

Decision No. 11208

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of
CHAS A. HARE (VALLEY-COAST LINES) in
the transportation of passengers and
express, between Bakersfield and Lost
Hills and intermediate points and between
Taft and Pismo and intermediate points,
via McKittrick, Lost Hills, Paso Robles,
San Luis Obispo, and between Lost Hills
and Ballridge Camp and intermediate points,
for a certificate of public convenience
and necessity to continue in operation the
established through route and joint fares
between Bakersfield and Pismo and inter-
mediate points, as evidenced by tariffs
now on file with the Commission.

ORIGINAL
Application 8185.

Charles A. Hare in propria persona.
T. E. Lucey for Atchison, Topeka & Santa
Fe Railway and Sunset Railway Co.
T. A. Woods for American Railway Express.
C. A. Haworth for Rhyne & Rhyne Stage Co.
and Kern County Transportation Co.

BY THE COMMISSION.

O P I N I O N

The above entitled application seeks authority to operate through routes and under through rates five of six operative rights separately established which are more fully described in Decision 9913 upon Application 7388 by which W. D. Greer was authorized to convey these rights to applicant.

Examiner Westover held a public hearing at Bakersfield upon the matter at which it was shown that applicant since acquiring these several lines had conducted through operations over them between Bakersfield and Pismo via Wasco, and Lost Hills and between Taft and Pismo via McKittrick and Lost Hills, and that the

bulk of the travel which he handles is through business over these routes. It further appears from the testimony that applicant thus operates the only direct route between Paso Robles, San Luis Obispo and Pismo on the west coast and Bakersfield, Taft, Lost Hills and intermediate points lying across the mountains in the San Joaquin Valley. The only other route is provided by the Southern Pacific Company operating via Saugus to the south and Tracy and Niles to the north, each of which is very indirect, slow and expensive.

Under the circumstances shown it is clear that it will be in the interest of the traveling public to permit the through operation requested.

The application is made because of the Commission's Decision No. 9892 on Application No. 5274 to the effect that common ownership of operative rights which, if united, would form a through route, does not of itself authorize through operation in the absence of a showing that public convenience and necessity require such through operation.

Applicant also wishes to establish through rates which are lower than the combination of local fares.

O R D E R

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

THE RAILROAD COMMISSION HEREBY DECLARES that public necessity and convenience require the operation by Charles A. Hare, operating under the fictitious name of Valley-Coast Lines, of a through service for the transportation of passengers, baggage and express over his present routes between Bakersfield and Pismo via Lost Hills and San Luis Obispo; and between Taft and Pismo via McKittrick, Lost Hills and San Luis Obispo, but nothing herein

contained shall be construed to authorize through service between Bakersfield and Taft.

IT IS HEREBY ORDERED that applicant be and he is hereby authorized and empowered to put in effect three days after publication at stations and filing with the Commission, through rates which are lower than the sum of applicant's present published tariff rates.

The authority herein contained is granted upon the following conditions:

1. 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.

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

3. IT IS HEREBY FURTHER ORDERED that applicant shall, within fifteen days from the date hereof, file with the Railroad Commission schedules and tariffs covering said proposed service, which shall show each point proposed to be served and quote rates to and from each such point; and shall set forth the date upon which the operation hereby authorized will commence, which date shall be within thirty days from date hereof, unless time to begin operation is extended by formal supplemental order herein.

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

Dated at San Francisco, California, this 10th day of November, 1922.

W. B. Rounding
Waring Master
J. F. [unclear]

Commissioners.