

Decision No. 76336

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of The)
Atchison, Topeka and Santa Fe Railway)
Company for Authority to Increase)
California Intrastate Passenger Fares to)
the Level Authorized for Southern Pacific)
Company by Decision 75940, Application)
50670.)

Application No. 51304
(Filed Aug. 8, 1969)

O P I N I O N

In this application The Atchison, Topeka and Santa Fe Railway Company (Santa Fe) seeks authority to increase its intrastate passenger fares between San Francisco and Bakersfield and intermediate points to the level authorized Southern Pacific Company (SP) by Decision No. 75940 dated July 22, 1969, in Application No. 50670.

Decision No. 75940 authorized SP to increase its one-way and round-trip special coach passenger fares between San Francisco - Oakland - Sacramento and Los Angeles, and intermediate points by 10 percent, observing the existing regular coach fares as maximum.^{1/} Comparisons of present and proposed fares are set forth in Appendix A.

Santa Fe alleges in this application that: its current passenger fares between San Francisco and Bakersfield are at the level authorized in Decision No. 74199, dated June 5, 1968, in Application No. 49881; at the present time and for some years past, an optional ticket honoring arrangement has been in effect between it and SP;

^{1/} Said decision authorized an increase in the one-way coach fare between San Francisco and Bakersfield from \$10.82 to \$11.73. Round-trip fares were authorized to be established at 180 percent of the increased one-way coach fares.

A. 51304 Mjo

pursuant to said arrangement, Santa Fe and SP tickets are interchanged between San Francisco and Bakersfield and intermediate common points. The application further alleges that, because of said ticket honoring agreement, rail passengers may purchase Santa Fe tickets at Santa Fe's level of fares and use said tickets on SP trains; Santa Fe thereafter pays SP its local fare; and when SP fares are higher than those of Santa Fe, Santa Fe must pay more than it receives. Conversely, when an SP ticket is used for transportation on a Santa Fe train, Santa Fe receives only its published local fare.

The application states that this Commission has previously authorized increases in Santa Fe fares in order to re-establish parity with SP's fares.^{2/} It was indicated at the hearing in Application No. 50670 (Decision No. 75940, supra) that if said application was granted, Santa Fe would seek commensurate increases to re-establish parity of fares with S.P. The application further alleges that there have been no changes in the circumstances which prompted the Commission to grant prior applications of Santa Fe to re-establish parity of fares with SP, including the finding in prior decisions that Santa Fe's intrastate passenger operations are conducted at a loss. Applicant estimates that the sought fares will result in an increase in revenues of approximately 6 percent, or \$6,000 per year, based on 1968 traffic.

Santa Fe requests, in view of the foregoing allegations, that the relief sought be granted without the necessity of a public hearing.

^{2/} Decision No. 59712, dated February 23, 1960, in Application No. 41374; Decision No. 72224, dated March 28, 1967, in Application No. 49047; Decision No. 74199, dated June 5, 1968, in Application No. 49881.

A. 51304 Mjo

Copies of the application were served in accordance with the Commission's procedural rules. In addition, notice of the filing of the application appeared on the Commission's Daily Calendar of August 11, 1969. There are no protests.

In the circumstances, it appears and the Commission finds that the proposed increases in passenger fares are justified. A public hearing is not necessary. The application should be granted.

O R D E R

IT IS ORDERED that:

1. The Atchison, Topeka and Santa Fe Railway Company is authorized to establish the increased passenger fares proposed in Application No. 51304. Tariff publications authorized to be made as a result of the order herein may be made effective not earlier than five days after the effective date of this order on not less than five days' notice to the Commission and the public.

2. The authority granted herein shall expire unless exercised within ninety days after the effective day of this order.

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

Dated at San Francisco, California, this 28th day of OCTOBER, 1969.

William Lyons J.
President

August

William

John

Herman L. Stinson

Commissioners

APPENDIX A

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

Comparison of Present with Proposed One-Way Fares
San Francisco to Bakersfield and Intermediate Stations

FROM -	San Francisco*		Richmond*		Stockton*		Merced*		Fresno*		Hanford		Wasco	
To	Pres- ent	Pro- posed	Pres- ent	Pro- posed	Pres- ent	Pro- posed	Pres- ent	Pro- posed	Pres- ent	Pro- posed	Pres- ent	Pro- posed	Pres- ent	Pro- posed
San Francisco*	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Richmond*	.58(1)	N.C.(2)	---	---	---	---	---	---	---	---	---	---	---	---
Stockton*	3.28	N.C.(2)	2.69	2.79	---	---	---	---	---	---	---	---	---	---
Merced*	5.21	5.40	5.00	5.15	2.57	2.65	---	---	---	---	---	---	---	---
Fresno*	7.04	7.53	6.85	7.29	4.65	4.78	1.94	2.12	---	---	---	---	---	---
Hanford	8.20	8.71	8.01	8.47	5.82	5.96	3.11	3.30	1.17	1.18	---	---	---	---
Wasco	10.33	10.85	10.14	10.61	7.95	8.10	5.24	5.44	3.30	3.32	2.13	2.14	---	---
Bakersfield*	10.82	11.73	10.45	11.46	8.27	8.97	6.05	6.32	4.17	4.20	3.00	3.02	.87	.88

(1) No tickets sold for local transportation. Bay Area fares used for rate construction purpose only.

(2) N.C. - Indicates no change in fare.

* Common points, SP-ATSF. Fares in "Proposed" columns between asterisked points became effective September 1, 1969 via SP.