

ORIGINAL

Decision No. 42128

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
D. MOYERS, doing business as MOYERS) Application No. 29468
STAGES, for authority to adjust)
passenger fares.)

L. Nelson Hayhurst for applicant.
George Roth for residents of Hammer Field Village.

O P I N I O N

In this proceeding, D. Moyers, doing business as Moyers Stages and operating as a "passenger stage corporation" between Fresno and various points, including Friant, Clovis, Sanger, Calwa and Orange Cove, seeks authority to increase certain passenger fares. A public hearing was held before Commissioner Potter and Examiner Bradshaw at Fresno.

The present fares between Fresno and Clovis and Leonard Avenue are 20 cents, one way, and 40 cents for round trips. It is proposed to increase these fares to 25 and 45 cents, respectively. Between Fresno and Hammer Field the present one-way 10-cent fare would be increased under applicant's proposal to 15 cents. A one-way fare between Fresno and Temperance Avenue of 15 cents would also be increased to 20 cents. In addition, it is proposed to increase various 5-cent one-way fares on applicant's Ventura Avenue route and Orange Cove line to 10 cents. Corresponding increases are contemplated in existing round-trip fares. Authority is also sought to increase fares presently published between Hammer Field and Clovis, on the one hand, and points on applicant's Calwa and Ventura Avenue routes, on the other hand, to the combination of

the proposed fares to and from Fresno, and to increase a 20-ride commutation fare between Fresno and Clovis from \$2.50 to \$3.00.

It alleged that the sought increases are necessary because the fares presently in effect have become non-compensatory due to changes in operating conditions and the movement of traffic. Applicant presented evidence at the hearing, based upon his accounting records, designed to show the results of operations under the present fares during the first 6 months of 1948. Data were also submitted for the purpose of disclosing the anticipated effect of the proposed fares upon applicant's revenues and expenses.

An exhibit of record, predicated upon a "cash" rather than an "accrual" accounting basis, purports to indicate that applicant's operating revenues during the first 6 months of 1948 amounted to \$48,354.40, as compared with operating expenses of \$48,779.69. It is represented that the latter does not include any salary for applicant's services. After allowing for an anticipated reduction in future charter-car revenues and a decrease in the number of bus miles to be operated, applicant estimates that with the proposed fares in effect the revenues and operating expenses would have been \$47,218.27 and \$44,100.27⁽¹⁾ respectively. According to applicant's figures, the proposed fares would result in an operating income of \$3,118 for a 6-month period.

An engineer in the employ of the Commission's transportation department presented evidence based upon a study of applicant's operations, traffic and accounting records. He questions the reliability of applicant's records. After making various

(1) Excluding allowance for owner's salary.

adjustments in the data at his disposal, the engineer estimated that for the 12 months ending October 31, 1948, revenues under the present fares would be \$90,380 as contrasted with operating expenses of \$104,206. If the proposed fares are established, revenues and operating expenses during the same period, in the opinion of the witness, should amount to \$94,815 and \$105,634, respectively.

No one opposed the granting of the application. A representative of a number of residents of Hammer Field Village testified that certain of applicant's buses were operated at inconvenient hours. It is understood that he will confer with applicant with a view to arranging for more suitable schedules. If the matter is not satisfactorily disposed of within 15 days from the date hereof, the subject should be brought to our attention.

After carefully reviewing the record, we are convinced that applicant should be authorized to establish the increased fares proposed in this proceeding. The increases in fares herein authorized are hereby found to be justified.

O R D E R

A public hearing having been had in the above-entitled proceeding and, based upon the evidence adduced and the conclusions and findings set forth in the preceding opinion,

IT IS ORDERED:

1. That D. Moyers, doing business as Moyers Stages, be and he is hereby authorized to increase his passenger fares, as proposed in the application on file herein and set forth in detail in Exhibit "B" attached thereto.

2. That applicant be and he is hereby authorized to establish said increases in fares by filing appropriate tariffs, in triplicate, on not less than 5 days' notice to the Commission and the public.

3. That applicant be and he is hereby directed to post a notice in a conspicuous place in each bus and ticket office for not less than 5 days before the increases in fares herein authorized become effective, stating the date on which said increases will become effective and that information concerning the amount of such increased fares between specific points may be obtained upon inquiry of applicant's drivers and agents.

4. That the authority herein granted shall become void, unless the increased fares are published, filed and become effective within 60 days from the effective date of this order.

This order shall become effective 20 days from the date hereof.

Dated at San Francisco, California, this 11th day of October, 1948.

R. F. Zimmerman
Julius F. Galloway
Harold P. Hill
Kenneth P. Potter

COMMISSIONERS