

ORIGINAL

Decision No. 16213

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 THOMAS R. CARPENTER for certificate
 of public convenience and necessity
 to operate stage line auto service
 between Inglewood City at the inter-
 section of Queen and Market Streets
 to Greenwood Park at the intersection
 of Inglewood and Belleview Avenues,
 and intermediate points, via the fol-
 lowing streets: Queen St. to Com-
 mercial St., Commercial St. to Man-
 chester Ave.; Manchester Ave. to
 Eucalyptus St., Eucalyptus St. to
 Arbor Vitae St., Arbor Vitae St. to
 Inglewood Ave. and Inglewood Ave.
 to its intersection with Belleview
 Ave.

Application No. 12121

Thomas R. Carpenter, in propria persona,

H. G. Weeks, for Los Angeles Railway Corporation,

H. O. Marler, for Pacific Electric Company.

BY THE COMMISSION:

OPINION

Thomas R. Carpenter has petitioned the Railroad Commis-
 sion for an order declaring that public convenience and neces-
 sity require the operation by him of an automobile stage line as
 a common carrier of passengers between Inglewood City at the
 intersection of Queen and Market Streets to Greenwood Park at the
 intersection of Inglewood and Belleview Avenues, and intermediate
 points, by way of the following streets: Commencing at Market

1.

and Queen Streets, thence along Queen Street to Commercial Street; thence along Commercial Street to Manchester Street; thence along Manchester Street to Eucalyptus Street; thence along Eucalyptus Street to Park Street, thence along Park Street to Oak Street; thence along Oak Street to Arbor Vitae Street; thence along Arbor Vitae Street to Inglewood Avenue; thence along Inglewood Avenue to Belleview Avenue.

A public hearing on this application was conducted before Examiner Satterwhite in Los Angeles, the matter was submitted, and is now ready for decision.

Applicant proposes to charge a rate of 5 cents each way, in accordance with Exhibit "A," attached to said application, and to operate on a time schedule as follows: leaving each terminal at 7:30 a.m. and every twenty minutes thereafter until 8:00 p.m., in accordance with Exhibit "B" attached to said application, and to use the equipment described in Exhibit "C" attached thereto.

Pacific Electric Railway Company and the Los Angeles Railway Corporation appeared at the hearing, but offered no opposition to said application.

Applicant now operates an authorized passenger service under the name of the Inglewood Transit Bus Line within the City limits of Inglewood and this application proposes to extend this bus line service from the corner of Inglewood Avenue and Pine Street to the intersection of Inglewood Avenue and Belleview Avenue. Applicant testified in his own behalf and called a large number of witnesses in support of his application. The record contains a very lengthy petition signed by several hundred residents and property owners in the Inglewood and Greenwood

Park territory who live in the territory proposed to be served and who desire the extension of applicant's bus line. The testimony shows that Belleview Avenue from its intersection with Inglewood Avenue to the nearest and only car line located on Hawthorne Boulevard is an unpaved rough dirt road, uncoiled, and of a sticky, gummy nature and when wet it is practically impossible to drive a car or walk through it, while, on the other hand, Inglewood Avenue north from Belleview Avenue is a fifty foot newly paved boulevard. The record shows that the county of Los Angeles is about to construct a trunk-line sewer on Belleview Avenue from Hawthorne Boulevard to Redondo Boulevard and upon the completion of this sewer bids will be asked for the paving of Belleview Avenue between the boulevards last above mentioned. The construction of this sewer, to be followed by paving, it appears will make impassable for all practical purposes Belleview Avenue throughout the entire year of 1926. The evidence shows, without contradiction, that the residents and property owners desiring this bus extension are now compelled to walk through adobe mud to reach the only car line serving this particular section of Los Angeles County, distances varying from one-half to one mile in length. Greenwood Park Improvement Association, which consists of hundreds of home owners who reside in the territory proposed to be served, has unanimously endorsed this proposed service, as well as the Lennox Chamber of Commerce and the Inglewood Chamber of Commerce.

After a careful consideration of the application, we are of the opinion that the application should be granted.

O R D E R

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

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA declares that public convenience and necessity require the operation by Thomas R. Carpenter of an automobile stage line as a common carrier of passengers between Inglewood City at the intersection of Queen and Market Streets to Greenwood Park at the intersection of Inglewood and Belleview Avenues, and intermediate points, by way of the following streets; Commencing at Market and Queen Streets; thence along Queen Street to Commercial Street; thence along Commercial Street to Manchester Street; thence along Manchester Street to Eucalyptus Street; thence along Eucalyptus Street to Park Street, thence along Park Street to Oak Street; thence along Oak Street to Arbor Vitae Street; thence along Arbor Vitae Street to Inglewood Avenue; thence along Inglewood Avenue to Belleview Avenue.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same is hereby granted to Thomas R. Carpenter, not as a separate passenger service, but as supplementary to and as an extension to applicant's present bus line service herein described, subject to the following conditions:

1. Applicant shall file his written acceptance of the certificate herein granted

within a period of not to exceed ten (10) days from date hereof; shall file, in duplicate, tariff of rates and time schedules within a period of not to exceed twenty (20) days from date hereof, such tariff of rates and time schedules to be identical with those attached to the application herein; and shall commence operation of said service within a period of not to exceed thirty (30) days from date hereof.

2. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.
3. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by him under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all other purposes, except as hereinabove stated, the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 17th day of March, 1926.

H. R. Anderson
C. Seamy

Leon Whitell

Commissioners.