

ORIGINAL

Decision No. 72462

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of WILLINGHAM BUS LINES, INC., a corporation, for an Amendment of a Certificate of Public Convenience and Necessity to operate "on call" bus service between San Diego, California, and Disneyland (Anaheim, California).

Application No. 49002
(Filed December 5, 1966)

Lewis H. Silverberg, for applicant.
W. L. McCracken, for Greyhound Lines, Inc.,
Western Greyhound Lines Division,
protestant.
Edward T. Butler, by John W. Witt and
Curtis M. Fitzpatrick, for the City
of San Diego, interested party.
W. R. Kendall, for the Commission staff.

O P I N I O N

After notice to interested parties, a public hearing on the application herein considered was held before Examiner Rogers in San Diego on March 29, 1967 and the matter was submitted.

Applicant has authority ^{1/} to transport passengers between its terminal in San Diego (4437 Twain Avenue), on the one hand, and Disneyland, on the other hand, via a designated route, subject to the following conditions:

1. Service shall be limited to the transportation of round-trip passengers originating at its terminal.

2. Service shall be operated on an on-call basis subject to a minimum of 15 passengers.

^{1/} Decision No. 69727 dated September 28, 1965, in Application No. 47470.

Fares are \$4.50 for adults and \$2.25 for children two to twelve years of age. Applicant has authority to render other passenger stage services (Decision No. 69727, supra) and has 19 vehicles varying in capacity from 33 to 45 passengers, with the majority having capacities of 41 passengers.

As of April 30, 1966, applicant's current assets were \$57,411 and its current liabilities were \$22,339. For the year ending April 30, 1966, it made a net profit from its operations of \$17,908.

The applicant's terminal on Twain Avenue is in the northeast portion of San Diego (Exhibit 2). By the application herein applicant requests authority to transport passengers at no extra charge between its terminal and (1) Horton Plaza (3rd Avenue and Broadway), (2) 30th Street and El Cajon Boulevard, and (3) Mission Valley Circle.^{2/} The distance between applicant's terminal and Disneyland is approximately 98 miles. The distance between its terminal and points (1), (2) and (3) above are, respectively, approximately seven miles, two miles and three miles. A round trip to all three points from the terminal is approximately 30 miles and requires approximately 45 minutes' travel time. Applicant's Disneyland service departs from its terminal at 9:00 A. M. and returns at 9:00 P. M. Applicant proposes to make pickups if requested at any one or more of the points and return to the terminal in time to load passengers on the Disneyland bus. A maximum of one pickup trip per day will be made and at night the passengers will be returned to the point of pickup.

^{2/}

This is defined as that area on both sides of Interstate Highway 8 between its junctions with U. S. Highway 395 and Morena Boulevard in San Diego.

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The applicant's vice president stated that applicant receives from one to ten calls a day requesting the suggested service and that, in his opinion, the proposed service will result in an increase in applicant's business.

The applicant's witness further testified that between January 8, 1966 and October 12, 1966 applicant made 62 trips between applicant's terminal and Disneyland and that on 46 of these trips applicant carried 15 or more passengers; that applicant will make enough revenue carrying 15 passengers to and from Disneyland to pay the cost of the proposed pickup of passengers; and that the majority of the trips during the year 1966 were made on Saturdays and Sundays.

The superintendent of the San Diego Transit System testified that the system had a route from downtown San Diego past the applicant's terminal; that in April, 1966, weekend service on this route was abandoned; and that since said discontinuance there has been no public weekend transportation between applicant's terminal and downtown San Diego.

A woman who operates the City of San Diego's information booth in Horton Plaza testified that she receives daily requests for transportation between San Diego and Disneyland and that she advises the inquirers of applicant's service and that of Greyhound in conjunction with the Southern California Rapid Transit District (District).

The Director of Traffic for Greyhound Lines, Inc. (Greyhound) testified that Greyhound provides service between San Diego and Santa Ana (Exhibit 3) and that the District provides

service between Santa Ana and Disneyland; that Greyhound also operates an on-call service for 25 or more passengers from Disneyland Junction (the intersection of Interstate Highway 5 and Harbor Boulevard) to Disneyland; that it provides an on-call service for 32 or more passengers between San Diego and Disneyland; that Greyhound's San Diego terminal is three blocks from Horton Plaza (Exhibit 4); that in conjunction with the District it provides seven schedules each day between San Diego and Disneyland; that each trip requires approximately 2 hours and 45 minutes (Exhibit 5); that the San Diego terminal is open 24 hours per day; that the Greyhound fare between San Diego and Santa Ana is \$2.84 one way or \$5.11 round trip; that the fare by the District is 41 cents one way or 82 cents round trip between Disneyland Junction and Disneyland; and that the total fare via the two services is \$3.25 one way or \$5.93 for a round trip.

The witness further testified that a survey made during the week of December 25 through December 31, 1966 showed a total of 87 one-way Disneyland fares from San Diego to Santa Ana and 157 round-trip fares (Exhibit 9); that the total revenues for such service at present fares (a 7 percent increase was authorized on January 28, 1967) would be \$1,053.29; that the additional competition will be detrimental to Greyhound's business; that in December, 1966 a total of 2810 one-way and round-trip tickets between San Diego and Santa Ana was sold; that the 244 tickets referred to above were approximately 10 percent of the total tickets sold between San Diego and Santa Ana; that Greyhound has adequate seats (Exhibits 11 and 12); that it has adequate buses (Exhibit 13) and conducts extensive advertising (Exhibits 14 and 15).

Findings

The Commission finds that:

1. Applicant has authority to transport passengers between its terminal at 4437 Twain Avenue in San Diego and Disneyland. It receives requests for transportation between said terminal, on the one hand, and Horton Plaza, Mission Valley Circle, and 30th Street and El Cajon Boulevard, on the other hand, to enable persons to use its authorized services between its terminal and Disneyland. There is no public transportation between said points and its terminal on Saturdays and Sundays.

2. Greyhound provides service between its terminal in San Diego in the vicinity of Horton Plaza, on the one hand, and Santa Ana, on the other hand, and the Southern California Rapid Transit District provides service between Santa Ana and Disneyland. There is no direct passenger stage service between San Diego and Disneyland, other than applicant's, except for groups of 32 or more passengers provided by Greyhound.

3. Public convenience and necessity require that applicant be authorized to provide supplementary service as proposed with no additional fares being charged. This service will not adversely affect the operations of Greyhound.

Conclusion

We conclude that the application should be granted and that applicant's tariff filings should be amended to include the proposed service.

O R D E R

IT IS ORDERED that:

1. Applicant is authorized to provide on-call service between its terminal at 4435 Twain Avenue, San Diego, on the one hand, and (1) Horton Plaza, (2) 30th Street and El Cajon Boulevard, and (3) Mission Valley Circle, on the other hand, as an extension of its service authorized by Decision No. 69727 between San Diego and Disneyland, subject to the restriction that all passengers picked up and discharged under this authority shall be destined to or coming from Disneyland.

2. Appendix A of Decision No. 69727 is hereby amended by incorporating First Revised Page 2, First Revised Page 3 and Original Page 4 attached hereto, in revision of Original Page 2 and Original Page 3.

3. Within one hundred twenty days after the effective date hereof and on not less than ten days' notice to the Commission and to the public, Willingham Bus Lines, Inc., shall amend its tariffs and timetables presently on file with this Commission to reflect the authority herein granted.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 23rd day of MAY, 1967.

[Signature]
President
[Signature]
[Signature]
[Signature]
[Signature]
Commissioners

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Appendix A
(Dec. No. 69727)

WILLINGHAM BUS LINES, INC.
(a corporation)

First Revised Page 2
Cancels
Original Page 2

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS, AND SPECIFICATIONS

* Willingham Bus Lines, Inc., by the certificate of public convenience and necessity granted by Decision No. 69727 as amended by the decision noted in the margin, is authorized to transport passengers between certain specific points in the City of San Diego, on the one hand, and Disneyland, on the other hand, and the City of San Diego and contiguous cities, on the one hand, and Camps Davidson, Cuyamaca and Palomar, on the other hand; all on an on-call basis, over and along the route hereinafter described subject to the following conditions and restrictions:

- (a) When route descriptions are given in one direction they apply to operations in either direction unless otherwise indicated.
- *(b) Service to Disneyland shall be limited to the transportation of round-trip passengers, originating at the Horton Plaza, 30th Street and El Cajon Boulevard, Mission Valley Circle or the Willingham Bus Lines, Inc. terminal in the City of San Diego.
- (c) Service to camps shall be limited to grade school pupils or children attending summer camps and attendant school or camp personnel, and must be destined to or originate at the named camps and must embark or disembark at schools or other central loading points.

Issued by California Public Utilities Commission.

* Changed by Decision No. 72462, Application No. 49002.

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Appendix A
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WILLINGHAM BUS LINES, INC.
(a corporation)

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SECTION 1. (Continued)

- (d) Service shall be operated on an on-call basis subject to a minimum number of passengers as follows:

Disneyland	15
Camp Davidson	20
Camp Cuyamaca	30
Camp Palomar	30

- (e) Conditions of on-call service shall be shown in timetables and tariffs of Willingham Bus Lines, Inc.

SECTION 2. ROUTE DESCRIPTIONS.

Subject to the authority of this Commission to change or modify such at any time, Willingham Bus Lines, Inc., shall conduct said passenger stage operations over and along the following described routes:

*1. Disneyland

Commencing at the Horton Plaza (downtown San Diego), 30th and El Cajon Boulevard and Mission Valley Circle, thence via the most direct and appropriate route or routes to the Willingham Bus Lines, Inc. terminal (4437 Twain Avenue, San Diego), thence along Twain Avenue, Mission Gorge Road, U. S. Highway 80, U. S. Highway 101, Katella Avenue to Disneyland parking area.

2. Camp Davidson

Commencing in the City of San Diego and contiguous cities, thence along the most appropriate and direct route or routes.

Issued by California Public Utilities Commission.

*Changed by Decision No. 72462, Application No. 49002.

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Appendix A
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WILLINGHAM BUS LINES, INC.
(a corporation)

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SECTION 2. (Continued)

3. Camp Cuyamaca

Commencing in the City of San Diego and contiguous cities from the various schools, via the shortest route to U. S. Highway 80, thence via U. S. Highway 80 to its junction with California State Highway 79, thence via California State Highway 79 to Camp Cuyamaca.

4. Camp Palomar

Commencing in the City of San Diego and contiguous cities from the various schools, via the shortest route to U. S. Highway 395, thence via U. S. Highway 395, Grand Avenue in the City of Escondido, Valley Boulevard, and Valley Center Road to Rincon, thence via California State Highway 76, Palomar Mountain Road, and State Park Road to Camp Palomar.

Issued by California Public Utilities Commission.

Decision No. 72462, Application No. 49002.