

Decision No. 36998

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of VERNON HARLOW and CLARENCE HARLOW, copartners, doing business as MISSION LIMOUSINE SERVICE, for a certificate of public convenience and necessity to conduct a service as a passenger stage corporation for the transportation of passengers and their baggage between Los Angeles, California and (a) United States military installations in the vicinity of Desert Center, California, (b) United States military installations in the vicinity of Needles, California. Said service to be restricted to the transportation of military and naval personnel of the United States for the duration of the national emergency.

ORIGINAL

Application
No. 25947

1st Amended

HERBERT CAMERON, for applicants.

WALLACE P. ROUSE, for Jenkins Motor Co., protestant.

A. F. DAILY, for Asher and Durkin, protestants.

DOUGLAS BROOKMAN and R. E. THOMAS, for Pacific Greyhound Lines, interested party.

JONATHAN C. GIBSON and WM. F. BROOKS, by Wm. F. Brooks, for Santa Fe Transportation Company, interested party.

E. E. BENNETT, for Interstate Transit Lines and Union Pacific Railroad Company, interested party.

JAMES GUNN, for Board of Public Utilities and Transportation of the City of Los Angeles, interested party.

JOHN F. McNEIL, for Antelope Valley Transit Company, interested party.

BY THE COMMISSION:

O P I N I O N

Vernon Harlow and Clarence Harlow are partners doing business as Mission Limousine Service. In this amended application they are requesting a certificate of public convenience and necessity to operate as a passenger stage corporation for the

transportation of military and naval personnel between Los Angeles and certain encampments situated east of Los Angeles in Riverside and San Bernardino counties.

The territory proposed to be served is described more particularly as follows:

Between Los Angeles, California and: (a) United States military encampments within a radius of 40 miles of Desert Center, California, hereinafter sometimes referred to as Desert Center area, including Camp Coxcomb, Camp Granite, Camp Iron Mountain and other military installations in said area, except that no service is proposed nor will be rendered to or from Camp Young; (b) United States military encampments within a radius of 40 miles of Needles, California, hereinafter sometimes referred to as Needles area, including Camp Ibis, Camp Goffs (military hospitals), Camp Clipper and other military installations in said area, except that no service is proposed nor will be rendered to or from Needles, California.

Public hearing was held before Examiner Gannon at Los Angeles on February 17, 1944, at the conclusion of which the matter was submitted.

Applicants are presently conducting a passenger stage service between March Field, Plantation, Riverside and San Bernardino under an operative right acquired from J. E. Muratet and others (Decision No. 34804, dated December 2, 1941).

It is proposed to operate an "on call" service to conform with the requirements of the military personnel stationed at the various camps. Fare schedules are submitted with the application providing for a \$7 one-way and \$13.50 round-trip rate between Los Angeles and Camp Clipper with fares approximating those figures to Camp Ibis and Desert Center. Applicant owns and proposes to operate eight 1941 Ford station wagons with seating capacity of eight to eleven passengers each.

The demand for the proposed operation arises from an alleged inadequacy of present service, the applicants contending that there is a large number of officers and enlisted men at the respective camps many of whom are unable to obtain public transportation to Los Angeles and return.

Applicant Vernon Harlow testified that the special station wagons which he proposed to use are more practical for this service than larger buses. He proposed to maintain terminals at Los Angeles, Desert Center and Needles. Five other witnesses testified on behalf of applicants. Their testimony went largely to the number of men stationed at each camp, and such figures as they gave were widely at variance.

A witness for Jenkins Motor Co., principal protestant herein, testified that he operates twenty pieces of equipment in the desert area, all of which are in good condition. The Army has expressed satisfaction with the Jenkins service and stands ready to supply him with sufficient equipment to take care of the entire desert area. Another witness for Jenkins testified that he had been informed that troops were being moved out of Camp Clipper, Camp Coxcomb and Camp Ibis and no replacements were being made, or contemplated within the near future.

The record in this proceeding does not justify the granting of the application. Jenkins Motor Co. operates between Los Angeles, Desert Center, and Camps Coxcomb, Iron Mountain, Granite, Frieda and Rice Army Airfield. With this operator in the field, ready and able to serve all camps in the desert area, and a record of satisfactory service in his operations to date, it would seem beyond doubt that additional service would be mere surplusage and a useless waste of equipment, tires and man-power. Also the evidence

shows that the desert training military personnel is being moved out of the area and is not being replaced.

In our opinion the record does not show that public convenience and necessity require the proposed service, and the application will therefore be denied.

O R D E R

The above application having been filed, a public hearing having been held, and the Commission being fully advised,

IT IS ORDERED that the above application is hereby denied.

The effective date of this order shall be the date hereof.

Dated at Los Angeles, California, this 11th
day of April, 1944.

Richard H. Hackett
Justin F. Coe
Francis D. Havenue
Harold C. ...
Leo A. ...
COMMISSIONERS