

Decision No. 18033**ORIGINAL**BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
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In the Matter of the Application)
of F. J. Coulter on behalf of)
California Transit Company,)
Motor Transit Company,)
Pickwick Stages System,)
Boyd & Mattly Stage Company,)
Kern County Transportation Corporation,)
W. R. Miles Stage Lines,)
Yosemite Park & Curry Company.)
for authority to establish through)
routes and joint passenger fares.)

APPLICATION NO. 13434

Earl A. Bagby, for Applicants.

H.W.Hobbs, for Yosemite Valley Railroad
Company and Southern Pacific Company,
Protestants.James F. Moses, for Atchison, Topeka & Santa
Fe Railway Company, Protestant.

BY THE COMMISSION:

O P I N I O N

This is an application filed by F. J. Coulter as Agent on behalf of California Transit Company, Motor Transit Company, Pickwick Stages System, Boyd & Mattly Stage Company, Kern County Transportation Corporation, W.R.Miles Stage Lines and Yosemite Park & Curry Company, seeking authority to establish through routes and joint fares for the transportation of passengers from and to the Yosemite Valley via Briceburg and El Portal, as specifically set forth in Exhibit 1, as amended, of the application.

A public hearing was held before Examiner Geary at San Francisco January 19, 1927 and the application having been duly submitted is now ready for our opinion and order.

Applicants are engaged in the business of transporting passengers for compensation over the highways of the State, the California Transit between Los Angeles and San Francisco-Sacramento via the San Joaquin Valley through Fresno, Merced and Stockton and also between Stockton and Carl Inn; the Pickwick Stages System between Yuma, Arizona and El Centro on the one hand and thence via Los Angeles and the Coast Route to San Francisco and points in Northern California on the other, and also between Gilroy and Los Banos; the W.R.Miles Stage Lines between Fresno and Huntington Lake; Boyd & Mattly Stage Company between Taft and Bakersfield; Kern County Transportation Corporation between Taft and Bakersfield and Motor Transit Company between practically all points in Los Angeles County. The five last named lines make direct connections with the California Transit Company and in conjunction with that line now maintain joint fares through Fresno to Merced, Stockton, San Francisco and the intermediate points, as published in Joint Passenger Tariff C.R.C.No.8, issued by F. J. Coulter, Agent. The Yosemite Park & Curry Company operates between points in the Yosemite Valley on the one hand and on the other Fresno, Merced and Carl Inn, and connects with California Transit Company at these three points.

In Case No.2212, Decision No.17274, dated August 26, 1926, the Commission found that public convenience and necessity required through routes and joint fares between points served by these lines from and to the Yosemite Valley, and joint fares were authorized established through Fresno, Merced and Carl Inn via

the highways then constructed, which are impassable during the winter months. Since our decision in this proceeding was rendered the new Briceburg highway from Merced to the Valley has been opened for all year travel and the Yosemite Park & Curry Company is now operating over this route on a daily schedule by authority of our Decision No.17584, November 9,1926 and Decision No.17763 of December 14,1926, Application No.12800.

The purpose of this application is to establish joint fares over the new highway in addition to the fares authorized in Case No.2212. The proposed fares also provide that during the summer months when the roads through Carl Inn, Fresno and Merced-Wawona are open passengers may have the privilege of going in via one of the four routes and returning via another.

At the present time passengers traveling over the Briceburg road are compelled to purchase separate tickets from point of origin to Merced and from Merced into the Valley and vice versa. The testimony indicates there has been considerable demand for through tickets and that the necessity of purchasing separate tickets for the through journey has inconvenienced and placed an undue burden on the public.

The Yosemite Valley Railroad, Southern Pacific Company and Atchison, Topeka & Santa Fe Railway Company protested the granting of this application mainly upon the grounds that they had expended large sums of money adver-

tising the Yosemite Valley and that the establishment of this through route and joint fares would tend to decrease the travel via rail which they claim was built up through the expensive advertising campaigns, but the record does not indicate to what extent, if any, the establishment of the proposed fares would deplete protestants' revenue. The fact is clear that the joint fares will be a decided advantage to the traveling public.

We are of the opinion and find that the application should be granted and applicants be authorized to establish the through routes and the joint fares as set forth in Exhibit 1, as amended.

O R D E R

This application having been duly heard and submitted, full investigation of the matters and things involved having been had and basing this order on the findings of fact and the conclusions contained in the opinion which precedes this order,

IT IS HEREBY ORDERED that applicants, California Transit Company, Motor Transit Company, Pickwick Stages System, Boyd & Mattly Stage Company, Kern County Transportation Corporation, W.R.Miles Stage Lines and Yosemite Park & Curry Company, be and they hereby are authorized to establish through routes and joint fares from and to the Yosemite Valley, as specifically set forth in Exhibit 1, as amended, of the application.

Dated at San Francisco, California, this 1st day of March, 1927.

Ernest D. [Signature]
[Signature]
[Signature]
Leon [Signature]
Thos D. [Signature]
 Commissioners.