

ORIGINAL

Decision No. 25209

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)	
of SANTA FE TRANSPORTATION COMPANY,)	
a corporation, for temporary modi-)	Application No. 24777
fication of its certificate of)	
public convenience and necessity.)	

BY THE COMMISSION:

O P I N I O N

Santa Fe Transportation Company, by the above-entitled application, requests modification, for one year, of the conditions annexed to the passenger stage certificate granted it by Decision No. 30790 which requires applicant to maintain its fares on a parity with rail coach fares of The Atchison, Topeka and Santa Fe Railway Company and to maintain an interchangeability at common fares of bus and rail coach tickets with such company.

Decision No. 30790, which was issued in Applications Nos. 20170, 20171, 20172 and 20173, granted Santa Fe Transportation Company a passenger stage certificate authorizing it to operate generally between San Francisco and Los Angeles, Los Angeles and San Diego, Bakersfield and Barstow, Los Angeles and the California-Arizona State Line via Needles, in coordination and integration with The Atchison, Topeka and Santa Fe Railway Company. Such certificate was granted subject to certain conditions. Condition No. 3 required applicant to make effective tariffs providing fares at the rate of 1.5/^{cents}per mile and tickets interchangeable with the rail coach tickets of The Atchison, Topeka and Santa Fe Railway Company. Condition No. 7 required applicant and said railway company simultaneously to inaugurate

their proposed coordinated and integrated stage and rail service on a parity of bus and rail coach fares at 1.5 cents per mile.

Thereafter applicant and The Atchison, Topeka and Santa Fe Railway Company were permitted to reduce their bus and rail coach fares by establishing a scale ranging from 1.25 to 1.5 cents per mile, graduated in accordance with distance, so that the rate per mile decreases as the distance lengthens.

February 6, 1942, by Decision No. 35007, in Application No. 24670, all rail lines serving California were granted permission to increase their passenger fares by 10 per cent. It is alleged in this application that The Atchison, Topeka and Santa Fe Railway Company desires to take advantage of such permission experimentally for one year, but as applicant does not intend to increase its bus fares, such increase by the rail company would make it impossible for applicant to maintain parity of fares and interchangeability of tickets at common fares with The Atchison, Topeka and Santa Fe Railway Company, hence applicant seeks an order temporarily modifying the certificate heretofore granted.

Pacific Greyhound Lines and Southern Pacific Company, the principal competitors of applicant, have notified the Commission in writing that they have no objection to the application being granted.

This does not appear to be a matter in which a public hearing is necessary. After full consideration of the application and the evidence pertaining thereto, the Commission is of the opinion and finds that public convenience and necessity require that this application be granted.

O R D E R

IT IS ORDERED that Conditions Nos. 3 and 7 contained in the order in Decision No. 30790, in Applications Nos. 20170, 20171, 20172 and 20173 are suspended until May 1, 1943 in so far as they require the maintenance of parity of fares and interchangeability of tickets at common fares between Santa Fe Transportation Company and The Atchison, Topeka and Santa Fe Railway Company provided, however, that such period of suspension shall not commence until Santa Fe Transportation Company and The Atchison, Topeka and Santa Fe Railway Company shall have filed, on not less than one (1) day's notice to the Commission and the public, amendments to their tariffs which correctly represent the authority granted herein.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 31st day of March, 1942.

Ray L. Riley
Francis D. Havenner
Richard Parker
 COMMISSIONERS