

ORIGINALDecision No. 48076

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 ARTHUR V. HARVEY and WILLIAM D. BOURNE)
 doing business as West Orange Transit) Application No. 33794
 Company for authorization to increase)
 tariffs and rates, with less notice.)

John V. Cooper for applicant. Henry E. Jordan, for
 Bureau of Franchises and Public Utilities, and Willard A.
Lee for Long Beach Motor Bus Co. and Long Beach City
 Lines, Inc., interested parties; Glenn E. Newton,
 Associate Transportation Engineer, for the Commission
 staff.

O P I N I O N

In this application as amended at the hearing Arthur V.
 Harvey and William D. Bourne, doing business as West Orange Transit
 Company, seek an increase in their fare structure. The present
 fares are published in applicant's tariff, Arthur V. Harvey and
 William D. Bourne, doing business as West Orange Transit Company,
 Cal. P.U.C. No. 1, as follows:

PASSENGER FARES IN CENTS

<u>By and Between:</u>	<u>Long Beach</u>	<u>Spring & Bellflower</u>	<u>Los Alamitos</u>	<u>Vessel's Ranch</u>	<u>Hawaiian Gardens</u>	<u>Cypress</u>	<u>Knott's</u>	<u>Stanton</u>
Spring and Bellflower	..	..	15	20	20	25	30	30
Los Alamitos	25	15	10	10	10	20	30	30
Vessel's Ranch	35(63)	20	10	..	20	25(45)	35(63)	35(63)
Hawaiian Gdns	30	20	10	20	10	10	20	20
Cypress	35	25	10	25(45)	10	10	15	15
Knott's Berry Fm	40	30	30	35(63)	20	15	10	15
Stanton	40	30	30	35(63)	20	15	15	10

Round-trip fares shown by (). Federal tax, if any, is included.

The proposed fares are as follows:

PASSENGER FARES IN CENTS

<u>By and Between</u>	<u>Long Beach</u>	<u>Spring & Bell- Flower</u>	<u>Los Alamitos</u>	<u>Hawaiian Gardens</u>	<u>Cypress</u>	<u>Knott's</u>	<u>Stanton</u>
Spring and Bellflower	..	..	15	25 (45)	35 (65)	43 (78)	43 (78)
Los Alamitos (Naval Air Sta. & Vessel's)	35(65)	15	10	15	25 (45)	35 (65)	35 (65)
Hawaiian Gdns	39(69)	25(45)	15	10	15	25 (45)	25 (45)
Cypress	48(87)	35(65)	25 (45)	15	10	15	15
Knott's	61(109)	43(78)	35 (65)	25 (45)	15	10	10
Stanton	61(109)	43(78)	35 (65)	25 (45)	15	10	10

Fares shown are one way with round-trip in parenthesis, a discount of 10%; U. S. Federal tax of 15% on transportation on all fares over 35 cents additional.

A public hearing was held at Long Beach on November 26, 1952, before Examiner Syphers, at which time evidence was adduced and the matter submitted.

One of the partners of applicant company testified that the operation was purchased under authority of Decision No. 47850, dated October 21, 1952, in Application No. 33779, and operations were commenced by the present owners on November 7, 1952. At that time the tariff of the prior owner was adopted with the addition of fares for a new service to Vessel's Ranch. The instant application has been filed as a result of the operating experience since November 7, 1952, which indicates that an adequate return cannot be realized through operations on the present fares.

The company operates one bus, which is a 25-passenger Ford transit bus and has made arrangements with the Harvey School Bus Service to obtain additional equipment to be used in case of an emergency or breakdown. The area served is generally between Long Beach and Stanton, a distance of approximately 23.7 miles. Operations are

conducted seven days per week and the schedules are operated on a minimum headway of one and a half hours. The bulk of the driving is done by William D. Bourne, one of the partners, although two additional drivers are employed, one for the Saturday and Sunday runs and the other for the evening runs. Applicant maintains its terminal at the depot of the Pacific Greyhound Lines in the City of Long Beach where tickets for its operations are sold. A 24-hour telephone is maintained through arrangements with a telephone-answering service. Minor repairs to the bus are performed in a local garage and major repairs are done by the mechanics of the Harvey School Bus Service. It was testified that applicant maintains the necessary insurance as required by this Commission and the office work is handled by William D. Bourne, one of the partners, who makes out daily reports. These are submitted to the other partner, Arthur V. Harvey, who has one of the bookkeepers of the Harvey School Bus Service prepare the permanent books of the company. Records are maintained in duplicate, one copy at 401 East Plymouth Street, Long Beach, the home of William D. Bourne, and the other at the office of the Harvey School Bus Service. It should be noted that the partner Arthur V. Harvey is the owner of this school bus service.

A transportation engineer for the Public Utilities Commission presented testimony and Exhibit No. 1 which showed the results of a study of applicant's operation under present and proposed fares. Since applicant has been in operation such a short time, the revenue part of this study was based upon an inspection of the record of fares collected for the first week of

operation and the results of a field traffic check conducted November 17 and 18, 1952. The expense part of the study is based upon the unit costs of other bus companies whose operations are similar to that of applicant and who have been before this Commission in recent rate proceedings. The results of this study show that under present fares applicant will suffer an operating deficit for the year ending November 30, 1953, of \$8,650.00 Under the fares as proposed in the original application, applicant will suffer a deficit of \$7,680. If operations are conducted under the fares as proposed in the amendment to the application which was filed at the hearing, the engineer estimated an operating deficit of approximately \$6,980.

It was pointed out that the fares proposed in the amended application amount to approximately \$0.025 per passenger per mile. It was estimated that under these proposed fares there would be approximately 15,600 passengers and the mileage operated would be approximately 75,000 miles.

The representative of the City of Long Beach stated at the hearing that there was no objection on behalf of that city to the proposal.

After consideration of all of the testimony presented in this matter we conclude that applicant presently is operating at a loss and is, therefore, entitled to an increase in its present fares. The fares as proposed in the amended application appear to be reasonable and are in conformity with existing fares of similar operations. Applicant's request will be granted and the fares authorized in the following order are hereby found to be justified.

Since the present fares are not adequate and do not meet the operating expenses, applicant requested that authority to put into effect the proposed fares be granted as quickly as possible. In the light of this record there is no reason why this request should not 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 good cause appearing,

IT IS ORDERED that Arthur V. Harvey and William D. Bourne, doing business as West Orange Transit Company, be and they hereby are authorized to establish, on two (2) days' notice to the Commission and the public, the following fare structure:

PASSENGER FARES IN CENTS

<u>By and Between</u>	<u>Long Beach (1)</u>	<u>Spring & Bell- flower (2)</u>	<u>Los Alamitos (3)</u>	<u>Hawaiian Gardens (4)</u>	<u>Cypress (5)</u>	<u>Knott's (6)</u>	<u>Stanton (7)</u>
Spring & Bellflower Los Alamitos (Naval Air Sta. & Vessel's)	..	..	15	25 (45)	35 (65)	43 (78)	43 (78)
Hawaiian Gdns	35 (65)	15	10	15	25 (45)	35 (65)	35 (65)
Cypress	39 (69)	25 (45)	15	10	15	25 (45)	25 (45)
Knott's	48 (87)	35 (65)	25 (45)	15	10	15	15
Stanton	61(109)	43 (78)	35 (65)	25 (45)	15	10	10
	61(109)	43 (78)	35 (65)	25 (45)	15	10	10

Fares shown are one way with round-trip in parenthesis, a discount of 10%; U.S. Federal tax of 15% on transportation on all fares over 35 cents additional. There is a 30-day limit on all tickets from date of sale. The fare and schedule to Vessel's Ranch is limited to the time and period of operation which is only during the horse-racing period.

Indications:-

- (1) Long Beach indicates that territory south and west of the intersection of Spring Street and Bellflower Boulevard, but not including that intersection.
- (2) Spring & Bellflower indicates that area between the intersection of Spring & Bellflower and the San Gabriel River Channel including that intersection.
- (3) Los Alamitos indicates that area served by this line which is east of the San Gabriel River Channel and south of the intersection of Fullerton Road and Norwalk Boulevard including said intersection and the Naval Air Station and Vessel's Ranch.
- (4) Hawaiian Gardens indicates that area which is north of the intersection of Fullerton Road and Norwalk Boulevard and west of the intersection of Carson Street and Bloomfield Avenue including the latter intersection.
- (5) Cypress indicates that territory east of the intersection of Carson Street and Bloomfield Avenue and west of and including the intersection of Hansen Road and Lincoln Boulevard.
- (6) Knott's Berry Farm indicates that area served by this line east of Hansen Road and north of Lincoln Boulevard.
- (7) Stanton indicates that area served by this line east of Hansen Road and south of Lincoln Boulevard.

IT IS FURTHER ORDERED that the authority herein granted shall expire except to the extent that the rates and charges published pursuant to this authority are filed and made effective within sixty (60) days after the effective date of this order.

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

Dated at Los Angeles California, this 16th day of December, 1952.

[Signature]
President

[Signature]

[Signature]

[Signature]

[Signature]
Commissioners