

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
 of PICKWICK STAGES, NORTHERN DIVISION,
 a corporation, for a certificate of
 public convenience and necessity to
 extend and operate its automobile
 stage service as a common carrier of
 passengers and express matter between
 Santa Barbara and Long Beach, Cali-
 fornia, by branching off at Girard,
 California, and extending its service
 along the Coast through Santa Monica
 to San Pedro and Long Beach.

Application No. 9963.

ORIGINAL

Warren E. Libby, for applicant.

H. W. Kidd and W. O. Schell, for Motor Transit
 Company and Motor Coach Company, protestants.
 R. E. Wedekind and O. A. Smith, for Pacific
 Electric Railway, protestant.
 H. H. Gogarty and F. E. Watson, for Southern
 Pacific Railway, protestant.
 T. A. Woods for American Railway Express,
 protestant.
 Harry Gee for Topango Stage Line, protestant.

BY THE COMMISSION:

O P I N I O N.

Pickwick Stages, N. D., a corporation, has made applica-
 tion to the Railroad Commission for a certificate of public
 convenience and necessity to extend and operate its automo-
 bile stage service as a common carrier of passengers and ex-
 press matter between Santa Barbara and Long Beach by branch-
 ing off at Girard, California, and extending its service along
 the Coast through Santa Monica to San Pedro and Long Beach.

A public hearing herein was conducted by Examiner
 Williams at Los Angeles.

Applicant, at the hearing, stipulated that no passengers
 would be transported between Santa Monica and the summit of
 Topango Canyon, which stipulation caused the withdrawal of

the protest of the Topanga Stage line. Applicant also stipulated that it would make its terminal Venice and eliminate consideration of all points south of Venice. Upon this stipulation, protests of the Motor Transit Company and the Motor Coach Company were withdrawn.

Applicant now maintains passenger and express service between Santa Barbara and Los Angeles, via Ventura Boulevard. Girard is a new community, established at the north entrance to Topanga Canyon, and through which townsite Ventura Boulevard passes. It is applicant's intention to extend its service south from Girard through Topanga Canyon to Santa Monica and Venice, contiguous cities. Applicant's service extends from Los Angeles to San Francisco via Santa Barbara and applicant predicates a portion of its offer of service upon a demand for a short and close connection between the beach cities and points north of Girard without the necessity of a journey east to Los Angeles and thence north to Girard. A daily schedule between Santa Barbara and Santa Monica is to be established, leaving Santa Monica at 9:40 A.M. and arriving at Santa Barbara, a distance of 102.6 miles, at 2:10 P.M., serving intermediately, Girard, Calabasas, Triunfo, Camarillo, Oxnard and Ventura. The return trip is to leave Santa Barbara at 3:40 P.M., reaching Santa Monica at 8:15 P.M. The schedule of fares to be charged is set out in Exhibit B, and is based upon the fares charged by applicant for similar distances in its other operations, with a minimum charge of 25¢.

Applicant proposes two routes, one over the existing Ventura Boulevard to Girard and through to Topanga Canyon, thence from the south entrance to Topanga Canyon via the Coast Highway to Santa Monica. The other route proposed is over the pro-

posed new State Highway, following the Coast Line from Oxnard to the southern entrance of Topanga Canyon. As this last route is not available, and will not be for a long period, and is not now traversible by automobile, it will not be given consideration for the reason that this Commission cannot preempt future construction and use of a public highway.

Harry Gee, operating the Topanga Stage Line, produced as witness for applicant, testified that he has many inquiries from persons who desire to go to Santa Barbara or points north of Girard directly by stage, rather than make the journey by rail to Los Angeles, there to take the stage of applicant for the same points via Hollywood and Cahuenga Pass. Others, he testified, wished to reach San Fernando Valley points without the necessity of a similar journey to Los Angeles. Similar testimony was given by A. L. Owens, Secretary of the Motor Coach Company. Neither witness knew of inquiries for express service. Charles T. Slyfe, a theatrical man, testified that there was constant shifting of stage hands and actors between Beach cities, and particularly between Santa Monica and Santa Barbara. The service proposed by applicant, however, must be one that would bring such persons to Santa Barbara by noon, and the schedule proposed by applicant would not, unless changed, meet this requirement.

Mrs. Katie Hodson, who assists her husband in the operation of local bus lines in Venice, testified that every day there have been inquiries, sometimes numerous, for stage transportation directly to the north, along the Coast, without a journey to Los Angeles. She said inquiries had been made for transportation to Santa Barbara, San Luis Obispo and Monterey. Many of the inquirers, she testified, were tourists who did not want to use their own vehicles in driving long

distances.

Thomas A. Bacon, employed by the applicant, testified he had made an investigation along the route proposed, interviewing about two hundred persons, and found from them a demand for the service proposed. Thornton Kinney of Venice, testified that there is a demand for a direct service to the north by way of Topanga Canyon, thus avoiding a journey to Los Angeles and the congestion incident to traveling through Cahuenga Pass. J. C. Steele, chairman of the council of Santa Monica, testified that he was familiar with a general demand for direct transportation to the north, and with use of the services proposed would save about a half day's time between Santa Monica and Santa Barbara. The witness testified that he frequently goes to Santa Barbara and uses his own vehicle a majority of the times, because to reach Santa Barbara he must journey by rail, leaving Santa Monica at 6:30 A.M., to Los Angeles, thence by train at 8 o'clock to Santa Barbara, arriving at 11 A.M. This, he said, would save a substantial amount of time and the passenger avoid the necessity of carrying baggage and being transferred from one depot to another.

Protestants, Southern Pacific Railway and Pacific Electric Railway, through the testimony of F. E. Watson, General ^{Agent} Passenger/ of Southern Pacific Railway, and Exhibits filed in connection with his testimony, showed that the two roads, by a combination, maintained five services daily between Santa Barbara and Ocean Park and Venice, via Los Angeles; between San Francisco and Ocean Park via Los Angeles, over both systems, nine trains in each direction are maintained; four trains, each way, serve local points between Santa Barbara

and Los Angeles. Rates of the protestant Southern Pacific via Los Angeles from Santa Barbara to Ocean Park and Venice are higher on a one-way basis than those proposed by applicant, but lower on a round-trip basis on season and 16-day tickets; the only round-trip fare proposed by applicant being between Santa Barbara and Santa Monica. It is the testimony of Mr. Watson that some of these train connections accomplish the distance between Santa Barbara and Ocean Park in four hours and forty-three minutes, including the time elapsed between transfer to and from the Pacific Electric. In addition, Mr. Watson testified that it is now proposed to establish four trips daily between Santa Monica and the Southern Pacific Depot for the purpose of connecting with arriving and departing Southern Pacific trains. Similar service is now maintained between Long Beach and Pasadena and the Southern Pacific station. With this service established, passengers could check baggage from or to their homes in Santa Monica for connection with the 7:45 or 8 o'clock A.M. local trains, or the 7:45 and 8:30 P.M. local trains.

A full and careful consideration of the testimony produced in this proceeding does not convince us that the applicant herein has made a satisfactory or positive showing of the necessity for the service proposed by it. The witnesses introduced were not frequent or probable users of such a service and their testimony is not of the character to justify establishment of a service competitive with the existing rail service, especially in view of the failure of applicant to show the inadequacy or inefficiency of this service. True, it may be desirable for some to journey direct by stage via Topanga Canyon to points north of Girard, but the testimony

of applicant was confined almost wholly to hear-say in and about Santa Monica, and no need was shown for service to or from Girard or any points north, except Santa Barbara.

In view of the proposed improvement in service by the Pacific Electric Railway, in connection with the Southern Pacific service, which will afford direct depot connection without re-handling baggage, and shorten the time schedule, we are of the opinion that the service of protestants is and will be adequate.

If it is necessary to maintain a stage operation between Santa Monica and Girard, for the purpose of connecting with applicant's system, a short extension of the service now maintained by the Topanga Canyon Stage Line would accomplish the connection, although it would involve a transfer at Girard.

Upon the record made herein, we find as a fact that public convenience and necessity do not require the service proposed by applicant.

O R D E R.

Pickwick Stages, N.D., having made application for a certificate of public convenience and necessity to extend its service by establishing through service between Santa Barbara and Venice, via Girard, a public hearing having been held, 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 .

IT IS HEREBY ORDERED that the application herein
be and the same hereby is denied.

Dated at San Francisco, California, this 27th day of
September, 1924.

C. S. Sweeney

Levi J. Martin
County Clerk

J. T. Whitney
Commissioners