

Decision No. 15496

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of H. A. Loveland, Agent for West)
Coast Transit Company, a corpor-)
ation, for permission to establish)
through rates between points on the)
Coast Division of the West Coast)
Transit Company to points on the)
Clear Lake Division of the same)
Company.)

ORIGINAL

APPLICATION NO. 11211.

Chas. Beck, For Applicant.

W.J. Cummings and J.J. Geary, for Northwestern Pacific
Railroad Company.

C.M. Hatch for Monticello Steamship Company and
San Francisco, Napa & Calistoga Railway Company.

BY THE COMMISSION:

O P I N I O N

This is an application filed June 9, 1925 by H.A. Loveland as Agent for and on behalf of the West Coast Transit Company, a corporation, for authority to establish through one way and round trip passenger fares between San Francisco, Sausalito and San Rafael on the one hand and points located on applicant's Ukiah-Clear Lake Division on the other hand, as more specifically set forth in Exhibit A, attached to and made a part of the application, the principal points on the Clear Lake Division being Blue Lakes, Witter Springs, Upper Lake and Clear Lake Villa.

The proposed one way fares at most points are 35 cents less than the combination of the local fares on Ukiah, while the

round trips are based 150 per cent of the proposed one way fares. The new fares will give a substantial reduction over the present combination of locals now in effect.

A public hearing was held at San Francisco before Examiner Geary on September 28, 1925 and the matter having been duly submitted is now ready for an opinion and order.

The Ukiah-Clear Lake Division extends from Ukiah to Clear Lake Beach, a distance of approximately 35 miles. The operating rights from Ukiah to Upper Lake were secured from W.H. Miller by authority of Application No. 11154, Decision No. 14983, dated May 28, 1925, and those from Upper Lake to Clear Lake Beach were acquired as a new operative right by authority of the same decision.

The territory served by the Clear Lake Division is essentially a summer resort region, and extensive improvements have been made by property owners during the past two years at the resorts on the northern and eastern shores of Clear Lake to take care of a very considerably increased patronage. There was testimony to the effect that the enlargement of facilities had stimulated passenger travel and that the preponderance of this travel was from and to the San Francisco Bay regions.

Witnesses for applicant testified that frequent demands have been made for reduced one way and round trip fares and for the sale of through tickets between the Bay points and the Clear Lake Division, and that this application is in response to such public demands.

Applicant's contention is that the present high volume of the fares and the failure to sell through transportation have retarded a free flow of traffic via the Stage line. The highway extending from Ukiah to Clear Lake is for the most part an ordinary dirt road, difficult of operation, making necessary the use of

small machines. It is not the intention to operate through stages, but to transfer passengers at Ukiah, the junction point, as is being done at the present time.

The Northwestern Pacific Railroad and the Monticello Steamship Company entered a general protest against the establishment of the proposed fares. However, neither protestant introduced any witnesses to prove that the granting of this application would adversely affect their interests, neither did they attempt to show that the traveling public did not require the stage service. The points served by applicant through Ukiah do not embrace the same resorts served by protestant, Monticello Steamship Company, in connection with the carriers operating through Vallejo, therefore we can see no reason for the opposition by this carrier. Applicant has no objection to the publishing of through fares via Ukiah in connection with the Northwestern Pacific, but no arrangements have as yet been perfected by the Traffic Departments of the two companies.

Upon consideration of all the facts of record we are of the opinion and find that there is a public demand for the proposed reduced one way and round trip fares from San Francisco, Sausalito and San Rafael to points on the Ukiah-Clear Lake Division, and that the application should be granted.

O R D E R

A public hearing having been held in the above entitled application, full investigation of the matters and things involved

having been had and basing this order on the findings of fact and conclusions contained in the opinion, which said opinion is hereby referred to and made a part hereof,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that there is a necessity for the publication of through interdivision fares between points served by applicant, as set forth in the application.

IT IS HEREBY ORDERED that applicant, West Coast Transit Company be and it is hereby authorized to publish and file tariffs setting forth the fares to be assessed via the through route, such fares to be the same as set forth in Exhibit "A" (amended) attached to and made a part of the application.

Dated at San Francisco, California, this 7th day of October, 1925.

H. B. Brandt
Ch. Seaver
George D. Squires
Leon Whitell
Commissioners.