

ORIGINAL

Decision No. 7907

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application	}	Application No. 5542.
of JOSEPH HELD for a certificate		
of public convenience and neces-		
sity to operate auto stage service		
as a transportation company between		
Oakland and Pacific Grove and cer-		
tain intermediate points.	}	

H. A. Encell for applicant.
 N. C. Folsom and J. E. McCurdy for
 Pickwick Stages, Northern Division.
 Hudson, Martin and Jorgensen by Carmel
 Martin for G. R. Carpenter, doing
 business under the name of Salinas-
 Monterey Stage Line, and F. M.
 Littlefield, doing business under the
 name of Monterey and Salinas Auto Service.

BY THE COMMISSION:

O P I N I O N

Joseph Held applies for authority to establish automobile service for the common carriage of passengers between Oakland and Pacific Grove, serving as intermediate points Hayward, Niles, Mission San Jose, San Jose, Gilroy, San Juan, Salinas and Monterey.

Public hearings upon the application were held by Examiner Westover at Pacific Grove and San Francisco.

The conditions relied upon as justification for granting the authority sought are that there is no through

stage service between Oakland and Pacific Grove, that there is no direct stage service to Mission San Jose, and that it is necessary to change stages at San Jose, Gilroy, Salinas and Monterey, necessitating a longer running time between terminals.

Peerless Auto Stage Association operates daily service between Oakland and San Jose 24 round trips daily from 7:00 A.M. until 10:00 P.M. at half hour intervals. Pickwick Stages, Northern Division, operate stages between San Jose and Salinas daily five trips southbound and six trips northbound partly shown on comparative schedules set out below.

Messrs. Carpenter and Littlefield each operate between Salinas and Monterey two round trips daily, a total of four round trips per day at convenient intervals. Pacific Grove is about two miles from Monterey, the two towns forming practically one community with very frequent street car service.

The following schedules show the time at which passengers wishing to travel through between Oakland and Monterey can be accommodated by the stages of the present lines, and also the service proposed by applicant, the latter shown by a star.

Schedules.

Oakland	San Jose		Salinas		Monterey
Lv.	Ar.	Lv.	Ar.	Lv.	Ar.
7:30 A.M.	9:30	9:35	11:40)	2:30	3:20 P.
9:30	11:30	11:35	1:35)	4:40	5:30
11:30	1:30	1:35	3:35	6:40	
2:30 P.M.	4:30	4:35	6:40	9:40	
5:30	7:30	7:35	9:40		
*10:00 A.M.	11:45 A.	12 M.	2:08	2:10	2:45

Monterey	Salinas		San Jose		Oakland
Ar.	Lv.	Ar.	Lv.	Ar.	Lv.
8:30 A.M.	9:20	11:00 A.M.	1:05	1:30	3:30
11:00 A.M.	11:50 A.	1:00 P.M.	3:05	3:30	5:30
2:30 P.M.	3:20	5:30	7:35	8:00	10:00 P.M.
5:00 P.M.	5:50	6:40	8:55 P.	7:00 A.	9:00 A.M.
*5:08	5:10	5:50	7:55	8:15	9:50 P.M.

On several occasions the Commission has denied applications for through service between San Francisco and Monterey and Oakland and Monterey for lack of showing that public convenience and necessity required additional service, but in this one it is proposed to route the stages via Mission San Jose, about two miles to the east of the route followed by the stages of Peerless Auto Stage Association, and to make the southern terminal Pacific Grove, about two miles beyond Monterey.

It appears from the testimony that there is sufficient service by street car between Monterey and Pacific Grove and that the principal amount of probable travel to and from Mission San Jose would be that of visitors to an orphanage about one mile from Mission San Jose and about one mile from the route traveled by the Peerless Stages.

The five minute intervals in the stage connection at San Jose would appear to be no more than would be necessary for the rest and convenience of the passengers after two hour trip by stage. The interval between stage connections at Salinas is not long and the testimony shows can frequently be used to advantage by passengers. The schedule of the stages between Salinas and Monterey will no doubt soon be changed to make a closer connection with the Pickwick Stages.

Pickwick Stages at present has a joint rate with the Peerless Auto Stage Association and in Case No. 1434, wherein it is complainant, and Messrs. Carpenter and Littlefield are defendants, the parties have stipulated for a through route, leaving to the Commission the establishment and division of a joint rate. Following a decision in that case it is assumed that the parties in the operation of their through route may wish to rearrange the schedule between

Salinas and Monterey if it is found that a change will better serve the convenience of through passengers.

O R D E R

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

IT IS HEREBY ORDERED that the application be and it is hereby denied.

Dated at San Francisco, California, this 26th day of July, 1920.

Edwin O. Edgerton
H. D. ...
Frank R. ...
Living Martin
Commissioners.