



Applicant proposes to charge rates in accordance with a schedule marked "Exhibit A" as attached to the application; to operate on a schedule of one round-trip daily; using as equipment two 10-passenger and six 7 passenger Studebaker buses.

Applicant relies as justification for the granting of the desired certificate upon the following alleged facts: that on or prior to June 20, 1930, California Transit Co. by change of time schedules eliminated the evening service between Lancaster and Los Angeles and intermediate points; that California Transit Co. established a local service between Mojave and Los Angeles and intermediate points; that California Transit Co. did, without the permission of the Railroad Commission, discontinue the through service from Los Angeles to Bakersfield and intermediate points via Mojave and Tehachapi, and did establish a through service from Los Angeles to Bishop, via Mojave, serving also local points between Los Angeles and Mojave; that a local service between Mojave and Los Angeles in the evening is necessary for the public convenience and necessity and that such local service can be provided for the public by the applicant if permitted to do so.

Seven public witnesses testified in favor of the granting of the application, which is also endorsed by the Board of Directors of the Chamber of Commerce of Lancaster by resolution under date May 12, 1930 (Exhibit No.6); the Mojave Chamber of Commerce, by resolution dated June 13, 1930, (Exhibit No.7); the Palmdale Chamber of Commerce, by resolution dated May 6, 1930, (Exhibit No.8); Kiwanis Club of Palmdale, by resolution dated May 6, 1930, (Exhibit No.8-A; and the Billy Goats of Tona, by resolution dated June 10, 1930, (Exhibit No.9). Seven public witnesses testified as to adequate service rendered by the California Transit Co. and by stipulation the testimony of six witnesses was admitted as being generally the same as that

given by the public witnesses for the protestant. In addition the West Side Farmers' Association, by its resolution dated June 11, 1930, (Exhibit No.10), approved the present service as now rendered by the California Transit Co.

The record and exhibits herein show that California Transit Co. on March 20, 1930, reduced its service between Lancaster and Los Angeles and intermediate points, eliminating the local service between Lancaster and Los Angeles and filing in lieu thereof a schedule showing service between Mojave and Los Angeles, said service, however, serving also Lancaster. This service was eliminated between Mojave and Los Angeles on all days excepting Saturdays, Sundays and holidays. Later on the evening schedule serving Lancaster was restored and the frequency and time of the evening service from Lancaster to Los Angeles is, since June 15, 1930, approximately the same as that existing for a number of years. The reason for the change was to facilitate operation by the Pickwick-Greyhound Lines by reason of operating a car between Bakersfield and Mojave and also operating through service between Los Angeles and Bishop, via Mojave, during the daylight hours. It appears that this change of operation was not satisfactory to the operating company and that on June 15th a full restoration of the former service enabled the restoration of the car leaving Lancaster for Los Angeles in the evening hours and fully satisfied the cause for complaint.

In making the changes heretofore authorized, Pacific-Greyhound Lines was duly authorized by the provisions of Decision No.21859 on Application No.15781, as decided December 20, 1929, said decision having been issued to the California Transit Co., predecessor in interest to Pacific Greyhound Lines.

From the record and evidence in this proceeding it is apparent that at present the public convenience and necessity do not require the removal of the restriction now existing against the certificate now held by the applicant between Trona and Los Angeles which would permit of evening service being given between Mojave and Los Angeles and intermediate points, in fact, the applicant admits that there is no public convenience and necessity to be served now that the evening service has been restored by the protestant.

We therefore conclude and hereby find as a fact that public convenience and necessity do not require the granting of the application herein.

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 HEREBY DECLARES that public convenience and necessity do not require the operation by Jas. R. Propper of an automobile stage line as a common carrier of passengers, excess baggage and freight between Los Angeles, Newhall, Saugus, Vincent, Palmdale, Lancaster, Mojave, Hampton, Johannesburg, Trona and intermediate points as an enlargement of existing operative rights as granted in Decision No.20300 and for elimination of restrictions placed in said operating rights, and

IT IS HEREBY ORDERED that this application be and the same hereby is dismissed.

Dated at San Francisco, California, this 25<sup>th</sup> day of August, 1930.

[Signature]  
[Signature]  
[Signature]  
[Signature]  
COMMISSIONERS.