

Decision No. _____

34644

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
MISSION LIMOUSINE SERVICE (formerly)
MARCH FIELD-CAMP HAAN AUTO SERVICE))
for a certificate of public conven-)
ience and necessity to operate a pas-)
senger stage service, as a common)
carrier of passengers and baggage)
between Camp Haan, March Field, and)
Riverside; between Camp Haan, March)
Field, and Perris; and, between Camp)
Haan, March Field, and San Bernardino;)
one route via Iowa Avenue.)

Application No. 24112

In the Matter of the Application of)
HARRY C. HICKS, doing business under)
the firm name and style of BEACON CABS,)
for certificate of public convenience)
and necessity to operate bus and taxi)
service between Camp Haan and Perris,)
Camp Haan and Elsinore, Camp Haan and)
Hemet, Camp Haan and the intersection)
of Eighth Street and Box Springs Grade,)
Camp Haan and the intersection of Eighth)
Street and Iowa Avenue, Camp Haan and)
Riverside, Riverside and the intersec-)
tion of Eighth Street and Box Springs)
Grade, Riverside and the intersection)
of Eighth Street and Iowa Avenue, Perris)
and Elsinore, Perris and Hemet, and El-)
sinore and Hemet.)

Application No. 24372

BEST, BEST & GABBERT, by EUGENE BEST, for)
Applicant in Application No. 24372,)
Protestant in Application No. 24112

T. W. RUSSELL and ARTHUR GLANZ, for Mission)
Limousine Service Applicant in Ap-)
plication No. 24112, Protestant in)
Application No. 24372.

M. C. YAENE, for M. C. Yahne, Inc. and Inland)
Stages, Protestants.

LEONARD J. DIFANI, for ABH Lines, Protestant.

P. C. CROSS, for Hemet Bus Line, Protestant.

FRANK KARR and E. L. H. BISSINGER, by E. L. H.)
BISSINGER, for Pacific Electric Railway)
Company, Interested Party.

BY THE COMMISSION:

O P I N I O N

Harry C. Hicks, operating as Beacon Cabs, and J. E. Muratet, B. B. Gregory and G. K. Dawson, doing business as Mission Limousine Service, by their respective applications seek authority to operate passenger stage services to Camp Haan.

The two matters were consolidated for hearing, which was held September 3, 1941 at Riverside before Examiner Howard. Mission Limousine Service filed its application originally April 5, 1941 seeking thereby a certificate to operate between Riverside, on the one hand, and March Field and Camp Haan, on the other hand. Applicant was granted authority to operate between March Field and Riverside but was denied the right to serve between Camp Haan and Riverside largely because of the testimony of the executive officer from the camp, who testified that additional service was not needed nor desired by the commanding officer. After the Hicks' application was filed Mission Limousine Service petitioned for reopening of its application, under Section 64 of the Public Utilities Act, on the ground that there had been a change in the officer personnel at Camp Haan and in the desire and need for service between Camp Haan and Riverside. The matter was reopened and set for hearing with the application of Harry Hicks.

It developed at the hearing that the commanding officer at Camp Haan had not been in charge for a sufficient length of time to determine whether additional service was needed to Riverside; hence, Hicks asked that his application, to the extent that it dealt with points north of Camp Haan, be taken off the calendar

temporarily. Mission Limousine Service made a similar request respecting its reopened application. Accordingly, the matters were removed from the calendar to a date to be set when the transportation needs between Camp Haan and Riverside are ascertained.

Evidence was received in the Hicks' application as to the need for service between Camp Haan, Perris, Elsinore and Hemet, which latter three communities are located south of the camp. The evidence shows that there is no service available between Hemet and Camp Haan. Inland Stages makes three round trips a day on schedule between San Bernardino and San Diego which afford some service between the camp, Perris and Elsinore. It appears that a number of officers and their families reside at Hemet, Elsinore and Perris who desire public transportation. Various amusements and facilities for recreation are offered at the three communities last mentioned. The evidence indicates that the service proposed by applicant Hicks is needed to transport soldiers to Hemet, Perris and Elsinore to enable them to enjoy the diversions provided there. The demand for transportation to the communities mentioned is spasmodic because of the variance in time when leave is granted the soldiers. The present service performed by Inland Stages is not sufficient to provide the accommodations required.

Hicks plans to render an on-call service, using four station wagons capable of seating eight passengers in addition to the driver. The evidence shows that he is a responsible person with adequate financial backing to conduct the contemplated operation. He proposes to charge a fare of 25 cents per passenger one way between Camp Haan and Perris and to sell a 10-ride ticket book for two dollars. The fare between Elsinore, Hemet and the camp

will be 15 cents per mile, which rate will include any number of passengers up to the seating capacity of the bus. This fare is based on the distance between the points involved and the estimated cost of operating the service. Applicant will operate between fixed termini and over regular routes in performing the service. U. S. Highway No. 395 will be traversed between Camp Haan, Perris and Elsinore and State Highway No. 74 will be used between Perris and Hemet.

Numerous appearances were entered at the hearing in protest to the granting of the Hicks' application. Such appearances were made on behalf of M. C. Yahne, Inc., Inland Stages, ABE Lines, Hemet Bus Line and Pacific Electric Railway Company. However, when it was ascertained that only the need for service to points south of Camp Haan would be considered, all parties withdrew their protest except Inland Stages. The objection of the latter company was not very vigorous. It has already been pointed out herein that Inland Stages does not provide service adequate to satisfy the need therefor between the points here involved.

Full consideration has been given to this matter. The Commission is of the opinion and finds that public convenience and necessity require that the portion of Application No. 24372 be granted which relates to service between Camp Haan, Perris, Elsinore and Hemet.

O R D E R

IT IS ORDERED that a certificate of public convenience and necessity be and it is granted to Harry C. Hicks, doing business as Beacon Cabs, authorizing him to operate an automotive passenger stage service, as that term is defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers

between Camp Haan, on the one hand, and Perris, Elsinore and Hemet, on the other hand; and between Perris and Elsinore; Perris and Hemet; and Elsinore and Hemet, subject to the condition that Harry C. Hicks, his successors or assigns, may never claim before this Commission, or any other body, a value for the authority hereby granted in excess of the actual cost thereof.

IT IS FURTHER ORDERED that, in the operation of said passenger stage service, Harry C. Hicks shall comply with and observe the following service regulations:

1. File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the date hereof.
2. Subject to the authority of this Commission to change or modify them at any time by further order, applicant shall conduct said passenger stage operations over and along the following routes:

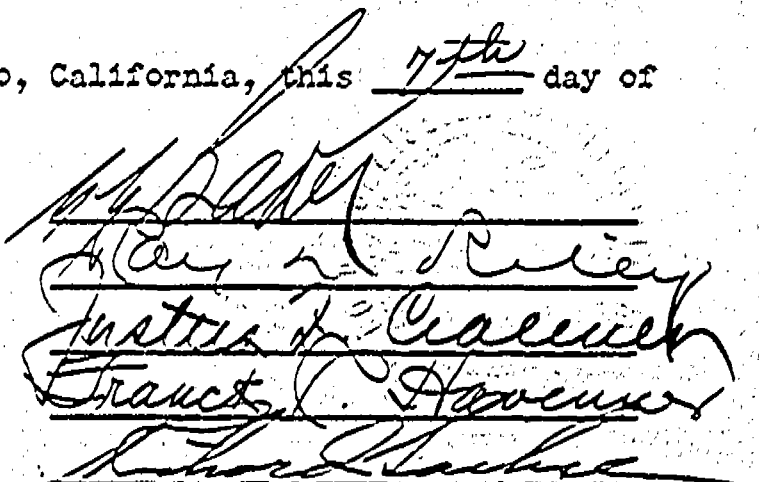
Between Camp Haan, Perris and Elsinore
via U. S. Highway No. 395;

Between Perris and Hemet, via State
Highway No. 74.

3. Comply with the rules of the Commission's General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than five (5) days' notice to the Commission and the public.

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

Dated at San Francisco, California, this 17th day of October, 1941.



COMMISSIONERS