

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of FRANK E. GRIFFIN and PAUL CLEMENT, co-partners doing business under the firm name and style of YELLOW PENNANT STAGES for certificate of public convenience and necessity to operate a passenger service between King City and the City of Coalinga.

ORIGINAL
Application No. 11175

Gwyn E. Baker and E. L. Nicholson,
for applicants.
Ben J. Byles in propria persona.
E. A. Shaw for Chamber of Commerce and
Progressive Business Men's Club,
both of Coalinga.

BY THE COMMISSION.

O P I N I O N.

A public hearing was held by Examiner Westover at King City on the above entitled application seeking authority to operate under the name of Yellow Pennant Stages, passenger stages between King City and Coalinga.

The only present service between these points is that furnished by the Southern Pacific via Tracy or via Saugus, and stage service operated by Mr. Byles between Coalinga and Paso Robles connecting ^{there} with Southern Pacific trains and Pickwick Stages, Northern Division, by either of which passengers can reach King City.

The proposed route between King City and Coalinga is via Peach Tree Ranch and Priest Valley, a distance of about 65 miles and quite direct.

The routes above referred to roughly describe an equilateral triangle with Coalinga at the easterly point, Paso Robles

at the southerly point and King City at the northerly point, Coalinga being separated from the other points by the Tremblor Range of mountains.

It appears from the testimony that the population of Coalinga is about 2500 to 3000, King City about 1200, with some 7 to 10 families ranching in Priest Valley which is about 38 miles from King City; and that the Peach Tree Ranch, about 25 miles from King City, employes about 40 men in the summer season, 3 or 4 during winter and from 6 to 10 during spring and autumn; and that there is a considerable labor turnover at the ranch and travel by men desiring to visit King City for entertainment and shopping; that King City is the shopping center for Priest Valley, that there is considerable travel from Coalinga and points beyond by those desiring to visit the resorts on Monterey Bay, and that there is considerable commercial travel between King City and Coalinga.

The application is protested by Mr. Byles on the ground that the proposed operation would compete with his line between Paso Robles and Coalinga via Parkfield and that as there is not enough business for both lines the granting of the application would result in financial loss to him and render him less able to serve.

While the two routes converge at Coalinga they are some 30 miles apart where they pass through Parkfield and Priest Valley respectively, and are about 52 miles apart where they reach King City and Paso Robles. They are not competitive except in a most incidental way.

Applicant proposes to operate from Coalinga one round-trip daily leaving at 11:45 a.m., returning at 8:00 p.m., using four hours in transit, and charge a through one way rate of \$4.50. Using the present facilities the trip from Coalinga to King City can be made in 5-1/4 hours and the eastbound trip in about 6

hours at an expense of \$7.90 all stage, and \$7.92 stage and rail.

We conclude that the traveling public is entitled to travel by the most direct route and in the most convenient manner between King City and points to the north such as those on Monterey Bay, and Coalinga and points in the San Joaquin Valley, a route which in this instance will serve territory not now served and which does not appear to be competitive with the present route between Coalinga and Paso Robles via Parkfield.

Mr. Byles heretofore applied by Application No. 7584 for leave to change his route via Parkfield to the one above described via Priest Valley and operate between Coalinga and Paso Robles via King City, but it appearing at the hearing on April 13th last that he did not intend to operate over that route until the completion of the new highway via Priest Valley in some two or three years, ^{then} he moved for an order dismissing the application, which order was made.

The application shows and applicants stipulated at the hearing that they did not desire to transport local passengers between King City and San Lucas, which points are served by Pickwick Stages, nor between Coalinga and the point known as "Forks of the Road", the territory served by Mr. Byles.

O R D E R

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

THE RAILROAD COMMISSION HEREBY CERTIFIES that public convenience and necessity require the operation by Frank H. Griffin and Paul Clement, co-partners under the fictitious name of

Yellow Pennant Stages, of an automotive passenger service for the common carriage of passengers between Coalinga and King City, serving San Lucas, Peach Tree Ranch, Heating Station #3, Priest Valley P.O., County Line, Pump Station #5, Heating Station #2, Pump Station #2, and Forks of Road as intermediate points, but it does not require any local service between King City and San Lucas or between Coalinga and "Forks of Road", and nothing herein contained shall be construed as authorizing such local service between the points last above named.

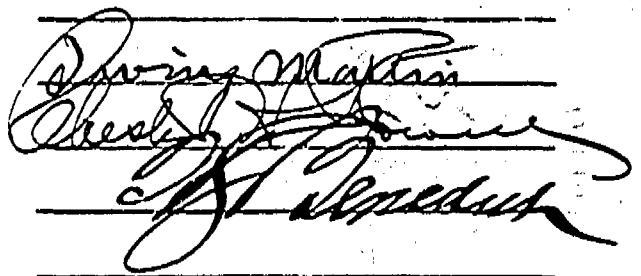
1. The operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been procured.

2. No vehicle may be operated in said service unless said vehicle is owned by the applicants herein or is leased by said applicants under a contract or agreement satisfactory to the Railroad Commission.

3. IT IS HEREBY ORDERED that applicants shall, within fifteen days from the date hereof, file with the Railroad Commission schedules and tariffs covering said proposed service, which shall be in addition to proposed schedules and tariffs accompanying the application; shall show each point proposed to be served and quote rates to and from each such point, and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be within thirty days from date hereof, unless time to begin operation is extended by formal supplemental order herein.

4. The authority herein contained shall not become effective until and unless the above mentioned schedules and tariffs are filed within the time herein limited.

Dated at San Francisco, California, this 28th day of October, 1922.



Commissioners.