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Decision No. 10591

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application)
of Frank Roberson for permission)
to change the route of the Fresno-)
Coalinga Automobile Stage Line,)
operated by said Frank Roberson)
for the transportation of passen-)
gers and baggage between Fresno)
and Coalinga.)

Application No. 7757.

Gallagher, Simpson & Hayes by
E. W. Simpson for applicant.
Earl A. Bagby and Ernest Walling
for Joseph Miller Stage Line, protestant.

BY THE COMMISSION.

O P I N I O N

A public hearing was held by Examiner Westover at Fresno upon the above entitled application to change route of the Fresno-Coalinga Stage Line now operated by applicant herein, between Fresno and Coalinga, westerly from Fresno and southerly, via Helm, McCord and Shell Camp. It gives the only service to and from Shell Camp. McCord's is now only a watering trough.

Apparently the only intermediate point to be abandoned is Helm which has rail service, and where there are but very few people, most of whom own their own automobiles and have signified in writing their willingness to have the application granted.

The reason assigned is that the paved state highway will soon be opened between Lemoore and Coalinga, while the present dirt road used by applicant is impassible during much of the

winter, due to the adobe soil and deep mud.

The change in route is protested by the Joseph Miller Stage Line, operating between Visalia and Coalinga, via Lemoore, over the highway being paved, and serving Lemoore, Westhaven and Coalinga, which towns applicant seeks authority to serve in connection with the proposed change in route.

The only lack of present service by the Miller Line shown by applicant, is that there is no operation on Sundays or holidays; but it appears that as soon as the paved highway is opened, in July, 1922, the Miller Line proposes to operate daily, and also restore its original schedule of two round trips a day, which was curtailed owing to bad roads and consequent lack of patronage.

Applicant now operates a line between Fresno and Lemoore, via Armona and Hardwick, a service which he wishes to supplement by operating his through Coalinga-Fresno stages two round trips daily through Lemoore but taking a route to the west of Lemoore, Armona and Hardwick, thus serving a new territory between Fresno and Lemoore. There is no good reason why his Fresno-Coalinga travel, averaging thirty-two passengers per day in both directions should not be routed over the paved highway, provided no local business is handled between Lemoore and Coalinga and intermediate points, or to and from the territory west of Lemoore not now served by it.

O R D E R

A public hearing having been held upon the above entitled application, the matter being submitted and ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public

convenience and necessity require the operation by Frank Roberson, operating under the fictitious name of Fresno-Coalinga Stage Line, of an automobile through passenger and baggage service between Fresno and Coalinga, serving Shell Camp and Camden as intermediate points; and also serving between Fresno and Lemoore; but it does not require local service between Coalinga and Lemoore, or points west of Lemoore, except local service between Coalinga and Shell Camp; and it does not require service to or from any points west of Lemoore except said Coalinga and Shell Camp, and nothing herein contained shall be construed as authorizing any such service not so needed.

IT IS HEREBY ORDERED that certificate of public convenience and necessity be, and it is hereby granted, subject to the following conditions:

1. That applicant Frank Roberson shall file his written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof, and shall file within a period of not to exceed twenty (20) days from date hereof, in duplicate, tariffs of rates and time schedules, identical with the tariffs of rates and time schedules, as shown in Exhibits A and B of his application herein, and shall commence service within a period of not to exceed thirty (30) days from date hereof.

2. The operative right herein granted shall not be transferred, abandoned, leased or assigned unless the written consent of the Railroad Commission to such transfer, abandonment, lease or assignment has first been procured.

3. No vehicle shall be operated by Frank Roberson under the certificate herein granted unless such vehicle is owned by applicant or is leased by him under an agreement satisfactory to the Railroad Commission.

IT IS HEREBY FURTHER ORDERED that applicant Frank Roberson be and he is hereby authorized to cease operating passenger and baggage service to and from Helm and McCords, and to route his Fresno-Coalinga stages via Lemoore, but rendering only such service as is above authorized.

Dated at San Francisco, California, this 16th day of
June, 1922.

W. B. Brundage
Dwight Martin

W. F. Pennington
Commissioners.