



ranging from \$3.00 to \$4.75 would be replaced by higher fares ranging from \$3.25 to \$5.25. In addition, the present tariff rules would be revised by clarifying the application of children's fares and by establishing a rule for computing fares for points served that are not specifically named in the tariff. The proposed passenger fares and tariff rules are set forth in Appendices A, B, C and D attached to this decision.

The express rates are named in cents per shipment and vary with the weight and distance involved. For merchandise not otherwise specified, the sought increases range from 25 cents to 35 cents per shipment. For movements of bread, bakery products and fresh and smoked meats, the present rates would be raised by one-quarter cent per pound. Related increases would be made in the charges for handling "collect on delivery" shipments and in those for the storage of undelivered shipments.

Applicants allege that the present rate structure has not been adjusted since the early part of 1940 and that the revenues now produced thereby are inadequate to meet the cost of the services as a result of steady advances in the operating expenses. It is pointed out that the rates were established by a predecessor company and that there is no uniformity in the bases for the rates and but little relationship between charges for like services under comparable conditions on the routes operated. The applications show that the proposed passenger fares on all of the routes are based upon a basic rate of 2.5 cents per mile, the lowest rate which would provide additional revenue needed to maintain the services and eliminate maladjustments in the present rate structure. The higher express rates proposed are similar to those maintained by other bus companies operating in the area. Assertedly, all operating economies possible have been made.

According to an exhibit attached to the applications, applicants' books show that the gross revenues amounted to \$28,676 and the operating expenses were \$22,484 for the months February through June, 1953. These figures, however, include revenues and expenses for contract services separately performed with equipment different from that used in the common carrier services. In addition, no provision was made in the expenses for salaries for management and supervision.

The following analyses of the common carrier operations made by the Commission's staff show the estimated annual results of operations under the present and proposed rate structures:

Estimated Results of Common Carrier Operation  
For Year Ending November 30, 1954, by PUC Engineering Staff

	<u>Under</u> <u>Present Charges</u>	<u>Under</u> <u>Proposed Charges</u>
<u>Revenue</u>		
Passenger	\$34,080	\$35,620
Express	8,760	10,790
	<u>42,840</u>	<u>46,410</u>
Operating Expenses	43,770	44,020
Net Before Income Taxes	(930)	2,390
Income Taxes	-	560
Net Income	(930)	1,830
Operating Ratio	102.2%	96.1%*

( ) Indicates red figures.

\* After Income Taxes.

Applicants have presented a letter from the chairman of the Board of Supervisors of Kern County who states that the board raises no objection to the granting of the proposed increases by this Commission. A letter was also submitted from the City Clerk of the City of Bakersfield stating that the City Council in regular session had instructed him to advise the Commission that the city would not oppose the requested increases. A certified copy of excerpts from a

resolution of the City Council of the City of Taft indicating no opposition to the increase was also transmitted to the Commission.

Estimated results of operations of the common carrier portion of applicants' business indicate an operating deficit under present fares. Under proposed fares the Commission adopts the staff's estimated net earnings of \$1,830 after income taxes and a corresponding operating ratio estimated as 96.1 per cent. From the foregoing it is apparent that the requested increases in passenger fares and express rates are justified and the Commission so finds. A public hearing is not necessary.

O R D E R

Applications having been made, the Commission being fully advised in the premises, and having found the proposed fare and rate changes to be justified and reasonable,

IT IS ORDERED:

1. That Earl C. Cook and Eva M. Cook, doing business as Cook's Stages, be and they hereby are, authorized to establish, on not less than five days' notice to the Commission and to the public, the increased passenger fares and express rates and changes in tariff rules as applied for in Applications Nos. 34770 and 34771, as amended, filed in these proceedings.
2. That applicants shall post in their buses and terminals a notice describing the rate and fare increases, continuously for at least ten days before such rate and fare increases become effective, and for twenty days thereafter.

BAKERSFIELD - ARVIN LINE  
PROPOSED TARIFF

Miles:	↓ And	(0.0)	(2.8)	(5.0)	(6.5)	(10.9)	(10.9)	(11.8)	(13.9)	(15.1)	(16.2)	(18.3)	(19.9)
	Between →		Magunden					Weedpatch		Edson &			
			Mt. (Fairfax			Mt. View		(Weedpatch		DiGiorgio			
		Bakersfield	Vernon Ave. Highway)	& Edison School	Fairfax School	Kernita Park	(4 Corners)	Mt. View School	Lamont	and Buena Vista)	Vineland	(Rebier)	DiGiorgio Farms

5.0	Magunden	15/30											
6.5	Fairfax School	20/35											
10.0	Kernita Park	25/40	15/30										
10.9	Mt. View (4 Corners)	30/50	20/35	15/30									
11.8	Mt. View School	35/55	25/40	20/35	15/30								
13.9	Lamont (Depot)	40/65	30/50	25/40	20/35	15/30							
15.1	Weedpatch (Buena Vista)	45/70	35/55	30/50	25/40	20/35	15/30						
16.2	Vineland	50/80	40/65	35/55	30/50	25/40	20/35	15/30	15/30				
18.2	Edison & DiGiorgio Rd. (Rebier)	50/80	45/70	40/65	35/55	30/50	25/40	20/35	20/35	15/30			
19.9	DiGiorgio Farms	55/90	50/80	45/70	40/65	35/55	30/50	25/40	20/35	20/35	15/30		
21.6	Buena Vista & Comanche	60/95	55/90	50/80	45/70	40/65	35/55	30/50	25/40	20/35	20/35	15/30	
24.2	Arvin	65/105	60/95	55/90	50/80	45/70	40/65	35/55	30/50	25/40	20/35	20/35	15/30

10-Ride Commute Tickets

Where One-Way Adult Fare is	10-Ride Commute Ticket will be
\$ .40	\$3.25
.45	3.50
.50	4.00
.55	4.50
.60	4.75
.65	5.25

Note: Fares are named in cents - one-ways to the left of diagonal, and round-trips to the right thereof.

A-34770, 34771 ET

APPENDIX B  
Page 2 of 4BAKERSFIELD - TAFT LINE  
Proposed Adult Fares

## A - Between Bakersfield and Points Shown

Miles	And	Between →	Bakersfield
6.5	Fairview Road & Union		15/30
9.0	Greenfield Corners		20/35
11.0	Pumpkin Center		30/50
12.0	Panama		30/50
15.0	Old River Road		40/65
18.0	Canfield Ranch		45/70
26.0	Western Water Works (Tupman Rd.)		65/105
31.0	Moshers		80/130
34.0	Valley Acres (Valley West Road)		85/135
40.0	Taft		100/160

## B - Between Taft and Points Shown

Miles	And	Between →	Taft
16.0	McKittrick		40/65
27.0	Buttonwillow		70/110
6.0	Valley Acres		15/30
9.0	Moshers		25/40
14.0	Western Water Works		35/55
22.0	Canfield Ranch		55/90
25.0	Old River Road		65/105
28.0	Panama		70/110
29.0	Pumpkin Center		75/120
31.0	Greenfield Corners		80/130
34.5	Fairview Road & Union		90/145
40.0	Bakersfield		100/160

Note: Fares are named in cents -  
one-ways to the left of diagonal,  
and round-trips to the right  
thereof.

APPENDIX C  
Page 3 of 4

"C"

Table to be used in  
computing Round-Trip  
Adults Fares between points  
not specifically named

Where one-way is	Round- trip fare will be
\$ .15	\$ .30
.20	.35
.25	.40
.30	.50
.35	.55
.40	.65
.45	.70
.50	.80
.55	.90
.60	.95
.65	1.05
.70	1.10
.75	1.20
.80	1.30
.85	1.35
.90	1.45
.95	1.50
1.00	1.60

"D"

Table to be used in  
Computing One-Way Adult  
Fares between points not  
specifically named

Where Length of Trip is	One-Way Fare will be
(in miles)	
0.1 to 6.0	\$ .15
6.1 to 8.0	.20
8.1 to 10.0	.25
10.1 to 12.0	.30
12.1 to 14.0	.35
14.1 to 16.0	.40
16.1 to 18.0	.45
18.1 to 20.0	.50
20.1 to 22.0	.55
22.1 to 24.0	.60
24.1 to 26.0	.65
26.1 to 28.0	.70
28.1 to 30.0	.75
30.1 to 32.0	.80
32.1 to 34.0	.85
34.1 to 36.0	.90
36.1 to 38.0	.95
38.1 to 40.0	1.00

## Restriction:

No passenger will be carried whose origin  
and destination are:

1. Both between Taft and Fellows, inclusive; or
2. Both between Bakersfield terminal and  
Brundage Lane, inclusive.

APPENDIX D  
Page 4 of 4

PROPOSED RULE

Fares to, from or between directly intermediate points which this carrier is authorized to serve, and which are not named as fare points in this tariff will be computed on the basis of speedometer mileage as follows:

a. Fares will be based on two and one-half cents (2-1/2¢) per mile between point of origin or destination and the nearest published fare point in the direction of travel plus the published fare to or from the nearest point named. In cases where there is no published fare point between the point of origin and point of destination, the fare will be computed on the basis of two and one-half cents (2-1/2¢) per mile from origin to destination.

b. Fares computed in accordance with this rule shall not exceed (1) the published fare to or from the next more distant point on the same route of travel or (2) when both point of origin and point of destination are located between the same named fare points, the fare shall not exceed the published fare applicable between said named points.

Fares computed in accordance with this rule are subject to a FIFTEEN-CENT (15¢) Fare Minimum.

CHILDREN'S FARES

Children under five (5) years of age, when accompanied by a passenger paying an adult fare and when not occupying a seat to the exclusion of other passengers, will be carried free. Children under five (5) years of age occupying seats to the exclusion of other passengers and children five (5) years of age and older, but less than twelve (12) years of age, will be charged one-half (1/2) of adult fare, increased where necessary to make such fare end in 0 or 5.

3. That the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 29th day of December, 1953.

R. Z. [Signature]  
President

Justin G. [Signature]

[Signature]  
[Signature]

Commissioners