

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
T. C. GILLESPIE for a certificate of)
public convenience and necessity to) Application
operate an automobile passenger and) No. 12610
express service between Universal)
City and Culver City.)

Richard T. Eddy for Applicant,
R. E. Wedekind, O. A. Smith and H.O. Mahler for
Pacific Electric Railway Company and Los Angeles
Motorbus Company, Protestants,
Carl Bush for Hollywood Chamber of Commerce,
T. A. Woods for American Railway Express Company, Protestant,
L. J. Durfey for West Hollywood Chamber of Commerce,
Gibson, Dunn & Crutcher, by Paul R. Watkins, for Los
Angeles Railway Corporation, Protestant,
H. G. King, City Attorney, for City of Culver City,
John J. Dillon for Hollywood-Redondo Boulevard Association.

BY THE COMMISSION -

OPINION **ORIGINAL**

T. C. Gillespie, by his amended application, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an automobile stage line as a common carrier of passengers and express between Universal City and Culver City and intermediate points.

A public hearing on this application was conducted by Examiner Handford at Los Angeles, the matter was duly submitted following the filing of briefs, and is now ready for decision.

Applicant proposes to operate on a schedule of 16 round trips daily, except Sundays and holidays, with such additional trips as the demands of traffic may require; to charge rates in accordance with a schedule marked "Exhibit A" as attached to and forming a part of the application herein; and to use as equipment 3 White busses, each of 30 passenger capacity.

Applicant relies as justification for the granting of the desired certificate on the following alleged facts; that requests have been made for the establishment of the proposed service by

motion picture studios located at Hollywood, Universal City and Culver City; that in addition to the need for direct transportation between the above mentioned communities for employees of the studios there is a demand for transportation by the general public; that the proposed service will greatly reduce the time now required to travel by public transportation between the communities proposed to be served; and that there is a demand and necessity for the transportation of express matter over the route herein proposed.

Applicant further proposes, if the desired certificate be granted, to purchase and acquire the route and business of the Hollywood-Universal City Stage Line, the certificate for which was originally granted by this Commission's Decision No.8250 on Application No.6165.

The territory in which this operation is conducted is now entirely within the municipality of the City of Los Angeles by reason of annexation effective on February 4, 1924. The operation of the Hollywood-Universal City Stage line was originally authorized with the Hollywood Terminus at Vine Street and Hollywood Boulevard. Applicant proposes to route its stages via Cahuenga Avenue instead of Vine Street.

Mr. D. D. Bush, Manager for applicant, testified that the solicitation of the studio managements was the basis for the investigation made on behalf of applicant, resulting in the filing of the application; and that said investigation had disclosed a demand for the proposed service. This witness also testified as to the route proposed to be followed and as to the ability of applicant to satisfactorily furnish the required service and to meet peak load demands when required by studios at either terminus.

Mr. Edw. Hayes, Secretary of the Hollywood-Redondo Boulevard Association, testified that his association was formed for the purpose of fostering the construction of a paved highway and that the association had endeavored to secure the establishment of bus service from the Los Angeles Railway Corporation or the Pacific

Electric Railway Company, but that such efforts had been unsuccessful, the association being advised that the companies did not consider the establishment of the service justified at the time the requests were made.

Mr. Campbell Mc Cullough, Assistant to the General Manager of Metro-Goldwyn-Meyer Studios at Culver City, testified that after consultation with the officials of two other studios at Culver City he had requested applicant to consider the furnishing of service from Hollywood to Culver City; that there were approximately 800 regular employees in the three studios at Culver City; and that under his direction a questionnaire had been circulated among the regular employees of the three Culver City studios to ascertain the number of such employees residing in Hollywood that would use the proposed bus line if established. The result of this inquiry was as follows:

<u>Studio</u>	<u>Number of Employees residing at Hollywood who would use bus line</u>
Metro-Goldwyn-Meyer	62
Cecil B. De Mille	77
Hal Roach	<u>33</u>
TOTAL -	172

The witness expressed the earnest desire of his company for the establishment of the proposed service for the transportation of extra employees used in productions between 35,000 and 40,000, such extras having been used during the past year and the production program for the next year calling for approximately 12 percent increase in production. Much complaint has been received from extra people regarding the transportation now available between Hollywood and Culver City.

Mr. L. Corder, Assistant Casting Director of Metro-Goldwyn-Meyer Studios, located at Culver City, testified that 85 to 90 percent of the extra people employed by him at the studio resided

in or near Hollywood and would be served by the establishment of the proposed line.

Mr. O. C. Wyman, General Manager of the Central Casting Corporation of Hollywood, testified that his corporation was organized for the purpose of supplying the studios with such extra people that might be necessary in connection with production of motion pictures; that in his opinion 90 percent of the extra people resided in the Hollywood District; that 21,700 extra people were furnished by his organization to the three studios at Culver City during the first three months of its existence, and that he estimated 90,000 placements during the year.

Mr. R. M. Donaldson, Assistant Production Manager for the Cecil B. De Mille studio at Culver City, testified that his studio used extra people daily, the best extras being procured from Hollywood and from 65 to 75 percent of the extras used by him being recruited from that point; also that the time consumed by present available transportation between Hollywood and Culver City was from 1 hour 30 minutes to 1 hour 50 minutes, according to connections which were made.

Major J. Carl Schindler, Secretary-Manager of the Culver City Board of Trade, testified that he had made an investigation of the needs of the communities for transportation, the studios in Culver City having requested that transportation be improved between Culver City and Hollywood. From his investigation he endorsed the proposal of applicant.

Four witnesses, residing at Culver City, testified that they required transportation to Hollywood and would patronize the service of applicant, if established, by reason of the saving of time afforded by direct transportation.

Three witnesses, who would be served by the intermediate service proposed by applicant, testified as to the transportation needs in their respective districts and the inconvenience of existing available transportation.

The granting of the application is favored by the Board of Trustees of the City of Culver City as evidenced by a resolution (No.991), adopted by such board under date of May 10,1926, and filed at the hearing.

The granting of the application is protested by Pacific Electric Railway Company, Los Angeles Railway Corporation and the American Railway Express Company.

No evidence was presented on behalf of protestants, Pacific Electric Railway Company and American Railway Express Company.

Mr. H. G. Weeks, Assistant to General Manager of protestant Los Angeles Railway Corporation, testified that his company protested the proposed service only insofar as it proposed competition between Cahuenga and Hollywood Boulevard in Hollywood, and Wilshire and Pruess Road in Beverly Hills. This protestant is a half owner in the Los Angeles Motor Bus Company and it is the opinion of this witness that adequate transportation service is afforded prospective patrons in the protested territory by the motor busses of the Los Angeles Motor Bus Company and the cars of the Los Angeles Railway Corporation or the Pacific Electric Railway Company.

We have given careful consideration to the evidence and exhibits in this proceeding. While it appears that the Commission by its Decision No.12198 on Application No.8845, dated June 12, 1928, granted a certificate for operation between Hollywood and Culver City; and such operation was abandoned some two years ago, the present conditions as shown by the evidence herein amply justify the through service between Universal City and Culver City as herein proposed. Paved roads are now available on the route selected by applicant as against the unpaved roads formerly existing on the route previously covered by certificate, and conditions in the motion picture industry have materially changed. Due to the establishment of the Central Casting Corporation at Hollywood the studios at Culver City are now required to depend

almost entirely for their supply of extra people used in productions upon the facilities of this corporation, which was established by the various studios as a central clearing house for the supply of extra performers and was located at Hollywood for the reason that the majority of studios are located in or closely adjacent to that community. The three Culver City studios, although large and important in the picture producing industry, are placed at a disadvantage in the securing of extra people, due to the length of time required to go to and from Hollywood and the Culver City studios, and the inconvenience of transfers and time lost in making connections.

The schedule proposed by applicant provides a 30 minute trip between Hollywood and Culver City as against estimated time of from one hour to as high as 1 hour 50 minutes by present available public transportation, the varying time being dependant upon connections which are made by passengers. The testimony of the witnesses from the motion picture industry as to the necessity for the prompt transportation of extras and as to the expense incurred by reason of delayed arrivals at the studios is convincing as to the need for more adequate service, which the applicant proposes to provide by through and direct busses. The regular employees of the studios, some 172 in number, which reside in Hollywood will also be able to avail themselves of the through service. There was no evidence protesting the granting of the through passenger service, and the order herein will provide for its establishment.

We have also carefully considered the evidence, exhibits and briefs of counsel regarding the intermediate service proposed. It appears true that the direct service for passengers traveling between intermediate points in Hollywood and Beverly Hills will furnish potential competition with the indirect service available by the busses of the Los Angeles Railway Corporation, the Los Angeles Motor Bus Company and the cars of the Pacific

Electric Railway Company and Los Angeles Railway Corporation, but the service of protestants require changes and transfers with the accompanying delays if connections are not immediately available at transfer points. Some of the intermediate territory proposed to be served by applicant is not served by the protestants, even with the necessity for transfer. The proposed fare of applicant in the territory in which protest exists is 16 cents against protestants' combination fare of 15 cents, but the benefit of direct service is offered which obviates the necessity for transfer and its accompanying delay. We are not unmindful of the evidence regarding the efforts heretofore made to have service extended by protestants to care for the needs of patrons in the contested district which applicant now proposes to serve locally in connection with its through service between Universal City and Culver City, via Hollywood. Action on requests for the establishment of service or extensions has been deferred until the territory is proposed to be cared for by a responsible applicant and the protest as now made does not offer any relief to the portion of the community desiring to use the line of applicant for local service.

We are of the opinion that the extension of service by established carriers should keep pace with the reasonable requirements of a developing community and that the residents of such communities should not be deprived of proffered service when same is available by the proposal of a responsible applicant. For this reason we conclude and find as a fact that the local service as proposed by applicant between Cahuenga and Hollywood Boulevards in Hollywood and Wilshire Boulevard and Pruess Road in Beverly Hills should be herein authorized and the order will so provide.

No evidence having been presented justifying the authority sought for the transportation of express, this portion of the application will be denied.

O R D E R

A public hearing having been held in the above entitled application, the matter having been duly submitted following the filing of briefs, the Commission being now fully advised and basing its order on the statements, conclusions and findings of fact as appearing in the opinion which precedes this order,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by T. C. Gillespie of an automobile stage line as a common carrier of passengers only between Universal City and Culver City, via Hollywood, over the following route:

From Universal City southerly via Lankershim Boulevard and Cahuenga Avenue to the intersection of Cahuenga Avenue and Sunset Boulevard; thence westerly along Sunset Boulevard to Highland Avenue; thence southerly along Highland Avenue to Melrose Avenue; thence westerly along Melrose Avenue to Fairfax Avenue; thence southerly along Fairfax Avenue to Wilshire Boulevard; thence westerly along Wilshire Boulevard to Pruess Road; thence southerly and southwesterly along Pruess Road to National Boulevard; thence southeasterly along National Boulevard to Washington Boulevard; thence southwesterly along Washington Boulevard to a terminal at the entrance to the Metro-Goldwyn-Meyer Studio at Culver City.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is granted to T.C.Gillespie for the operation of an automobile stage line as a common carrier of passengers between Universal City and Culver City, via Hollywood, over the route as herein specifically set forth in the foregoing declaration, and subject to the following conditions:

1- Applicant herein shall file with the Railroad Commission 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.

No authority is hereby conveyed for the carriage of baggage (except hand baggage in the custody of passengers), parcels, express or other property.

For all purposes, other than hereinabove stated, the effective date of this order is hereby fixed as twenty (20) days from the date hereof.

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

H. B. Maudslayi

C. Leavitt

Frank W. Reed

COMMISSIONERS.