

The record shows that although notice of this hearing was sent to all the Chambers of Commerce and city officials of the towns and cities between San Francisco and San Jose inclusive affected by the agreement, no one appeared to oppose or protest the granting of the application.

The evidence shows that said agreement was informally approved by this Commission on April 24, 1924, in separate letters to each applicant which prescribed certain conditions and reservations which will be also incorporated in the order made in this proceeding.

The record shows that the primary purpose and design of the agreement between the parties was to so operate the passenger stages of each company between San Francisco and San Jose and intermediate points as to accord to each of said companies an equal division of the time schedules and also fully and efficiently meet all needs and conveniences of the travelling public and to obviate certain conditions developed through the efforts of over-zealous employees to obtain patronage, which conditions were highly unsatisfactory to the public and the cause of many complaints.

The testimony at the hearing shows that since the execution and operation of said agreement, important and substantial economies have been effected by said companies and that the travelling public has been better and more adequately served and that very satisfactory results have been attained both as to operative conditions and frequency of time schedules. Under the agreement the former thirty minute service of each company was abolished and a twenty minute alternating service was established which has greatly inured to the benefit of the travelling public as well as to the companies.

After a careful consideration of all the evidence in this proceeding, we are of the opinion that the agreement

should be approved.

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,

IT IS HEREBY ORDERED that the joint agreement entered into between Pacific Auto Stages, Inc. and Peninsula Rapid Transit Company on April 24, 1924, a certified copy of which is attached to said application, be and the same is hereby approved.

IT IS HEREBY FURTHER ORDERED that the temporary suspension by the Pacific Auto Stages, Inc. ^{of service} between the communities named, as provided in said agreement herein approved, is authorized upon the following conditions and reservations:

(a) With respect to the Section entitled "Division of Time Schedules," should it appear that in the practical working out of this division of time either or both of the companies are unduly requiring passengers arriving prior to the closing time to await a later schedule due to the fact that a bus has been fully loaded prior to leaving time, the Commission reserves the right to direct that one or both of the companies responsible operate such additional equipment as to care for this traffic.

(b) With respect to the temporary suspension of service by the Pacific Auto Stages, Inc. north of Palo Alto, this temporary suspension is authorized with the distinct understanding that the Commission reserves the right to order the Pacific Auto Stages, Inc. to resume this service should it reasonably appear that such

resumption is warranted; the Pacific Auto Stages, Inc., however, will not be directed to resume such service until both the Pacific Auto Stages, Inc. and the Peninsula Rapid Transit Company have been notified in writing and given an opportunity to appear informally before the Commission for the purpose of stating what action, if any, they intend to take to remedy the causes of complaint.

Dated at San Francisco, California, this 18th
day of July, 1929.

C. Seaver

Leon Whitt

W. P. ...

Commissioners.