

ORIGINAL

Decision No. 4698

DECISION NO. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of Application }
of WHITE BUS LINE, a corporation, } APPLICATION NO. 3154.
for leave to operate branch line }
between Brea and Olinda. }

H. W. Kidd, for Applicant.

BY THE COMMISSION.

O P I N I O N

Petitioner, a corporation, asks the Railroad Commission to make its order declaring that public convenience and necessity require the operation by Petitioner of an automobile stage service between Brea and Olinda, Orange County.

A public hearing herein was held before Examiner Encell at Brea on September 27, 1917.

Petitioner is engaged in the operation of an automobile stage line between Los Angeles and points in Orange County and desires to operate in connection with its existing service a branch line between the towns of Brea and Olinda, in Orange County, a distance of about four miles.

The equipment proposed to be used is an automobile bus with a seating capacity of sixteen passengers, similar in type and construction to the automobile busses now operated on the existing lines of petitioner.

The schedule of fares proposed by the petitioner for the proposed branch line and to points on the existing line is as follows:

<u>BETWEEN STATIONS</u>	<u>ONE WAY</u>	<u>ROUND TRIP</u>
Olinda		
Brea	25¢	40¢
Coyote	30¢	55¢
Fullerton	40¢	65¢
Anaheim	50¢	75¢
Stewart	30¢	50¢
La Habra	35¢	50¢
Des Moines	45¢	60¢
County Line	50¢	75¢
Leffingwell	50¢	75¢
Whittier	60¢	90¢
Pico & Jim Town	70¢	1.00
Montebello	70¢	1.00
Los Angeles	75¢	1.25

The proposed time schedule for the branch line and the connections at Brea with the existing line of petitioner is as follows:

	AM	AM	AM	AM	PM	PM	PM	PM	PM
Lv. LOS ANGELES			7.30	10.30	2.30	3.30	4.30	7.00	8.30
Lv. BREA	5.50	6.50	8.50	11.50	3.50	4.50	5.50	8.20	9.50
Ar. OLINDA	6.15	7.15	9.15	12.15	4.15	5.15	6.15	8.45	10.15
	AM	AM	AM	PM	PM	PM	PM	PM	PM
Lv. OLINDA	6.25	7.25	9.25	12.25	4.25	5.25	6.50	8.50	10.30
Lv. BREA	6.45	7.45	9.45	12.45	4.45	5.45	7.15	9.15	10.45
Ar. LOS ANGELES	8.00	9.00	11.00	2.00	6.00	7.00	8.30	10.30	12.00
	AM	AM	AM	AM	PM	PM	PM	PM	PM*
Lv. ANAHEIM		6.30	8.30	11.30	3.30	4.30	5.30	8.00	9.00
Lv. BREA	5.50	6.50	8.50	11.50	3.50	4.50	5.50	8.20	9.50
Ar. OLINDA	6.15	7.15	9.15	12.15	4.15	5.15	6.15	8.45	10.15
	AM	AM	AM	PM	PM	PM	PM	PM*	PM*
Lv. OLINDA	6.25	7.25	9.25	12.25	4.25	5.25	6.50	8.50	10.30
Lv. BREA	6.45	7.45	9.45	12.45	4.45	5.45	7.15	9.15	10.45
Ar. ANAHEIM		8.00	10.00	1.00	5.00	6.00	7.30	10.00	11.30

* Passengers on this car will have to lay over 30 min. at Brea.

Petitioner has not secured permit from the County of Orange as required by Section 3 of the Act of May 10, 1917, but intends to make prompt application therefor. The order herein will not become effective until the Railroad Commission has made a supplemental order herein reciting that such permit has been secured.

For a statement of the leading provisions of the Act of May 10, 1917, and of the principles to be applied in applications of this character, reference is hereby made to Decision No. 4674, dated September 26, 1917, in Application 3159, Santa Clara Valley Auto Line.

The town of Olinda and the territory immediately tributary thereto has a population of approximately one thousand people. There is no regularly established transportation service, the station of Oleo on the line of the Pacific Electric Railway being approximately one and one-half miles from the business center of the town. The Atchison, Topeka and Santa Fe Railway serves Olinda with freight service on irregular schedule but passengers desiring to use such line are obliged to go to the station of Richfield, a distance of 4.02 miles.

The town of Brea is served by the existing line of the petitioner and also by the Pacific Electric Railway Company. It is the intention of petitioner to establish a branch line service between Olinda and Brea, connecting at the latter point with the established service now operated by the petitioner between Anaheim and Los Angeles. The intervening territory between Olinda and Brea is sparsely settled.

No protest was made at the hearing on this petition against the establishment of the proposed service.

In view of the isolated location of the town of Olinda, the present absence of convenient transportation facilities, and the opportunity for the service of the community at Olinda by a regular schedule by a reliable service as contemplated by the Petitioner, we are of the opinion and find as a fact that public convenience and necessity require the operation by the White Bus Line of an

automobile stage service as a common carrier of passengers between Brea and Olinda, Orange County, on the conditions specified in the following order.

O R D E R

WHITE BUS LINE, a corporation, having filed a petition asking that the Railroad Commission make its order declaring that public convenience and necessity require the operation by the White Bus Line of an automobile stage service as a common carrier of passengers between Brea and Olinda, Orange County, a public hearing having been held, the matter having been submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY FINDS AS A FACT that public convenience and necessity require the operation by White Bus Line, a corporation, of an automobile stage line between Brea and Olinda, Orange County, on the conditions hereinafter specified.

Basing its order on the foregoing finding of fact and on the other findings of fact contained in the opinion which precedes this order,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by White Bus Line, a corporation, of an automobile stage service as a common carrier of passengers between Brea and Olinda, Orange County, provided that this declaration shall not become effective until said White Bus Line has secured from the Railroad Commission a supplemental order herein reciting that it has filed herein certified copy of permit from the Board of Supervisors of the County of Orange as provided by Section 3 of Chapter 213, Laws of 1917; and provided further, that the rights and privileges herein granted shall not

be assigned or transferred unless the written consent of the Railroad Commission to such assignment or transfer has first been secured.

Dated at San Francisco, California, this 3rd day of October, 1917.

Max Thelen

H. H. Kirtland

Wm. Gordon

Elwin O. Edgerton

Frazer P. White

Commissioners.