

Decision No. 41991**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 GUY H. BENTON, doing business under)
 the name of BENTON BUS LINES, for an) Application No. 29336
 extension of existing certificate of)
 public convenience and necessity to)
 operate passenger bus service.)

Guy H. Benton in propria personaO P I N I O N

Guy H. Benton, an individual doing business as Benton Bus Lines, and conducting a passenger stage operation between Whittier, Los Nietos, Norwalk, Bellflower, Artesia, and certain other specified points⁽¹⁾, requests authority to establish and operate, as an extension of his present rights, a passenger stage service commencing at the intersection of Pioneer Boulevard and Rosecrans Avenue, thence via Rosecrans Avenue, Elmcroft Avenue, Excelsior Drive, Crossdale Avenue, Rosecrans Avenue, Woodruff Avenue, Washington Street, Fleming Avenue, Compton Boulevard, and Bellflower Boulevard, to the intersection with Mayne Avenue, returning via the same route.

A public hearing was held before Examiner Syphers in Los Angeles on Friday, July 16, 1948. At the hearing evidence was presented showing that there is a housing development between

(1) See Decision No. 40562, dated July 29, 1947, on Application No. 28490

Studebaker Road and Pioneer Boulevard, in the vicinity of Rosecrans Avenue, consisting of approximately 700 houses and known as Norwalk Manor. At the present time there is no public transportation serving this area. It was also pointed out that this proposed operation would connect with applicant's existing Artesia-Bellflower line at the corner of Bellflower Boulevard and Mayne Avenue, and it would also connect with applicant's existing Norwalk-Whittier line at the corner of Rosecrans Avenue and Pioneer Boulevard. These connections would afford additional transportation for the people in the Bellflower area, as well as those in the Norwalk area. Evidence was introduced to show that there is new construction in the Norwalk area totaling approximately 1600 homes.

No extra equipment will be required to conduct this operation inasmuch as applicant can use a bus he now owns which operates part time along Pioneer Boulevard between Artesia Avenue and Rosecrans Avenue.

Applicant proposes to operate six schedules per day as set out in Exhibit B attached to the application and the rates proposed to be charged are set out in Exhibit C attached to the application. These rates are comparable to existing rates for similar service.

Although the existing passenger stage lines in the area were notified, none of them appeared at the hearing. There was a communication from the Los Angeles Board of Supervisors indicating an objection to any "U" turns along the proposed route, and also pointing out that Elmcroft Avenue, Excelsior Avenue, and Crossdale Drive were streets which were so constructed as not to permit

extremely heavy traffic. The testimony indicates that there will be no "U" turns along this proposed route. The turnaround at Bellflower Boulevard and Mayne Avenue will be made on the private property of the Pacific Electric Railway Company. Applicant stated that permission to effect this turnaround had been received. It was also pointed out that the equipment applicant proposes to use consists of light busses weighing approximately 9,000 pounds.

Upon full consideration of this matter we are of the opinion and hereby find that the establishment and operation of a passenger stage service, as requested herein, is justified by public convenience and necessity. The application will be granted.

O R D E R

Application as above entitled having been filed, a public hearing having been held thereon, the matter having been submitted, the Commission being fully advised in the premises and hereby finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Guy H. Benton, an individual, authorizing him to establish and operate a service as a passenger stage corporation, as defined in Section 2½ of the Public Utilities Act, for the transportation of persons between that part of the County of Los Angeles known as Norwalk, on the one hand, and on the other, that part of the County of Los Angeles known as Bellflower, as an extension and enlargement of his existing operative rights, and to

be consolidated therewith.

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

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
- (b) Applicant shall, within sixty (60) days from the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, establish the service herein authorized and comply with the provisions of 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.
- (c) Subject to the authority of this Commission to change or modify such at any time, Guy H. Benton shall conduct said passenger stage operation over and along the following described route:

Commencing at the intersection of Pioneer Boulevard & Rosecrans Avenue, thence via Rosecrans Avenue, Elmcroft Avenue, Excelsior Drive, Crossdale Avenue, Rosecrans Avenue, Woodruff Avenue, Washington Street, Fleming Avenue, Compton Boulevard and Bellflower Boulevard to its intersection with Mayne Avenue, returning via the same route.

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 intersections, or in accordance with local traffic rules. Applicant is prohibited from making any "U" turns.

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

Dated at San Francisco, California, this 27th
day of July, 1948.

R. T. Anderson
Justus J. Casper
San Francisco
Harold H. Hale

COMMISSIONERS