

Decision No. 34289

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
ORANGE BELT STAGES, INC., a corpor-)
ation, for a certificate of public)
convenience and necessity to operate)
an automotive stage service for the)
transportation of passengers, baggage)
and express between Tulare and the)
Rankin Aeronautical Academy.)

ORIGINAL

Application No. 24085

BY THE COMMISSION:

O P I N I O N

By this application Orange Belt Stages, Inc. seeks authority to extend its passenger stage operations to transport passengers, baggage and express between Tulare and the Rankin Aeronautical Academy, a distance of approximately eight miles. (1)

The primary reason set forth in the application in support of the proposed extension of service is to provide public transportation to a private air cadet training school to be known as the Rankin Aeronautical Academy, and to be located eight miles south and east of Tulare. The Reconstruction Finance Corporation has accepted an offer of the city of Tulare to co-operate financially in the purchase and improvement of a 560-acre site for a municipal landing field at Tulare. It is anticipated that

(1) Orange Belt Stages, Inc. is presently engaged in the transportation of persons and property by motor vehicles as a passenger stage corporation and as a highway common carrier over the public highways between Delano and King City via Porterville, Exeter, Visalia, Hanford, Coalinga and San Lucas, pursuant to certificates of public convenience and necessity heretofore granted by the Commission.

approximately 800 cadets, together with the necessary ground crews and instructors, will be stationed at the Rankin Aeronautical Academy. There is no public service presently available for the transportation of persons or express shipments between Tulare and the site of the new school.

Applicant offers to operate eight schedules of service daily in each direction between Tulare and the Aeronautical Academy via U. S. Highway No. 99 from Tulare to Hosefield Road, thence via the latter road to the Academy. The only fare proposed is a one-way fare of 15 cents. Copies of a tentative time schedule and passenger tariff are attached to the application as Exhibits "A" and "C," respectively. The following restrictions in service are voluntarily suggested by the applicant:

1. No passengers would be transported locally on U. S. Highway No. 99 between Tulare and the intersection of Hosefield Road and U.S. Highway No. 99.
2. In the transportation of express shipments no single shipment will be accepted for transportation which exceeds 100 pounds in weight and all express matter is to be transported on passenger vehicles only.

From the statements contained in the application it would appear that regular passenger service will be required between Tulare and the site of the Rankin Aeronautical Academy. Since there is no public transportation service presently available between Tulare and the Academy, the applicant's service would appear to satisfy a public need. There is no protest to the granting of the authority here sought. While the Pacific Greyhound Lines and Santa Fe Transportation Company operate locally between Tulare and the junction of U. S. Highway No. 99 and Hosefield Road, the applicant proposes to refrain from local transportation between those points. Under such restriction applicant's

service would not encroach upon the existing services of other carriers in that territory.

Applicant appears to be qualified to inaugurate the proposed service and to perform said service as an extension of its existing passenger stage operations. The proposed fare of 15 cents for a one-way trip of approximately eight miles will return a revenue of slightly less than 2 cents a mile. This does not appear to be a matter in which a public hearing is necessary. A consideration of the evidence submitted in the application appears to justify the opinion and we accordingly find that public convenience and necessity require the establishment of the proposed service. The application will be granted.

O R D E R

Upon the facts set forth in the foregoing opinion and the Commission's finding that public convenience and necessity so require:

IT IS ORDERED that a certificate of public convenience and necessity be and it hereby is granted to the Orange Belt Stages, Inc. to operate automotive vehicles as a passenger stage corporation, as that term is defined in Section 24 of the Public Utilities Act, for the transportation of passengers, baggage and express between Tulare and the Rankin Aeronautical Academy, as an extension and enlargement of its present operative rights as a passenger stage corporation, and subject to the conditions and limitations hereinafter set forth.

1. No passengers may be transported locally between Tulare and the intersection of Hosefield Road and U. S. Highway No. 99.
2. In the transportation of express shipments, no single shipment may be accepted for transportation which exceeds one hundred (100) pounds in weight and all express shipments are to be transported on passenger vehicles only.

IT IS FURTHER ORDERED that Orange Belt Stages, Inc. shall comply with the following service regulations:

1. Subject to the authority of this Commission to change or modify such at any time by further order, said passenger stage service shall be operated over and along the following described route:

Beginning at Tulare, thence via U. S. Highway No. 99 to Hosefield Road, thence via Hosefield Road to the Rankin Aeronautical Academy and returning via the reverse of the said route.

2. File and make effective on not less than ten (10) days' notice to the Commission and the public, tariff and time schedules which shall conform to the proposed tariff and time schedules shown in the exhibits attached to the application.

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

Dated at San Francisco, California, this 10th day of June, 1941.

Ray L. Smith
Justin J. Greenup
Francis D. Havens
Robert R. Rucker
COMMISSIONERS