Calwa and Fresno-Kerman-San Joaquin rights with the operating rights of the California Transit Co. as said Transit Company's rights were consolidated in this Commission's Decisions Nos. 14821 and 14886.
- 22- Removal of restrictions against the operation by Motor Transit Company of a through service for the transportation of passengers, baggage and express between Corona and Los Angeles, via Fomona, which restriction was imposed by this Commission's Decision No. 10342.
- 23- Consolidation and merging of the Crown Stage Line rights, Los Angeles to Santa Ana, both inclusive, herein transferred to Motor Transit Company with the Southern Division of said Motor Transit Company as said Southern Division is defined in this Commission's Decision No. 13454.
- 24- Approval of bill of sale by A.B. Watson of certain operating rights of the Crown Stage Lines to Pickwick Stages System; approval of his consent to assignment of such bill of sale to Motor Transit Company and approval of Watson's consent to assignment by Pickwick Stages System of its interest in operating rights leased by said Watson to Pickwick Stages System; which rights are fully described in this Commission's Decision No. 15177, on Application No. 8431.
- 25- Modification of lease covering operating rights between Fresno and Santa Cruz, via Los Banos, which rights are as defined in this Commission's Decision No. 14010, on Application 10445, and Decision No. 15755, on Application No. 10693, so as to permit the transfer to California Transit Co. of the right to operate between Los Banos and Fresno, and

IT IS HEREBY ORDERED that the above entitled application, insofar as it petitions for authority for the assignments, re-routings, cancellations, leasing, purchases, sales and consolidations described in the paragraphs 1 to 25, inclusive, (which paragraphs immediately precede this order), be, and the same hereby is granted, and applicants are hereby authorized to create the evidence of indebtedness referred to in the agreements filed in this application, subject to the following conditions:

- 1- Applicants herein, or either of them, shall never claim as a finding of value in any rate fixing or other proceeding before this Commission any values as in this proceeding referred to, said values being considered only for the purpose of this application and the agreements supplementary thereto.
- 2- That each of the applicants herein shall immediately issue in his or its own name such withdrawals and adoptions of tariffs and time schedules as are necessary to cover the service changes in territory now served by the applicants and that each applicant shall, within ninety (90) days from date hereof, file with the Railroad Commission new tariffs and time schedules covering the service as operated by each applicant as a result of the order herein, which tariffs and time schedules shall be satisfactory in form and substance to the Railroad Commission.



3- The authority herein granted shall in no way be considered as granting to applicants any authority for the enlargement of any operating rights which are to be transferred as a result of the order herein nor shall it be considered as authority to make any changes in service or rates, rules or regulations other than the changes specifically provided for in the order herein.

4- That this order shall not become effective until there shall have been paid to the Railroad Commission the fees required by the Public Utilities Act to be paid on evidences of indebtedness extending over a period of a year, which fees, in this instance, are as follows:

Fee due from Motor Transit Company on evidence of indebtedness extending over period of one year and due to Pickwick Stages System \$ 170.00

Fee due from Pickwick Stages System on evidence of indebtedness extending over period of one year and due to Motor Transit Company 86.00

Fee due from Pickwick Stages System on evidence of indebtedness extending over period of one year and due to A.B. Watson 116.00

Fee due from California Transit Co. on evidence of indebtedness extending over period of one year and due to Pickwick Stages System 39.00

Fee due from California Transit Co. on evidence of indebtedness extending over period of one year and due to Motor Transit Company 246.00

Fee due from California Transit Co. on evidence of indebtedness extending over period of one year and due to Frank Roberson 8.00

Fee due from California Transit Co. on evidence of indebtedness extending over period of one year and due to C.M. Babson and J.R. Cleveland

4.00  
\$ 671.00

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY FURTHER DECLARES that there is a public necessity for the publication of through and joint fares and rates between all the points herein considered and served by the applicants herein, such joint fares and rates to be based on a full combination of local fares and rates as shown in the individual tariffs of applicants now lawfully on file with the Railroad Commission, and

IT IS HEREBY ORDERED that Californic Transit Co., Motor Transit Company, Pickwick Stages System, Packard Stage Line, and A.B. Watson as Crown Stage Lines, be and they are hereby authorized to publish and file tariffs setting forth the through and joint rates and fares to be assessed to and between all of the points served by them, which through rates and fares shall be based on a full combination of the local rates and fares as shown in the individual tariffs of the applicants now lawfully on file with the Railroad Commission.

For all other purposes than those hereinabove stated, the effective date of this order is hereby fixed as twenty (20) days from the date hereof.

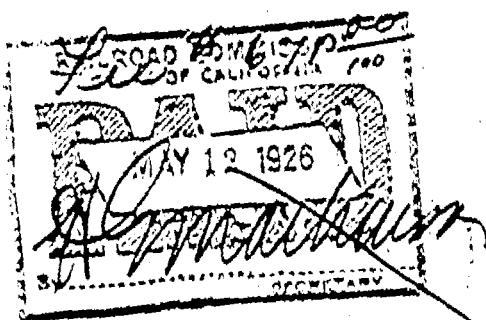
Dated at San Francisco, California, this 13<sup>th</sup> day of May, 1926.

H. R. Rindge

C. Searcy

Edward

COMMISSIONERS.



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