

Decision No. 38784

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of ELMER H. HUNT, D. B. A. GARDEN GROVE)
BUS CO. for a certificate of public)
convenience and necessity to operate)
passenger service, and express inci-)
dental to the transportation of pas-)
sengers, between Garden Grove and)
Long Beach and between Yorba Linda)
and Los Alamitos, and to seasonal)
race tracks or special shows that may)
be within two miles of applicant's)
regular operations.)

ORIGINAL

Application No. 27186

BY THE COMMISSION:

O P I N I O N

Elmer H. Hunt, doing business as Garden Grove Bus Co., requests authority to establish and operate a service as a common carrier of persons, and baggage or express incidental to the transportation of passengers, between (a) Garden Grove and Long Beach, (b) Yorba Linda and Los Alamitos, and (c) "to seasonal race tracks or special shows that may be within two miles of applicant's regular operations".

Applicant is now operating as a passenger stage corporation transporting passengers and baggage and shipments of express weighing not in excess of 100 pounds, on passenger-carrying vehicles only, between Anaheim and Huntington Beach, and intermediate points, under authority granted in Decision No. 38472, dated December 10, 1945.

The proposed bus line between Garden Grove and Long Beach will serve the principal intermediate communities of Stanton and Los Alamitos and the nearby U. S. Naval Air Station.

No local service within the city of Long Beach is planned. At present there is no direct transportation service between said points. There are no protests to the inauguration of this service and all the cities and communities, as well as the Naval authorities, favor its establishment. Applicant proposes at least six daily schedules (except Sundays and holidays) in each direction. Six fare zones will be established, with a 10-cent fare for the first zone and an additional five-cent fare for each zone traversed. Commutation tickets of 14 rides, good for one week, will be sold at ten times the one-way adult fare. There will be no deduction for a round-trip.

In justification of the proposed service between Garden Grove and Long Beach applicant states as follows:

"Anyone in Stanton wishing to commute to Long Beach, directly west, must take the Pacific Electric car to Garden Grove, southeastward, then transfer to bus at Garden Grove to Westminster and then transfer again to Pacific Electric bus to Long Beach or they must go on farther southeast to Santa Ana then transfer to bus to Long Beach; or they must take the Pacific Electric car to Bellflower, northwest about fifteen miles, then transfer to bus back to Long Beach.

"There are no bus connections for Los Alamitos citizens. The United States Navy operates a bus service from the Los Alamitos Naval Air Station to Long Beach for Navy Personnel only, but they are desirous of dropping this bus service.

"Applicant's proposed route would run busses from his main office in Garden Grove through Stanton via Los Alamitos Naval Air Station and Los Alamitos to Long Beach thus giving direct service into Long Beach for Garden Grove, Stanton, Los Alamitos and intermediate points."

The proposed route between Yorba Linda and Los Alamitos will be operated via Placentia, Anaheim, Buena Park and Cypress. Several schedules on this line will operate through to Long Beach from Los Alamitos over the Garden Grove to Long Beach route and other schedules will connect with the Garden Grove line.

Applicant states that the conditions justifying the establishment of this route are as follows:

"There are no bus connections whatever for Yorba Linda, Placentia, Knotts Perry Farm, or Cypress into Long Beach. Anaheim people must go around by Orange and Santa Ana, east and south, and then west to Long Beach, or go through Fullerton to Norwalk and transfer to bus through Bellflower to Long Beach, or go south to Westminster then transfer to bus going west to Long Beach.

"Buena Park citizens now wishing to go southwest to Long Beach must go northwest to Norwalk then transfer through Bellflower to Long Beach.

"Applicant's proposed route of operations would connect Yorba Linda, Knotts Berry Farm, Placentia and Cypress with Anaheim and Long Beach and would at the same time, serve as direct connections to Long Beach for Anaheim, Buena Park and the intermediate points by connecting with the applicant's proposed other route at Los Alamitos."

Along the proposed route applicant will establish nine fare zones with fares and schedules similar to those of the Garden Grove to Long Beach route. Other carriers operating in this area have not protested the granting of this application. The cities, communities, and civic organizations support the application.

Applicant is amenable to a restriction forbidding local service within the city of Long Beach as transportation is now provided in said city along the proposed route.

Applicant now operates one 25-passenger bus and proposes to acquire three new 25-passenger busses. A financial statement submitted with applicant's original application (No. 27127, filed December 3, 1945) indicates that he is financially responsible.

It appears that establishment of the proposed services between Garden Grove and Long Beach and between Yorba Linda and Los Alamitos, as hereinabove outlined, is in the public interest.

However, applicant's proposal to establish and operate a passenger service "to seasonal tracks or special shows that may be within two miles of applicant's regular operations" does not appear to justify favorable consideration. The proposed service is indefinite, no routes, schedules, or fares are proposed and applicant's only justification for this service is a statement in his application as follows:

"Now pending before Orange County are plans to construct and operate a race track near Little Village where two of applicant's operations (one proposed and one now operating) connect. There would be no transportation by this track. Therefore, applicant proposes certificate for seasonal routes to and from such seasonal resorts."

After full consideration of this matter the Commission is of the opinion and finds that the proposed passenger stage service between Garden Grove and Long Beach and between Yorba Linda and Los Alamitos is necessary and in the public interest; that applicant has failed to make the required showing of public need for the service to "seasonal tracks and special shows"; therefore, the application will be granted in part and denied in part.

A public hearing is not necessary.

ORDER

Application having been made in the above entitled matter and the Commission being duly advised in the premises,

IT IS ORDERED as follows:

(1) That a certificate of public convenience and necessity be, and it is hereby, granted to Elmer H. Hunt authorizing the

establishment and operation of service as a passenger stage corporation, as defined in Section 24 of the Public Utilities Act for the transportation of passengers and their baggage and express, between Garden Grove and Long Beach and intermediate points, and between Yorba Linda and Los Alamitos and intermediate points, as an extension and enlargement of and to be consolidated with the operative right created by Decision No. 38472, subject to the following restrictions:

- (a) No passenger having both origin and destination within the limits of the city of Long Beach shall be transported.
- (b) The transportation of express shall be incidental to the transportation of passengers and shall be limited to a weight of one hundred (100) pounds a shipment on passenger carrying vehicles.

(2) That in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed 30 days from the effective date hereof.
- (b) Applicant shall, within 60 days from the effective date hereof and upon not less than 1 day's notice to the Commission and the public, establish the service herein authorized and comply with the provisions of General Orders Nos. 79 and 80, and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective, appropriate tariffs and time tables satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Elmer H. Hunt shall conduct said passenger stage operation over and along the following described routes:

Garden Grove-Long Beach Route

Beginning at the intersection of Huntington Beach Boulevard and Garden Grove Boulevard, thence along Garden Grove Boulevard, Stanton Avenue, Katella Avenue, Lexington Drive to U. S. Naval Air Station and return to Katella Avenue, Los Alamitos Boulevard, Garden Grove Boulevard, 7th Street (Long Beach), Alamitos Avenue, Ocean Boulevard, Pacific Avenue, 1st Street, to its intersection with Alamitos Avenue.

Yorba Linda-Los Alamitos Route

Beginning at the intersection of Yorba Linda Boulevard and Main Street in Yorba Linda, thence along Yorba Linda Boulevard, Vista Boulevard, Palm Drive, Bradford Avenue, Santa Fe Street (Placentia), Melrose Avenue, Orangothorpe Avenue, Placentia Avenue, Center Street (Anaheim), Lincoln Avenue, Firestone-Manchester Boulevard, Grand Avenue, Lincoln Avenue, Carson Street, Los Alamitos Boulevard to its intersection with Katella Avenue.

Applicant is authorized to turn his motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersection, or in accordance with local traffic rules.

(3) That in all other respects the application of Elmer H. Hunt, Application No. 27186, be, and it hereby is, denied.

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

Dated at Los Angeles, California, this 19th day of March, 1946.

Edward Anderson

Francis Brown

James R. Dinkell

Harold P. Hule

COMMISSIONERS