

Decision No. 31752

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the )  
SPREITZ TRANSPORTATION for authorization )  
to operate a motor coach service between )  
Santa Barbara, California, and Pasadena, )  
California, on a seasonal basis. )

**ORIGINAL**

Application No. 23163

GAYLORD J. SPREITZ, for Applicant.

E. L. H. BISSINGER, for Southern Pacific Company,  
Protestant.

H. C. LUCAS and H. E. RICHARDS, by C. C. Jensen,  
for Pacific Greyhound Lines, Protestant.

H. W. STEWART, for Tanner Motor Tours, Ltd.,  
Interested Party.

D. L. CAMPBELL, for Asbury Rapid Transit System,  
Interested Party.

BY THE COMMISSION:

O P I N I O N

In this proceeding May A. Spreitz, doing business as Spreitz Transportation, requests a certificate of public convenience and necessity authorizing the establishment and operation of a seasonal passenger stage service between Santa Barbara and Pasadena.

A public hearing thereon was had before Examiner Paul, at Los Angeles, on October 10, 1940, and the matter having been submitted is now ready for decision.

Applicant's proposal is for the establishment of a seasonal passenger stage service for the transportation of passengers between Santa Barbara and Pasadena on New Year's Day only of each calendar year. The service is proposed for the benefit of those desiring to attend the Tournament of Roses Parade and Football Game held at Pasadena on January 1 of each year.

Gaylord J. Spreitz, manager of Spreitz Transportation, was the only witness who testified in support of the application. He stated that the proposed individual fare would be \$2.50 for the round trip and that no one-way tickets would be sold. Applicant's stages would leave Santa Barbara at approximately 5:00 A.M. and on the return movement would leave Pasadena about 6:00 P.M. Spreitz stated that for a number of years applicant has been providing a round-trip charter car service on New Year's Day between Santa Barbara and Pasadena. This charter car service was developed by the Santa Barbara Chamber of Commerce. It has been the practice of such Chamber to gather together groups of persons in Santa Barbara who were desirous of making the trip to Pasadena. Upon the accumulation of a load of passengers the Chamber would then make arrangements for the chartering of equipment to handle such loads. The rental charge of equipment so used was prorated by the Chamber among the individuals using the service. This practice continued, so the witness stated, until 1940. At that time, the Chamber informed him that it was its opinion that he should take over the responsibility of organizing and handling such trips which he proceeded to do.

The witness stated that he then informed the public through advertising and other means that service would be provided by the company for the tournament to be held January 1, 1940. For this trip about 150 round-trip tickets were sold at \$2.50 each. Before the trip was made, however, he was informed by a representative of the Railroad Commission that before a service of that type could be established he should obtain a certificate of public convenience and necessity from the Commission. He thereupon abandoned his plans for the trip and made a refund of the purchase price of all tickets sold. Thereafter, the present application was filed.

Spreitz further testified that during the last six months he had had about sixty inquiries from different persons in regard to the establishment of the proposed service. He was not clear as to whether such inquiries referred to the former so-called charter car operations or to the operation herein proposed. It was the opinion of the witness that traffic would be developed from small groups, consisting of families, lodges, clubs and similar organizations. It was his further opinion that each trip should be at approximately full capacity, in order to derive a profit from the operation. He did not believe that the proposed service would be in direct competition with the service now offered by other carriers. He stated that there is no direct through service between the points proposed to be served and that the only services available now require passengers to use the facilities of Pacific Greyhound Lines to Burbank where a transfer is then made to the facilities of the Asbury Rapid Transit System for transportation to Pasadena. The only other available services are Southern Pacific Company from Santa Barbara to Los Angeles, thence to Pasadena over the Pacific Electric lines.

The application was opposed by Pacific Greyhound Lines and Southern Pacific Company. Tanner Motor Tours and Asbury Rapid Transit System appeared as interested parties. Pacific Greyhound Lines showed that it has a service leaving Santa Barbara at 5:30 A.M. on New Year's Day which could be utilized by those desiring to attend the Tournament of Roses Parade. Such service is provided on an interline ticket arrangement with Asbury Rapid Transit System at a rate of \$3.35 for the round trip between Santa Barbara and Pasadena. The connecting point is Hollywood.

It was shown that Southern Pacific Company is providing a service by its train No. 7 which leaves Santa Barbara at 5:00 A.M. arriving at Los Angeles at 7:50 A.M. The connecting service of Pacific Electric leaves Los Angeles for Pasadena a few minutes thereafter. On the return trip, Pacific Electric service leaves Pasadena every few minutes providing adequate connection to Southern Pacific train No. 69 leaving Los Angeles at 7:00 P.M. and arriving at Santa Barbara at 9:55 P.M. The round-trip fare for such transportation was shown by Exhibit No. 2 to be \$1.40 via Southern Pacific Company from Santa Barbara to Los Angeles and return, and 40 cents via Pacific Electric Railway Company for the round trip between Los Angeles and Pasadena. This amounts to a total round-trip fare between Santa Barbara and Pasadena of \$1.80.

For a number of years Spreitz Transportation has been providing a passenger stage service between Santa Barbara, Carpinteria and Loleta. There is no question as to its ability to provide the proposed service. The only question is the determination as to the need therefor.

This record is not at all convincing that there is a public need for the service proposed by applicant. It failed to produce any evidence in support of the application other than the testimony of its manager, which is not convincing. Applicant proposes to operate on only one day of the year, at which time there is an abnormal amount of traffic flowing between the points involved. However, it was not shown in this record that the facilities of existing carriers are inadequate or not sufficiently elastic to care for that traffic. Based upon the record, it is our opinion that the application should be denied and the order will so provide.

ORDER

A public hearing thereon having been had and the Commission being now fully advised:

IT IS ORDERED that the above-entitled application hereby is denied.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 21<sup>st</sup> day of December, 1940.

Ray & Riley  
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J. J. [Signature]  
Justus J. Caseman  
 COMMISSIONERS