

ORIGINAL

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application  
of E. N. BALISH for certificate of  
public convenience and necessity to  
operate auto passenger service be-  
tween Santa Barbara and Pasadena,  
California, and intermediate points. .

APPLICATION NO.

10329.

L. L. Riccardi, for Applicant.  
Warren E. Libby, for Pickwick Stages, N.D.,  
Protestant.  
J. H. Marler, for Pacific Electric Railway,  
Protestant.  
Joseph Hellen, for Southern Pacific Company,  
Protestant.  
T. A. Woods, for American Railway Express,  
Protestant.

BY THE COMMISSION.

O P I N I O N.

E. N. Balish has applied to the Railroad Commission for a certificate of public convenience and necessity to operate automobile passenger service between Santa Barbara and Pasadena and certain intermediate points.

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

Applicant proposes to operate a passenger automobile service between Santa Barbara and Pasadena for the purpose of transporting passengers from all points along the Ventura highway to points east of Girard in Los Angeles county, including

Reseda, Van Nuys, Lankershim, Burbank, Glendale and Eagle Rock, and vice versa. Applicant proposes to carry no local passengers between any points between Santa Barbara and Girard.

Applicant proposes to follow the state highway via El Rio, Camarillo and Calabasas, and to use two 7-passenger touring cars. Rates to be established as shown by Exhibit "A" attached to the application, including rates for packages weighing not over 50 pounds, with a maximum charge of 75¢ and a minimum charge of 35¢. The schedule calls for three round trips each week, on Mondays, Wednesdays and Saturdays, each one-way trip requiring four hours between termini. Applicant proposes to carry thirty (30) pounds of baggage free with each passenger.

Applicant produced a number of witnesses from Santa Barbara and Pasadena, whose testimony in effect was that they knew of occasions when transportation direct between the two cities had been sought by travelers. A number of instances were cited by different witnesses illustrating how the service proposed by applicant would be useful. These witnesses explained that the loss of time incident to the present method of rail or stage transportation, which requires a journey into the city of Los Angeles and a return to Pasadena from that city, could be largely avoided by a service which proceeded directly across the San Fernando Valley via Lankershim, Burbank and Glendale, and thence into Eagle Rock and Pasadena on a through stage without the necessity of the changes now required.

Support of such a cross-valley operation was expressed

by witnesses from Reseda, Glendale, Owensmouth and other valley points to the general effect that such a service, local in its character, would be of distinct advantage to the public. These witnesses explained that the service now maintained was mostly in a northerly and southerly direction through the San Fernando Valley, and that to journey east or west required somewhat circuitous travel, involving many miles, where, with a direct line, a much shorter distance would be covered in accomplishing the journey.

In all, applicant produced fourteen witnesses. Of these, only a few would use the service oftener than twice a year, and some others would use it only for its local convenience in the San Fernando Valley. The testimony of these witnesses as a whole is not convincing that the service, were it established, would have any support other than from infrequent travelers journeying between Santa Barbara and Pasadena, with a small local traffic. Few witnesses indicated any need for express package service.

Protestant Pickwick Stages, N. D., maintains eleven schedules in each direction between Santa Barbara and Los Angeles via Girard. This protestant also operates fourteen one-way trips between Los Angeles and Ventura by way of Santa Susana and Camarillo, and thirteen other trips terminating at Santa Barbara by way of San Fernando, Saugus and Santa Paula. All of these services converge at Cahuenga Pass at the south end of the San Fernando Valley and connect in Hollywood with the operation of the Pasadena-Ocean Park Auto Stage Line, where the journey to Glendale, Eagle Rock and Pasadena may be completed.

The equipment used by protestant Pickwick Stages, N.D., is twenty-five passenger stages, with usually a deficiency of 20% or more in seat occupancy. The Santa Paula division of this protestant connects with the service of the Original Stage Line at San Fernando, and by this connection a journey may be completed to Burbank or to a connection at Glendale with the Pasadena - Ocean Park stage line. This protestant also connects at Reseda on its Santa Paula division with the Pacific Electric Railway, furnishing east and west transportation to Lankershim and into the city of Los Angeles. There is no service between Girard and Reseda.

Protestant Pacific Electric Railway maintains rail service east and west from Owensmouth and Van Nuys via Lankershim to Los Angeles. Local bus service is maintained by this protestant between Girard and Hollywood over the Ventura highway about a mile south of its rail line. Rail service is also maintained from Burbank to Los Angeles via Glendale, and a special car service is operated from the Southern Pacific station, permitting a passenger traveling from Santa Barbara by any Southern Pacific train to complete his journey by a close connection with an electric car for Pasadena.

Protestant Southern Pacific Company maintains eight trains daily between Los Angeles and Santa Barbara via Santa Susana Pass, each connecting with the Pacific Electric car service between the Southern Pacific station in Los Angeles to Pasadena.

From the record in this proceeding it seems clear

that there is abundant service between Santa Barbara and Girard by stage, and to other San Fernando Valley points by rail and stage, and that it would be a useless duplication to provide additional service to the points already served. To that extent the proposal of applicant herein falls.

There was some showing that an east-and-west service between Girard and Pasadena over a route some distance north of the Pacific Electric route would invite a small volume of traffic, although not enough, in our opinion, to justify the venture or capital into such a business.

As to the necessity for through service between Pasadena and Santa Barbara without intermediates the testimony seems insufficient to prove that it would be more than an infrequent convenience for a small number of persons. In our opinion, such an operation, if established, would be of little public benefit, and, because of the distance and the necessary elimination of intermediate points, would not be self-sustaining.

We have not considered rates in this matter on a comparative basis, as applicant does not offer much advantage in this regard. He did, however, testify that his operation must earn thirty cents per mile in order to be profitable. The round trip mileage is 210 miles and the round trip fare \$7.00. With full capacity (6 passengers) each trip, such an operation would be an assurance to the operator of continual loss.

We therefore find as a fact, upon the record herein, that public convenience and necessity do not require the service

proposed by applicant herein, and that the application should be denied.

O R D E R

E. N. Balish having made application to the Railroad Commission for a certificate of public convenience and necessity to operate automobile passenger service between Santa Barbara and Pasadena and intermediate points, 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 herein, and that the application be and the same hereby is denied.

For all other purposes the effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 17<sup>th</sup> day of February 1925.

H. B. Brundage

C. Seavey

Egerton Shore

Ernest C. ...

COMMISSIONERS.