

Decision No. 7656

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application
of O. R. FULLER for supplemental
certificate of public convenience
and necessity to operate White
Stage Line over partial alternative
route.

)
) Application No. 5504.
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)

Herbert W. Kidd for applicant.
Clyde Bishop, Douglas Brockman
and L. A. Lewis for A. B. Watson,
Crown Stages, protestant.

BY THE COMMISSION:

O P I N I O N

Applicant applies for authority to operate
automobile passenger stages between Los Angeles and San
Diego over an alternative route when the stages are fully
loaded before leaving the Los Angeles or San Diego terminals.

A public hearing upon the application was held
by Examiner Westover at Los Angeles.

At the time of hearing applicant filed an amend-
ment asking leave to join as party applicant the White Bus
Line, a corporation, as lessee from O. R. Fuller, of his
operating rights to operate stage line between Los Angeles and
San Diego, which leave was granted.

After the amendment was prepared the name of

White Bus Line was changed to Motor Transit Company.

The route at present followed by applicant's Los Angeles-San Diego stages between Los Angeles and Santa Ana is via Whittier, Fullerton and Orange. It also operates a local service between Los Angeles and Santa Ana.

The applicant herein asks authority to operate its stages which are fully loaded upon leaving either terminal by way of Telegraph Road through Buena Park and Garden Grove and not by way of Whittier, Fullerton and Orange. The ground of this application is that Whittier Road is far more congested than Telegraph Road, and longer, and that operation of its stages over the latter road will be much safer, and also tend to relieve congestion on Whittier Road.

In the amendment to the application, and also by stipulation at the hearing, applicant disclaimed any intention or desire to handle local passengers between Los Angeles and Santa Ana along Telegraph Road.

The application is strongly opposed by A. B. Watson, operating the Crown Stages between Los Angeles and Santa Ana and Orange via Telegraph Road upon the ground that Telegraph Road is equally as congested as Whittier Road and that operation by applicant over Telegraph Road will result in loss of business to applicant.

It appears from the testimony and comparison of the maps of the two routes that Crown Stages between Los Angeles and Santa Ana are operated over only about half the distance included in Telegraph Road, as they leave Telegraph Road at Buena Park and go direct to Fullerton by a different road. Applicant proposes to use Telegraph Road for almost its entire distance, but leave it at Santa Fe Springs and make a detour to the east about one mile, using a road

paralleling Telegraph Road for about two miles, thus avoiding the town of Norwalk.

A speedometer showed the distance from the terminals of the parties near Fifth and Los Angeles Streets in Los Angeles to Santa Ana to be 37.2 miles via the Telegraph Road and 35.4 miles via the Whittier road. The running time via Telegraph Road, keeping the car as near as practicable to 32 miles per hour, the scheduled speed of the stages, was 1 hour and ten minutes and via the Whittier Road was 1 hour and nineteen minutes. Vehicles met on the Telegraph Road were 79 and on the Whittier Road 271 on the round trip made on the day of the hearing. In the above count motorcycles and bicycles were excluded. A summary of travel checks submitted by applicant covering nine different days on the Whittier Road kept for periods of 6 to 10 hours per day, a total of 77 hours, showed 24,799 vehicles passing a given point, or an average of 322 per hour, including motorcycles and bicycles. A similar travel check on the Telegraph Road kept for 8 days from 6 to 9 hours per day, or a total of 66 hours, showed 5,691 vehicles passing a given point, or a total of 86 per hour including motorcycles and bicycles.

It further appeared that for 9 days in April, the 9th, 10th, 11th, 20th, 22nd, 23rd, 24th, 25th and 27th, of the cars leaving Los Angeles for San Diego 106 were loaded upon leaving and would have gone via Telegraph Road, and 94 were not fully loaded upon leaving and would have gone via Whittier Road, picking up San Diego passengers, if the authority applied for had been granted prior to that time. This would have decreased the

travel on Whittier Road by about 12 stages per day and increased the travel on Telegraph Road by that number.

Crown Stages also operate lines between Santa Ana and Long Beach using Telegraph Road between Santa Ana and Garden Grove; and a line between Pomona and Long Beach using Telegraph Road for about a mile westerly of Anaheim over that portion of the road known as Valencia Street.

Under all of the facts set forth above it ~~is~~ appears to us that the request of applicant is reasonable and we see no objection to granting it, with the safeguards to the protestant which will be found in the order.

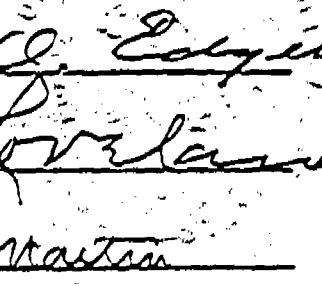
O R D E R .

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

IT IS HEREBY ORDERED that the route and operating rights described in the Order in Decision No. 7082 of February 5, 1920 in Application No. 5290, be and they are hereby so modified that vehicles used in the Los Angeles-San Diego service, which are fully loaded upon leaving the Los Angeles terminal southbound, or which are fully loaded upon leaving Santa Ana northbound, may be operated over Telegraph Road via Garden Grove and Buena Park, but passing to the east of Norwalk and the State Hospital by detour.

The above authority is granted upon
the condition that passengers shall not be picked up or
discharged at any point along said Telegraph Road or any
detour therefrom.

Dated at San Francisco, California,
this 1st day of June, 1920.


Edwin C. Edgerton
H. J. Loveland
Dwight Weston

Commissioners.