

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of application of F. J. Coulter as Joint Agent for Boyd & Mattly Stage Company, a co-partnership; California Transit Co.; Kern County Transportation Corporation, corporations; W. R. Miles, operating auto stage service under fictitious name of W.R. Miles Stage Lines; Motor Transit Company, Pickwick Stages System, Shasta Transit Company, and United Stages, Inc., corporations, for the establishing of certain joint and through fares as herein set forth.

Application No. 12860.

Warren E. Libby, for applicant.  
Jesse H. Steinhart (By B.J. Feigenbaum) for San Francisco-Sacramento Railroad, Protestant.

BY THE COMMISSION:

O P I N I O N

This is an application filed by F. J. Coulter acting as the agent of Boyd & Mattly Stage Company, California Transit Company, Kern County Transportation Corporation, W. R. Miles operating W. R. Miles Stage Lines, Motor Transit Company, Pickwick Stages System, Shasta Transit Company and United Stages, Inc., for authority to establish through routes and joint fares principally between stations located on the lines of applicants south of Bakersfield, on the one hand and on the other to stations in the San Joaquin Valley and points north thereof to and including the California-Oregon State line.

A public hearing was held before Examiner Geary at San Francisco June 9, 1926 and the application having been duly sub-

mitted is now ready for our opinion and order.

The proposed fares are set forth in Exhibit "A" attached to and made a part of the application and in the most instances they are combinations of the local fares of the companies involved.

The San Francisco-Sacramento Railroad Company protested the application as to the fares from Oakland on the California Transit Company to points in Northern California via Sacramento and the Pickwick Stages System Baird to the California-Oregon State line. This opposition is based upon the fact that there is now pending application No. 11005 of the California Transit Company for a certificate of public convenience and necessity to consolidate its operative rights, establish through service and sell tickets to Sacramento. Protestants allege that the granting of the instant application during the pendency of application No. 11005 would in effect give to the California Transit Company the privileges it is seeking in that application. It was stipulated at the hearing that applicant in this proceeding would withdraw the request for authority to publish joint fares from Oakland to points Baird to California-Oregon State line, inclusive as shown in section 6 of Exhibit "A". With this understanding the San Francisco-Sacramento Railroad Company withdrew all opposition to the establishment of the through routes and joint fares.

The fares to be published in the new tariff are in the main a revision of those now in effect in Motor Carriers Bureau Joint Passenger Tariff C.R.C. No. 8 and the Lewis A. Monroe Joint Agent Tariff C.R.C. No. 49, which tariffs will be cancelled. The newly added joint fares are to points on the Shasta Transit Company and also between certain other points and by routes where no joint fares are now in effect. There is testimony of interested

parties showing that there has been a continual demand from the traveling public for these joint passenger fares between the points involved.

The exhibit attached to the application purporting to be a proof copy of the proposed tariff contains many duplications of the rules, particularly in those shown at the bottom of the different pages, the names of the individual lines are not given opposite stations in the index, and the routings via which the fares apply are not complete and in many instances are ambiguous. The tariff should be revised and constructed in conformity with tariff rules and regulations. Proof copy of tariff must be presented for our approval before being offered for filing.

The application will be granted, subject to the stipulation that no fares will be published applying from Oakland to the California stations, as set forth in section 6 of Exhibit "A" attached to and made a part of the application.

#### O R D E R

A public hearing having been held in the above entitled proceeding, evidence having been submitted by applicants and the Commission being fully advised,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA  
HEREBY DECLARES that there is a public necessity for the publication of the joint fares, one way and round trip as set forth in exhibit "A" of the application, except that no joint fares will be published from Oakland to the points named in Section 6 of exhibit "A" Baird to California-Oregon State Line.

IT IS HEREBY ORDERED, that the applicants, be and they are hereby authorized to publish and file in tariffs, in conformity

with the Commission's rules, the joint fares to be assessed over the authorized through routes.

Dated at San Francisco, California this 19<sup>th</sup> day of June, 1926.

H. B. Bunniger

C. S. ...

Francisco

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COMMISSIONERS.