

**ORIGINAL**

Decision No. 52277

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of COOK'S STAGES for revision )	
of its operating authority in certain )	
particulars and for issuance of a new )	Application No. 37104
loose-leaf form of certificate in lieu of )	
all presently granted operating rights. )	

O P I N I O N

By the above-entitled application Earl C. Cook and Eva M. Cook, partners doing business as Cook's Stages, request the Commission to issue to them a single new certificate of public convenience and necessity which shall supersede and be in the place of all present operative authority vested in them as affected by such relief as may be granted herein, which certificate shall correctly describe all authorized rights, routes and restrictions as of this date.

They further request:

(a) That the descriptions of the routes of operation as currently authorized be revised, simplified, or clarified, without otherwise affecting the operative rights heretofore granted.

(b) That that segment of the authorized regular route between Bakersfield and Taft via Rosedale and McKittrick which lies between Bakersfield and Buttonwillow be changed to an alternate route serving no intermediate points.

(c) That such new certificate shall be issued in a loose-leaf form capable of future amendment as to routes and rights authorized by the issuance of new or substitute pages,

thus enabling applicants' operative authority always to be kept current. A suggested form of such loose-leaf certificate which also incorporates all the operative rights, route descriptions, and restrictions and limitations as heretofore granted, including the changes therein which are proposed, is attached to the application as Exhibit 2.

In justification of the authority sought, applicants allege that, when considering the issuance of a new general certificate of public convenience and necessity, such route descriptions as appear to be unduly complex, or otherwise subject to better expression, should be revised consistent with the intent and uniformity. Except for the specific instances hereinafter shown, changes do not enlarge upon or otherwise change the presently granted operative authority, and the currently effective timetables and tariffs of applicants as now filed with the Commission are not affected.

With respect to the request to convert the presently authorized route between Bakersfield and Buttonwillow into an alternate route, applicants allege that operating experience has resulted in the operations of this area being most economically conducted by conducting regular-route operations between Buttonwillow and Bakersfield over the route via McKittrick, Fellows, Taft, and Greenfield. There has been practically no demand for passenger transportation between Buttonwillow and Bakersfield and intermediate points. There is, however, some local traffic between Buttonwillow and Taft and intermediate points which, when added to traffic which is destined to points south of Greenfield and north of Bakersfield in interline transportation, applicants believe will economically justify

continuance of service to and from Buttonwillow via the McKittrick-Taft-Greenfield route, providing applicants conduct such operation in the most economical manner possible.

There are occasional times when, for the movement of laborers or other groups, there are presented a sufficient number of passengers for transportation between Bakersfield and Buttonwillow to justify a special operation over the direct route. For this reason applicants propose that such route shall not be abandoned because of its lack of normal daily traffic, but that, instead, such route shall be retained as an alternate route to be used if and when tenders of group movements economically justify such operation.

In justification of the proposal that a new loose-leaf form of certificate be issued in lieu of all previously granted authority, applicants allege that it would be of great advantage to all concerned as it can thereafter be constantly kept current by the issuance of new or substitute sheets reflecting the corrections and changes which may thereafter be made in applicants' operative authority.

As no new services are herein proposed, applicants know of no other common carriers who would be competitively affected thereby. However, for informative purposes, copies of the application have been served on other carriers operating in the concerned area as shown by the certificate of service attached to the application. No protest to the granting of the application has been received.

After full consideration of applicants' request the Commission finds that public convenience and necessity require that a new certificate be granted to them to supersede all of

their present operative rights which will be revoked. Inasmuch as there is no proposal to extend applicants' present operations, and because no protest has been received, no public hearing is required and the application will be granted.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Earl C. Cook and Eva M. Cook, partners, authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers, baggage and shipments of express not exceeding 100 pounds in weight, to be transported on passenger carrying vehicles only, between the termini and all points intermediate thereto and over the routes as described and specified in Appendix A which is attached hereto and, by this reference, made a part hereof and subject to the privileges, restrictions, limitations and specifications contained therein. Service under this certificate shall be conducted as a single, consolidated and unified operation.

(2) That the certificate of public convenience and necessity heretofore granted to Earl C. and Eva M. Cook by Decision No. 47829, dated October 14, 1952, in Application No. 33300, is hereby revoked and annulled.

(3) That Earl C. and Eva M. Cook are relieved from the minimum rate provisions of Decision No. 31606 in Case No. 4246 as amended.

(4) That, in providing service pursuant to the certificate herein granted, applicants shall comply with and observe the following service regulations:

- a. Within thirty days after the effective date hereof, applicants shall file a written acceptance of the certificate herein granted.
- b. Within sixty days after the effective date hereof, and on not less than five days' notice to the Commission and to the public, applicants shall establish the service herein authorized and file in triplicate, and concurrently make effective, appropriate tariffs and timetables:

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

Dated at San Francisco, California,  
this 22<sup>nd</sup> day of November, 1955.

John E. Mitchell  
President

James J. Cooney

Raymond L. Linterman

William L. Doherty

R. H. Kucy

Commissioners

APPENDIX A

Original Page 1

TO

DECISION NO. 52277

IN

APPLICATION NO. 37104

Showing certificated points and routes of operation to be served by Earl C. Cook and Eva M. Cook, a co-partnership, doing business as Cook's Stages, together with specifications, exceptions, restrictions, limitations and privileges applicable thereto.

All amendments to this Appendix A will be made as revised pages or added original pages.

Effective as shown by Decision No. 52277

Issued by Public Utilities Commission of the State of California

CORRECTION NUMBER CHECKING SHEET

This appendix is issued in loose-leaf form. All amendments thereof will be issued as loose-leaf revised or added pages. All revised pages or added pages will show correction numbers consecutively in the lower left hand corner. These correction numbers should be checked below on this checking sheet before pages are filed.

Upon receipt of revised or added pages a check mark must be placed opposite the correction number corresponding to number shown at lower left-hand corner of the new page. If correction numbers are properly checked, as received, check marks will appear in consecutive order with no omissions. However, if check marks indicate that a correction has not been received, an immediate request therefor should be made.

CORRECTION NUMBERS

1	26	51	76	101	126
2	27	52	77	102	127
3	28	53	78	103	128
4	29	54	79	104	129
5	30	55	80	105	130
6	31	56	81	106	131
7	32	57	82	107	132
8	33	58	83	108	133
9	34	59	84	109	134
10	35	60	85	110	135
11	36	61	86	111	136
12	37	62	87	112	137
13	38	63	88	113	138
14	39	64	89	114	139
15	40	65	90	115	140
16	41	66	91	116	141
17	42	67	92	117	142
18	43	68	93	118	143
19	44	69	94	119	144
20	45	70	95	120	145
21	46	71	96	121	146
22	47	72	97	122	147
23	48	73	98	123	148
24	49	74	99	124	149
25	50	75	100	125	150

Issued by Public Utilities Commission of the State of California  
Decision No. 52277, Application No. 37104

AUTHORIZED TERMINI AND ROUTES

## 1. Between Bakersfield and Taft:

From Bakersfield, over U.S. Highway 99 to junction U.S. Highway 399 (Greenfield), thence over U.S. Highway 399 to Taft.

## 2. Between Taft and Buttonwillow:

From Taft, over California Highway 33 to junction California Highway 178 (McKittrick), thence over California Highway 178 to Buttonwillow, diverging from California Highway 33 to serve Fellows.

Restriction: No passenger shall be transported whose origin and destination are both between Taft and Fellows, intermediate points inclusive.

## 3. Between Bakersfield and Buttonwillow:

From Bakersfield, over California Highway 178 to Buttonwillow, to be operated as an alternate route serving no intermediate points.

## 4. Between Taft and Maricopa:

From Taft, over California Highway 33 to Maricopa.

Restriction: Operating authority is limited to the transportation of U.S. Mail, newspapers, and bakery products, in shipments not exceeding 100 pounds in weight.



## 5. Between Bakersfield and Arvin:

From Bakersfield, over U. S. Highway 466 to Weedpatch Highway to junction Di Giorgio Road (Lamont), thence over Di Giorgio Road to junction Tejon Highway, thence over Tejon Highway to Arvin.

Restriction: No passenger shall be transported whose origin and destination are both between Bakersfield terminal and Brundage Lane, intermediate points inclusive.

## 6. Between Lamont and Rebier:

From Lamont, over Weedpatch Highway to Sunset Boulevard to Edison Road to junction Di Giorgio Road (Rebier).

## 7. Between Weedpatch and junction Buena Vista Boulevard and Edison Road:

From junction Weedpatch Highway and Buena Vista Boulevard (Weedpatch), over Buena Vista Boulevard to junction Edison Road.

## 8. Between the junction of U.S. Highway 466 and Fairfax Road, and the junction of Redbank Road and Weedpatch Highway:

From the junction of U.S. Highway 466 and Fairfax Road, over Fairfax Road to Redbank Road to junction Weedpatch Highway.

END OF APPENDIX A