

ent service between Fresno and Los Banos by way of Madera, Califa, and Chowchilla. Applicant does not propose to do any local or intermediate business between Fresno and Los Banos by way of Madera and Chowchilla and intermediate points, but desires to pick up within that territory for points west or north of Chowchilla on the lines of applicant and to discharge within that territory from points west or north of Chowchilla on the lines of applicant. Applicant desires to operate its proposed service between Lost Hills and Coalinga and Lost Hills and Lemoore as a part of its present service between Taft and Lost Hills and in conjunction with its present operation between Bakersfield and Paso Robles as a part of one system and it desires to operate its proposed service by way of Madera and Chowchilla in connection with its present operations between Fresno and Santa Cruz and to connect up the same and operate it as a portion of one system by consolidating its present lines between Fresno and Santa Cruz and between Los Banos and Gilroy and between Gilroy and San Francisco and intermediate points and by operating the same in conjunction with and as a part of its entire system.

Public hearings on this application were conducted by Examiner Satterwhite at Fresno and Madera, the matter was submitted and is now ready for decision.

Applicant proposes to charge rates and to operate on a time schedule in accordance with Exhibits "B" and "C" attached to said amended application. The equipment to be operated in the proposed service is the standard equipment now used by applicant on its existing lines consisting of 8, 11, 14 and 28 passenger Pierce Arrow, Packard and Cadillac automobiles now owned by applicant.

The Southern Pacific Company, California Transit Company, Valley Transit Company, Ben J. Byles and R. C. Dear appeared

in opposition to the granting of said application. R. C. Dear, of Dear Stage lines, however, withdrew as protestant by reason of a stipulation having been made by said applicant that its proposed service would not interfere with the service of said Dear.

Applicant is the owner and operator of an automobile stage business and operative rights between Los Angeles and San Francisco; between Bakersfield and Paso Robles and Taft and Lost Hills; between Fresno and Santa Cruz, between Los Banos and Gilroy; between Fresno and Coalinga and between Los Angeles and Santa Barbara.

At the present time there is no authorized automobile stage and express service between Lost Hills and Coalinga or Lost Hills and Lemoore. In support of this proposed service, applicant called a considerable number of witnesses, consisting of business men, oil field operators and oil field laborers. The testimony shows that all the territory between Taft and Coalinga and Lemoore is an extensive oil field and that active operations are being carried on for the production of oil. Nearly all of the oil companies operating in this territory have their headquarters and base of supplies at Taft. Coalinga is also a buying and business center for the oil industry in the fields in this section. The record shows that there is considerable travel back and forth, not only by the oil field operators, but by the oil field laborers, between Taft and Coalinga and intermediate points. It appears also that there are at least a dozen ranchers in this territory between Coalinga and Lost Hills who use either Coalinga or Taft as a purchasing center. Applicant offered evidence also to the effect that there is considerable shipping of small parts of oil field machinery and oil field supplies between Taft and Coalinga and way points proposed to be served.

We are of the opinion that the public convenience and necessity require the proposed operation by applicant between Lost Hills and Coalinga and Lemoore as an extension of its present service between Taft and Lost Hills and the order herein will so provide.

Applicant desires the unification of this proposed extension with its other operative rights in this territory on the basis that such a connected service would attract and develop a through business from San Joaquin Valley points to Coast points, both north and south, and requests its authorization primarily on that ground. Applicant, however, offered but scant evidence to justify this consolidation of its proposed extended service between Coalinga and Lemoore and Lost Hills with its operative rights between Bakersfield and Paso Robles or between other points on its system.

The record shows that the passenger traffic that moves from Lemoore and Coalinga to Paso Robles is rather limited and is carried now very satisfactorily by Ben. J. Byles, protestant, direct from Coalinga to Paso Robles. Byles testified that he carries daily in each direction an average of only two or three passengers and that the majority of those who are bound to Paso Robles and points beyond come from Lemoore and points east thereof. It appears that the distance over the Byles line is only 60 miles from Coalinga to Paso Robles, while it is 101 miles from Coalinga to Paso Robles over applicant's proposed route. There is no evidence in the record to show any public demand for a through route between Fresno and Bakersfield over applicant's proposed line by way of Lemoore and Lost Hills, except the belief of applicant that if a through service were permitted ^{passenger} traffic would be developed through

this territory.

Applicant called several witnesses in support of its proposed rerouting between Fresno and Los Banos by way of Madera and Chowchilla. Applicant does not propose to abandon its present route by way of Mendota, Firebaugh and Dos Palos so that its application, in effect, is for a new certificate of public convenience and necessity over this new route to Santa Cruz and other points. The evidence in support of this rerouting is to the effect that many residents in the towns of Madera and Chowchilla and intermediate points desire a more direct route to Santa Cruz. The route by way of Madera and Chowchilla is a little shorter than by way of Mendota and the road conditions are somewhat better. It appears that during about three months in the summer season there is considerable travel from Madera, Chowchilla and way points to Santa Cruz and adjacent territory. The travel during the rest of the year is light and the record shows that last winter's travel across to Coast points had increased but slightly over that of former years. The Fresno County Chamber of Commerce and the Chamber of Commerce of Chowchilla have endorsed this proposed rerouting on the basis that the additional service would be a convenient service to the people in this section who spend their vacation at Santa Cruz. The evidence, however, of the protesting stage lines throughout this territory shows that they are now rendering very satisfactory service. We are of the opinion, after a careful consideration of the evidence, that the public necessity and convenience do not require the rerouting by way of Madera and Chowchilla as proposed by applicant.

Applicant desires the consolidation of its service between Fresno and Santa Cruz with its route between Los Banos and Gilroy. The record shows that the people of Fresno and Los Banos,

including the intermediate towns of Mendota and Firebaugh and other points, desire a through service to Santa Cruz and other neighboring Coast points. It also appears from the testimony of E. J. Thompson, Manager of the Fresno Division of applicant, that the linking up of these two routes will result in greater economy of operation and give more convenient and satisfactory service to the public. This witness testified that the linking up of these two routes would do away with one man including the car he drives a distance of 40 miles in a day from Bell Station to Gilroy; and Fresno passengers can get through to points on the Coast with only one change as against two. We are of the opinion that the consolidation of these two routes should be authorized and the order herein will so provide.

Applicant has asked for authority to operate a through service between Fresno and San Francisco and intermediate points and relies principally upon the testimony of Mr. Guy E. Leonard, Secretary of the Fresno County Chamber of Commerce. This witness is a member of the Road Committee of the Fresno County Chamber of Commerce, which committee recommended and endorsed a through service between Fresno and San Francisco over the Pacheco Pass. The testimony of this witness shows that he favored this through route of applicant from Fresno to San Francisco, not on a basis of any public convenience and necessity therefor, or for any lack of transportation facilities now existing but almost wholly from the point of view that Fresno and adjacent communities would benefit by having another method of being transported directly between Fresno and San Francisco. He frankly admitted that the present transportation facilities of the protesting stage lines were all that were necessary and that the present stage companies were rendering a

satisfactory and adequate service. He based his recommendations for the Pacheco Pass route upon the ground that more passenger traffic could be developed in and out of Fresno, that tourist travel by stage might be developed over the Pacheco Pass, and that such additional route will attract this tourist travel to their mountain resorts. This witness first testified that the Pacheco Pass route from Fresno to San Francisco might be favored because it was a cooler and a shorter route and more scenic, but finally admitted, on cross-examination, that it was neither cooler nor shorter, either in mileage or time consumed. The record also contains testimony from other citizens residing in the territory between Fresno and Chowchilla that while they desired a through route to Santa Cruz, that there was no necessity for an additional through route to San Francisco for the reason that the protesting stage lines were rendering a very good and adequate service over the Valley route.

California Transit Company, Valley Transit Company and Motor Transit Company, protesting stage companies, offered in evidence their respective rate and time schedules showing their service covering the territory proposed to be served by applicant in its amended application. The California Transit Company, Valley Transit Company and the Motor Transit Company also offered in evidence their respective exhibits containing a travel study for the months of June and September, 1924, and for January, 1925, showing seats furnished, passengers carried and vacant seats over their respective authorized routes, in connection with their local and through service through the San Joaquin Valley, between Los Angeles and Bakersfield; between Bakersfield and Fresno; and between Fresno and San Francisco. An examination of these exhibits indicates that

the seating capacity of their stages is far in excess of passengers carried.

After careful consideration of all the evidence in this proceeding, we are of the opinion and hereby find as a fact that public convenience and necessity require the proposed service of applicant between Lost Hills and Coalinga and Lost Hills and Lemoore as an extension of its present service between Taft and Lost Hills, but we are of the opinion and hereby find as a fact that public convenience and necessity do not require the proposed rerouting of a portion of its present service between Santa Cruz and Fresno by way of Madera, Califa and Chowchilla, also we are of the opinion and hereby find as a fact that the public convenience and necessity do not require applicant's proposed through service between Fresno and San Francisco by way of Pacheco Pass. The application should be granted with the limitations hereinabove indicated in this opinion.

ORDER

Public hearings having been held in the above entitled application, the matter having been submitted and being now ready for decision.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity require the operation by Pickwick Stages, Northern Division, a corporation, of the automobile stage service as a common carrier of passengers and express matter between Lost Hills and Coalinga and intermediate points, and between Lost Hills and Lemoore, serving Ketterman Hills and intermediate points in conjunction with and as a part of its present service between Taft and Lost Hills; provided, however,

that the foregoing service shall not be linked up with or consolidated with its present service between Bakersfield and Paso Robles or any other part of applicant's transportation system.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be granted to applicant for the foregoing service, not as a separate service, but as supplemental and in addition to applicant's service only between Taft and Lost Hills and upon the conditions hereinafter set forth.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the operation by Pickwick Stages, Northern Division, of an automobile stage service as a common carrier of passengers, between Fresno and Los Banos via Madera, Califa and Chowchilla as a part of and in conjunction with its present service between Fresno and Santa Cruz and between Los Banos and Gilroy, but do require the consolidation of its service between Fresno and Santa Cruz with its service between Los Banos and Gilroy.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be granted to applicant for the foregoing consolidated service, as supplemental and in addition to applicant's present service between Fresno and Santa Cruz and between Los Banos and Gilroy and upon the following conditions:

1. Applicant shall file its written acceptance of the certificates hereinabove granted within a period of not to exceed ten (10) days from date hereof; and shall file, in duplicate, tariff of rates, fares, rules and regulations and time schedules within a period of not to exceed twenty (20) days from date hereof; such tariff of rates and fares, rules and regulations and time schedules shall not be identical with those attached to the application herein, but such tariff of rates and fares, rules and regulations and time schedules shall be in conformity with and in consonance with the said certificates of service hereinabove authorized; and shall commence operation of the service herein authorized within a period of not to exceed sixty (60) days from the date hereof, unless the time for commencement of operation hereinunder is hereafter extended by supplemental order of this Commission.

2. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

3. No vehicle may be operated by said applicant herein unless such vehicle is owned by said applicant or is leased by him under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all purposes, other than hereinabove stated, the effective date of this order shall be twenty (20) days from the date hereof.

IT IS HEREBY FURTHER ORDERED that the application for authority to operate a thru' service between Fresno and San Francisco, and intermediate points, be and the same is hereby denied.

Dated at San Francisco, California, this 16th day of December, 1925.

H. B. Randall
C. S. Smith
George D. Squires

Commissioners.