

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of	)	
Chas. E. Dixon for certificate of	)	
public convenience and necessity to	)	
operate stage or truck service	)	Application No. 4640
between the Cities of Huntington	)	
Beach and Santa Ana.	)	

BY THE COMMISSION:

O R D E R

Charles E. Dixon has made application petitioning the Railroad Commission to grant him ~~with~~<sup>an</sup> certificate of public convenience and necessity for the conduct of an automobile passenger and express service between Huntington Beach and Santa Ana and intermediate points as follows:

North

Commencing at 125<sup>th</sup> Main Street, in the City of Huntington Beach, thence north and east upon that route and over certain highways over, along and upon which applicant on and prior to May 1st, 1917, operated and is now operating an automobile stage and stage line under the name and style of Dixon's Stages to Huntington Beach Cemetery, being at the intersection of Huntington Beach and Talbert paved boulevards, thence over an additional route and highway and new territory as follows:

Commencing at the intersection of Huntington Beach and Talbert paved boulevards at Huntington Beach Cemetery, thence on Talbert boulevard easterly to and through the unincorporated towns of Talbert and Greenville to its junction with Old Newport Road; thence north and east on the paved boulevard to Edinger street, thence east on Edinger Street to its intersection with South Main Street, being the southerly boundary of the city of Santa Ana; thence north on said Main street to No. 515 N. Main street."

This has the effect only of a short detour from a route already operated by the applicant.

The territory along the proposed route is reasonably thickly settled and extends through sugar beet and bean producing districts within which a considerable quantity of farm labor moves from one place to another, and the only transportation now available

via the route applied for is via Pacific Electric Company which operates but one passenger car per day over only a portion of the route, and it therefore appears that public convenience and necessity require the establishment of the service applied for.

We are of the opinion that this is a matter in which a public hearing is not necessary, and that the application should be granted.

IT IS HEREBY DECLARED that public convenience and necessity require the establishment of automobile passenger and express stage service via the route referred to between Santa Ana and Huntington Beach, and that a certificate of public convenience and necessity should be issued, and the same is hereby issued, subject to the following conditions:

1. That the applicant, Charles E. Dixon, will file with the Railroad Commission, written acceptance of this certificate within twenty days of the date of service of this order, including the conditions set forth therein.
2. That the rights and privileges hereby authorized may not be leased, transferred nor assigned unless the written consent of the Railroad Commission to said lease, transfer or assignment has first been secured.
3. That applicant, Charles E. Dixon, will be required to immediately file tariffs of rates, rules and regulations and time schedules with the Railroad Commission in accordance with the provisions of General Order No. 51, and other regulations of the Railroad Commission.
4. That no vehicle may be operated by the applicant,

Charles E. Dixon, unless such vehicle is owned by him or is leased by him under a contract or agreement on a basis satisfactory to the Railroad Commission.

DATED at San Francisco, California, this 19<sup>th</sup> day of April, 1920.

Edwin A. Coyne

Frank R. DeWitt

H. R. Brundage

Dwight Martin  
Commission.