

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 pub-  
lic 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. 10699

- C. W. Cornell and O. A. Smith, for Applicant.
- R. C. Waltz, City Attorney, for the City of Beverly Hills,
- W. D. Larrabee, for the Sherman Chamber of Commerce.

SHORE, Commissioner -

O P I N I O N

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.R. 7181" as filed herein as a portion of the application.

By its Decision No.14715 under date March 27, 1925, the Commission issued its order granting the certificate as herein prayed for. Subsequently upon representations made to the Commission by the Board of Trustees of the City of Beverly Hills and certain other interested property owners of said city, objecting to the granting of the certificate insofar as it authorized service over the street in the City of Beverly Hills known as Canon Drive, the Commission under date of April 25, 1925, made its order cancelling and annulling Decision No.14715 and setting the matter for public hearing.

Public hearings on this matter were held at Los Angeles on May 4th and 8th, 1925, the matter was duly submitted and is now ready for decision.

Applicant, by stipulation at the hearing, proposes to change its route in the City of Beverly Hills by operating from Sunset Boulevard to Santa Monica Boulevard via Beverly Drive instead of Canon Drive as originally proposed, thence on Santa Monica Boulevard passing the rail station of applicant, thence on Canon Drive to Wilshire Boulevard, thence on Wilshire Boulevard to a terminus at Fairfax Avenue instead of San Vicente Boulevard as originally proposed. Applicant also stipulated that a service of twenty minute headway between the hours of 6:20 A.M. and 11:20 P.M. would be established instead of a thirty minute headway between the hours of 6:30 A.M. and 11:30 P.M. as originally proposed. Applicant also amended the fare schedule by substitution of a revised Exhibit "B", which fare schedule is acceptable to the Transportation Committee of the City of Beverly Hills. The amendments to the route, the proffered extension from the intersection of Fairfax Avenue and Wilshire Boulevard instead of a terminal at Wilshire and San Vicente Boulevards; the reduction in headway from a thirty minute to a twenty minute schedule; and the revised fares as contained in amended Exhibit "B" disposes

of all opposition to the establishment of the proposed service.

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.13235 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.

I recommend the following form of order:

O R D E R

A public hearing having been held in the above entitled proceeding, the matter having been duly submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by applicant, Pacific Electric Railway Company, a corporation, of an automobile stage line as a common carrier of passengers only over and along the following described route:

Commencing at the intersection of Wilshire Boulevard and Fairfax Avenue 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 Santa Monica Boulevard, thence along Santa Monica Boulevard to Beverly Drive, thence along Beverly Drive 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).

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, for the operation of an automobile stage line as a common carrier of passengers only over the hereinabove described route, subject however, to the following conditions:

- 1- 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.
- 2- Applicant is hereby required to file its acceptance of the certificate herein granted within five (5) days from the date hereof; and to file its tariffs and time schedules within five (5) days from the date of this order, in accordance with amended exhibit "B" as filed herein, 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 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 five (5) days from the date of this order, unless the time for establishing such service is further extended by supplemental order of this Commission.
- 3- 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.
- 4- 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.
- 5- For all purposes, other than hereinabove stated, the effective date of this order is twenty (20) days from the date hereof.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 23<sup>rd</sup> day of May, 1925.

H. A. Anderson  
C. Seaver  
Ernest Shore  
George D. Tynes  
Edward Cook

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