

Decision No. 8844

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application  
of GEO. H. HARTER and JOHN NELSON  
for certificate of public conveni-  
ence and necessity to operate an  
automobile stage line service be-  
tween Monterey and Castroville.

Application No. 6464.

**ORIGINAL**  
REGISTERED  
PROPERTY  
NOT TO BE REPRODUCED

H. C. Wyckoff for Applicants.

E. A. Teubner for Southern Pacific Company.

BY THE COMMISSION.

O P I N I O N

Geo. H. Harter and John Nelson, respectively, apply for individual authority to operate automobile passenger stage service between Monterey and Castroville, serving as intermediate points Neponset, Marina, Gigling and Del Monte,

A public hearing upon the application was held by Examiner Westover at Monterey.

Both applicants are now operating alternate schedules between Santa Cruz and Salinas via Watsonville and Castroville. There is also a stage line between Salinas and Monterey, a distance of 20 miles. Applicants now seek authority to extend their operations from Castroville to Monterey, a distance of 16 miles. The distance between these points by the present stage lines via Salinas is 29 miles.

There is rail service between Santa Cruz and Monterey by the Southern Pacific Company over substantially the same route now operated by applicants between Santa Cruz and Castroville and

that proposed by them between Castroville and Monterey, except that Castroville is about  $1\frac{1}{2}$  miles from the station at Del Monte Junction, <sup>and Moss Landing is not served by rail.</sup> The rail service requires changes of train at Watsonville Junction and Del Monte Junction, while the stages are operated through between Santa Cruz and Salinas. The proposed stage service would require transfer at Castroville where close connection would be made to and from Monterey.

By Decision No. 8050 of September 1, 1920, the Commission authorized Messrs. F. M. Haley and P. B. Mahoney to operate between Santa Cruz and Monterey over a route substantially the same as that now operated over by applicants and the extension sought by them in above application; and by seasonable order extended the time within which operation should begin, until November 16, 1920, but the testimony in the present application shows that operation has not begun although the roads are in excellent condition except for a detour of about two miles near Aptos, and that applicants have operated continuously between Monterey and Salinas via Castroville, much of the time over other lengthy and difficult detours.

Both Santa Cruz and Monterey and the country surrounding them are well known pleasure resorts and the destination of a great deal of tourist travel. Both localities, as well as Watsonville, are also important business points. The schedules of the Southern Pacific Company to and from these points and others along Monterey Bay are principally arranged in connection with through train service via Watsonville Junction and Del Monte Junction. A round trip in one day from Santa Cruz permits a stay in Monterey between trains of about  $3\frac{1}{2}$  hours, and a similar trip from Monterey would permit a stay in Santa Cruz of about 5 hours. Under applicants' present winter schedule and the schedules proposed in this application, a similar round trip by stage

would permit a stay in Monterey of about 2 hours more and in Santa Cruz of about 1½ hours more. This period would be considerably lengthened by applicants' summer schedule to become effective in May. The through rail rate is \$1.66 and the through stage rate, as proposed, \$1.70. The stage route includes Castroville and Moss Landing, at which the whaling station is located, while neither of these points is directly served by rail.

Applicants have five 9-passenger cars, - 2 Pierce-Arrows, 1 Packard, 1 Studebaker and 1 Chandler, and proposes to operate at present three round trips, to be increased on summer schedule to four or five round trips daily.

#### O R D E R

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

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by Geo. H. Harter and John Nelson, respectively, of automotive passenger service between Castroville and Monterey in connection with their present service between Santa Cruz and Salinas.

The operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been procured.

No vehicle may be operated in said service unless said vehicle is owned by the applicants herein or is leased by said applicants under a contract or agreement satisfactory to the Railroad Commission

IT IS HEREBY ORDERED that each of applicants shall within twenty days from the date hereof file with the Railroad Commission his schedule and tariffs covering said proposed service,

which shall be in addition to proposed schedule and tariff accompanying the application, and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be within ninety days from date hereof, unless time to begin operation is extended by formal supplemental order.

The authority herein contained shall not become effective until and unless the above mentioned schedules and tariffs are filed within the time herein limited.

*April*  
~~March~~, 1921. Dated at San Francisco, California, this 9<sup>th</sup> day of

Frank R. Mum  
H. J. Loveland  
H. B. Brundage  
James Martin  
Commissioners.