

Decision No. 14716TH

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
PACIFIC ELECTRIC RAILWAY COMPANY,
a corporation, for certificate of
public convenience and necessity
to operate motor coach passenger
service between the intersection of
Wilshire and San Vicente Boulevards
in the City of Los Angeles and
Gardner Junction in the City of
Los Angeles via Wilshire Boulevard,
Canyon Drive and Sunset Boulevard,
operated in part through the County
of Los Angeles and City of Beverly
Hills, California.

ORIGINAL

) Application No. 10899

BY THE COMMISSION -

O R D E R

Pacific Electric Railway Company, a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity requires the operation by it of an automobile bus line as a common carrier of passengers over the following route:

Commencing at the intersection of Wilshire and San Vicente Boulevards, in the City of Los Angeles, thence along Wilshire Boulevard partly in the County of Los Angeles and partly in the City of Beverly Hills to Canon Drive, thence along Canon Drive in the City of Beverly Hills to Sunset Boulevard, thence along Sunset Boulevard partly in the City of Beverly Hills, County of Los Angeles and City of Los Angeles to the intersection of Gardner Street and Sunset Boulevard (Gardner Junction).

The route herein applied for is more fully shown in red color on a blue print map marked "C.E.E.7181" as filed herein as a portion of the application.

Applicant proposes, by supplemental application filed herein, to operate on a time schedule leaving each terminal at 6:30 A.M. and continuing throughout the day on a thirty minute headway to and including 11:30 P.M., to charge rates in accordance with a schedule marked "Amended Exhibit A" as herein filed; and to use as equipment two regular coaches and one extra, all of so-called street car type and each of sixteen passenger capacity.

Applicant relies as justification for the desired certificate upon the following alleged facts:

That there is a genuine need for regular service in the territory proposed to be served and where there is no present authorized service; that the establishment of the proposed line will connect with the rail lines of applicant at the intersection of Wilshire and San Vicente Boulevards and at the station of Gardner Junction, which is at the intersection of Gardner Street and Sunset Boulevard.

The Commission is advised of the transportation needs of the territory herein proposed to be served and the matter was fully covered at the hearing of the application of petitioner to abandon and remove tracks on Sunset Boulevard from Gardner Junction westerly to end of the line, all in the City of Los Angeles. (Decision No.14659 on Application No.10864 as decided March 13, 1925).

The proposed service will furnish transportation for a rapidly developing district and while commutation fares in connection with the rail lines will not be published, the amended fare schedule of applicant provides for a 46 ride school commutation fare between Foothill Road and certain points in Hollywood on the rail lines as follows:

Highland Avenue at Hollywood Boulevard, or
Santa Monica Boulevard

Vermont Avenue at Hollywood Boulevard, or
Santa Monica Boulevard

In view of the fact that the proposed automobile bus service herein applied for is in effect a replacement of the rail service heretofore rendered by applicant on its Laurel Canyon Line, such rail service having heretofore been authorized to be suspended by this Commission in its Decision No.15235 on Application No.9753 as decided March 4, 1924, we are of the opinion that the fare conditions as existing prior to the effective date of the above mentioned decision as regards rates between the former Laurel Canyon rail line and the inner fare zone of the City of Los Angeles should now be restored on the proposed bus line in connection with the rail line of applicant via a connection at Gardner Junction, and the order herein will so provide.

We are of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity requires the operation of a motor bus line as a common carrier of passengers between the intersection of Wilshire and San Vicente Boulevards in the City of Los Angeles and Gardner Junction in the City of Los Angeles over and upon the following described route:

Commencing at the intersection of Wilshire and San Vicente Boulevards, in the City of Los Angeles, thence along Wilshire Boulevard partly in the County of Los Angeles and partly in the City of Beverly Hills to Canon Drive, thence along Canon Drive in the City of Beverly Hills to Sunset Boulevard, thence along Sunset Boulevard partly in the City of Beverly Hills, County of Los Angeles and City of Los Angeles to Gardner Street and Sunset Boulevard (Gardner Junction).

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is granted to applicant, Pacific Electric Railway Company, a corporation, authorizing said applicant to hereafter maintain and operate a motor bus service as a common carrier of passengers over the hereinabove described route, subject, however, to the following conditions:

- I. Applicant is hereby directed to file tariffs covering restoration of rates as heretofore existing between the territory served by the Laurel Canyon Line and the inner zone of the City of Los Angeles prior to the authorized discontinuance of service on said Laurel Canyon Line as contained in this Commission's Decision No. 13235 on Application No. 9753, as decided March 4, 1924, such rates covering transportation between points on the Laurel Canyon Line and the inner zone of the City of Los Angeles with transfer to and from the rail line of the applicant at the station of Gardner Junction.
- II. Applicant is hereby required to file its acceptance of the certificate herein granted within ten (10) days from the date hereof; and to file its tariffs and time schedules within fifteen (15) days from the date of this order, such tariffs and time schedules to be filed in duplicate and to be in addition to and identical with the tariffs and time schedules as heretofore filed with the supplemental application herein, also in accordance with the provisions of the Commission's General Order No. 51 and other regulations of the Commission, which insofar as the same are applicable are hereby made a portion of the order herein. Service as herein authorized shall be commenced not later than thirty (30) days from the date of this order, unless the time for establishing such service is further extended by supplemental order of this Commission.
- III. The rights and privileges hereby granted may not be sold, transferred, leased, assigned or hypothecated nor service established hereunder discontinued unless the written authority of this Commission to such sale, transfer, lease, assignment, hypothecation or discontinuance has first been secured.

- IV. No vehicle may be operated under the authority hereby granted unless such vehicle is owned by the applicant herein or is leased by such applicant under a contract or agreement on a basis satisfactory to and approved by this Commission.
- V. For all purposes, other than hereinabove stated, the effective date of this order is twenty (20) days from the date hereof.

Dated at San Francisco, California, this 27th day
of March, 1925.

H. B. Randall
O. H. Jones
Egerton Shaw
George D. Towner
Ernest W. Reed
COMMISSIONERS.