

Decision No. 12754

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
PALM GARAGE TRANSIT COMPANY for cer-
tificate of public convenience and
necessity to operate auto stages for
the carriage of passengers between
Hollywood, California, and Universal
City, California.

} Application No. 8815

Fred Aberle, Jr., for Applicant.

Rollin L. McNitt for S.C. and T.M.E. Hamilton,
(Universal City Stage Line), Protestant.

C.W. Cornell and E.O. Marler for Pacific
Electric Railway, Protestant.

BY THE COMMISSION:

O P I N I O N

Palm Garage Transit Company has made application to the Rail-
road Commission for a certificate of public convenience and ne-
cessity to operate auto stages for the carriage of passengers be-
tween Hollywood and Universal City.

A public hearing was held by Examiner Williams at Los Angeles.

Applicant seeks authority to establish passenger service be-
tween the junction of Hollywood Boulevard and Cahuenga Avenue
in that portion of the City of Los Angeles known as Hollywood, and
Universal City, a motion picture studio of large dimensions, and
the unincorporated community around it. Service between the
same termini and over the same route has long been given, under
proper authority, by protestant Universal City Stage Line of

which S. C. and F. M. E. Hamilton are the proprietors. The question involves, in the main, the adequacy and efficiency of the service already established, for the proof seems clear that applicants are capable of providing proper equipment and maintaining efficient service. Directly involved also is the service of Protestant Pacific Electric Railway which provides a schedule of seventeen trips in each direction from Highland Avenue and Hollywood Boulevard, via Highland Avenue, to the junction of the Ventura Boulevard and Lankershim Boulevard, a few hundred feet west of Universal City.

Applicant proposes service under 15 minute headway between 6 a.m. and 8 a.m. and 4:30 p.m. to 6:30 p.m. each way and half-hourly at other times. No service after 6:30 p.m. is provided. Ample equipment, comprising five touring cars and one 18 passenger vehicle, is offered. Protestant Universal City Stage Line, uses only two touring cars, both leased, and the lessors are employed as drivers. It was shown that the Hamiltons had been giving but little attention to management, one of them not at all for many months.

Witnesses testified that business places on Cahuenga Avenue were visited daily by persons seeking the stage line of protestants, as no waiting room or terminal office is provided, the cars standing at curb only between trips. Applicant offered to install a waiting room in a garage owned by him.

Applicant proposes a fare of 15 cents for one way and 25 cents round trip. Protestant Universal City Stage Line charges 20 cents one way and 35 cents round trip. At these rates, protestants testified, a loss of over \$3000 has been sustained in the operation. Protestant Pacific Electric Railway's rates are

21 cents one way, 31 cents round trip, ten ride tickets for \$1.29 and 30 ride tickets at \$3.00 and other commutation fares.

Applicant's proof of necessity was not strong, considering that there is a service already established, and certainly was not sufficient to justify two carriers over the same route, except to the extinction of one or the other. The principal witness was M. Kurland, Transportation Manager of Universal City motion picture interests. He explained that the normal number employed at the studios is from 1000 to 1500 daily and of this approximately 150 persons were of the class that would require daily transportation by public conveyances. He also testified that frequently large numbers of "Extras" - ranging from 350 to 1250 - are engaged through city agencies. Scores of these appear at the Hollywood terminus of the Universal City Stage and seek transportation, he testified, and find only the inadequate equipment of this protestant. He testified that while no transportation agency could meet such sudden large demands, equipment of larger seating capacity than touring cars would be of great service.

Protestant Universal City Stage, through its proprietors' testimony and exhibits furnished, showed that the total number of passengers, in both directions daily, seldom exceeds 150; that there are many more travellers who "beg" rides of others; that the stages get only those who cannot find transportation otherwise.

In general the testimony shows that the service rendered by protestants has not fully met the reasonable requirements of the public either in efficiency or adequacy but that the operating conditions and available traffic have not been the most encouraging. Considering that the Universal City Stage has pioneered the service and has sustained losses in serving the public it

seems that the assurance given by the owners of new equipment of large capacity and other improved facilities should be accepted as an equitable response on their part and that they should forthwith make proper improvements. This conclusion is fortified by the testimony of W. F. Lemon, Assistant Service Inspector of the Railroad Commission and Capt. James Gunn, Chief Motor Vehicle Inspector of the Board of Public Utilities, City of Los Angeles, that no complaints against the service of this protestant had ever been made; and further, that its operation met constant loss through those who picked up passengers at the terminals and carried them either free or for a pittance.

It is our conclusion that necessity for another service has not been shown and that the application herein should be denied.

O R D E R

Palm Garage Transit Company having made application to the Railroad Commission for a certificate of public convenience and necessity to operate auto stages for the carriage of passengers between Hollywood, California and Universal City, California, a public hearing having been held and the matter having been duly submitted and now being ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity do not require the service proposed by applicant and that the application be and the same hereby is denied.

Dated at San Francisco, California, this 23rd day of June, 1923.

C. J. Seavey
W. H. Brundage
Dwight Martin

Commissioners