

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
WEST SIDE TRANSIT CO., a corporation,)	
for certificate that public convenience)	Application No. 11812
or necessity will require applicant to)	
extend its Long Beach to Davidson City)	
Line to Hollywood.)	

N. M. Todd and H. W. Kidd for Applicant.

R. E. Wedekind for Pacific Electric Railway Company and Los Angeles Motor Bus Company, Protestants.

T. A. Woods, for American Railway Express Company.

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

J. O. Marsh, Manager and Chief Engineer for Board of Public Utilities and Transportation, City of Los Angeles.

Carl Bush for Hollywood Chamber of Commerce.

BY THE COMMISSION -

O P I N I O N

West Side Transit Co., a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity requires the operation by it of an automobile stage service as a common carrier of passengers between Davidson City and Hollywood as an extension of its present authorized passenger stage service between Long Beach and Davidson City.

Public hearings on this application were 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 over the following route:

"Commencing at the Harbor Truck Boulevard at the intersection with Carson Avenue in Davidson City, thence west on Carson Avenue to Cabrillo Avenue in the City of Torrance, thence north on Cabrillo Avenue to Border Avenue to Western Avenue, thence north on Western Avenue to Hollywood Boulevard, thence west on Hollywood Boulevard to Cahuenga Avenue."

to operate on a schedule of five round trips per day between Long Beach and Hollywood, serving as intermediate points Watson, Davidson City, Harbor Boulevard, Torrance, Moneta, Aviation Field and West Adams Street; and charging fares in accordance with a schedule marked "Exhibit A" as attached to and forming a part of the application herein.

Applicant relies as justification for the granting of the desired certificate upon the following alleged facts:- that there is not at the present time any direct transportation between Long Beach and Hollywood, all lines now operating being obliged to transfer passengers; and that many residents of Long Beach are employed along the route proposed to be served by applicant who now have no direct method of transportation and require to transfer to reach their destination.

Applicant proposes to operate Studebaker DeLuxe coaches, each with seating capacity of twenty passengers.

Mr. Fred Rife, Secretary, Treasurer, and Manager of applicant corporation, testified that his company was now operating local lines in the City of Long Beach, one of such lines extending outside the municipal limits to Davidson City. It is proposed to extend this line to Hollywood doing, however, no local business in the City of Los Angeles. The mileage of the proposed route will be 30.6. Much inquiry has been received in Long Beach for the establishment of direct service to Hollywood. Witness estimates the present population of Long Beach to be from 135,000 to 140,000, that Moneta has a population of approximately 1000, and that approximately 3000 families on the proposed route are not served by any public transportation. The demand for service from Long Beach residents has approximated 300 inquiries per month, some inquirers stating they would use the service if inaugurated rather than their own automobiles. The witness further testified that his company had been in operation for seven years of which period the Long Beach-Davidson City service had been operated two years doubling its revenue since its

commencement. From the result of his investigations the witness expressed his belief that the establishment of the new service would not impair the ability of his company to continue the furnishing of satisfactory service to the public on its presently operated lines, and that within sixty days the new service would be on a compensatory basis.

Mr. C. H. Bland, in charge of the industrial transportation department of the Long Beach Chamber of Commerce, testified that the application had been considered by the Executive Committee of that organization and that he had been authorized to appear in favor of its granting. This witness is also of the opinion that the population of Long Beach is from 135,000 to 140,000. Upon cross examination witness stated that no investigation had been made by his organization prior to authorizing him to appear in favor of the granting of the application.

Mr. R. M. Bills, a witness for applicant, testified that he resided at 140th Street and Southwestern Avenue - a district known as Western City. Western City is a community located approximately 4 miles from Torrance and is populated by working people. Any service authorized on Western Avenue would be advantageous to the residents of his community and efforts were once made through the Moneta Commercial Club to interest the Pacific Electric Railway Company in the establishment of bus service, but without success. Moneta is a community located about $1\frac{1}{2}$ miles from Western City, having a population of approximately 1000, and being served by the Redondo Beach line of the Pacific Electric Railway Company.

Mrs. Molow, residing in Long Beach, testified as to the unsatisfactory service via the Pacific Electric Railway Company between Long Beach and Hollywood having required two hours one way, and $3\frac{1}{2}$ hours in transit on the round trip. The witness also objected to the transfer necessary in Los Angeles and the crowded condition of cars between Los Angeles and Hollywood.

Mr. A. L. Killison testified as to a survey made of the number of houses on the proposed route between Davidson City and Torrance. His survey located 254 houses within a mile of the highway, and 109 houses in the same zone on the route between Torrance and Moneta.

Mr. Herbert Chandler, residing at 1540 Kendrick Avenue, Western City, testified that no public transportation service was available in his community; that the nearest service was the Pacific Electric Railway Company's Gardena line $1\frac{1}{2}$ miles easterly of Western City; that access to the cars of Pacific Electric Railway is difficult in the rainy season, there being no sidewalks for a distance of three-quarters of a mile and no street lights; and that efforts had been made to have bus service installed by the railroad, the matter having ^{been} taken up by the Western Avenue Improvement Association. The witness was of the opinion that there was great need for the proposed service and that it would be used by the residents of Western City for shopping and for attending theatres at Hollywood, there being no theatre nearer than 7 miles and Gardena, $2\frac{1}{2}$ miles distant, being the nearest shopping center.

Mr. Carl Bush, executive secretary of the Hollywood Chamber of Commerce, testified in behalf of the application, having been authorized so to do by the Transportation Committee of his organization. The investigation made by such committee was confined to the Hollywood district.

Mr. L. F. Stephenson, President of the Moneta Bank and the Moneta Commercial Club, testified that the population of Moneta was approximately 2500; that the community was well inhabited for a distance of $\frac{1}{2}$ mile on each side of Western Avenue; that the only transportation service available was the Redondo-Gardena line of the Pacific Electric Railway Company, which had not been found to be satisfactory because of the indirect route. Moneta is 6 miles from the southerly city limits of Los Angeles and $3\frac{1}{2}$

miles from Torrance, via Western Avenue. This witness expressed the opinion that there was a great need for the proposed service.

Two residents of Keystone, a community of about 1500 people, located 3 miles east of Torrance on Carson Road, testified as to the need of service for workmen employed at Torrance and Long Beach.

The granting of the application is endorsed by the Torrance Chamber of Commerce, the Los Angeles Realty Board - Southwest Branch - and the Long Beach Chamber of Commerce.

At the hearing applicant filed a stipulation that if the application were granted it would not transport any passengers originating within the corporate limits of the City of Long Beach and destined to a point within the corporate limits of Torrance and vice versa, it being admitted that such service was now being satisfactorily cared for by the stage line operated by Motor Coach Company. Applicant further agrees to enter into joint ticketing arrangements with Motor Coach Company for the transportation of passengers to and from all points on the proposed line between Long Beach and Hollywood to and from all points served by the routes of the Motor Coach Company.

The Pacific Electric Railway Company, the Los Angeles Railway Corporation and the Los Angeles Motor Bus Company protest the granting of the desired certificate.

Mr. H. G. Weeks, a witness for Los Angeles Motor Bus Company, testified that service was available by the busses of his company on Western Avenue from Hollywood Boulevard to Manchester Avenue, a distance of approximately 9 miles. The service is normally on an 8 minute headway but is shortened to a three minute headway during the morning and evening peak hours. The fare charged is ten cents, which fare includes a transfer privilege. Western Avenue is a heavily traveled north and south highway and fourteen new traffic signals have recently been installed by the Los Angeles municipal authorities. The time in transit is an

average of 49 minutes in the day and 46 minutes during the evening hours, 53 minutes being the longest time required during the heavy travel of the evening peak hours.

Mr. H. O. Marler, Assistant Passenger Traffic Manager of Pacific Electric Railway Company, testified as to the service available by his company's facilities between Long Beach and Hollywood.

Between Long Beach and Los Angeles trains are operated on a twenty minute headway from 7:15 A.M. to 4:45 P.M.; more frequent service is operated between 4:45 and 7:00 P.M., then 30 minute headway until 8:00 P.M. and continuing thereafter at 40 minute intervals. Between Sixth and Main St. Station and Hollywood passengers can use the Edendale cars to Lakeshore and Sunset Boulevard, there transferring to the Hollywood Line, or can walk to Sixth and Hill Streets and board the Hollywood car, or at the Fourth and Hill Street station. This company also provides service from Gardena and Torrance requiring an average elapsed time of 52 minutes for the trip. Through service between Torrance and Los Angeles is available in the morning and evening hours, same having been established to care for the needs of workmen in the industrial plants at Torrance. Requests had been received by his company for bus extension into a portion of the territory proposed to be served by applicant but had been declined by reason of investigation indicating that the operation could not be conducted and return its cost. Witness further testified as to special theatre trains which were operated directly from Long Beach to Hollywood, that theatres in Long Beach objected to such operation and as a result active solicitation of this business was discontinued.

A comparison of the one-way and round-trip fares of applicant with those of Pacific Electric Railway Company as to the principal competitive points is as follows:

<u>BETWEEN</u>	<u>P. E. Ry. Co.</u>		<u>West Coast Transit Co.</u>	
	One Way	Round Trip	One Way	Round Trip
Hollywood and Long Beach	.62	1.05	.75	1.20
" " Watson	.57	.97	.65	1.04
" " Davidson City	.54	.92	.60	.96
" " Torrance	.60	1.02	.40	.64
" " Moneta	.50	.86	.30	.48

No commutation rates are proposed by applicant and the Pacific Electric Railway Company has ten, thirty, forty-six and sixty ride tickets in addition to its week-day and full monthly individual commutation tickets, all at materially lower rates than the one way and round trip tickets.

We have carefully considered the evidence and exhibits in this proceeding. There appears no showing of any necessity for the establishment of the proposed route between Hollywood and Manchester Avenue, as the evidence relates principally to the business which might be developed between Long Beach and Hollywood incidental to theatrical performances at the latter point. Applicant proposes to give no service locally in the City of Los Angeles, of which Hollywood is a part. It therefore follows that for the accommodation of the Long Beach patrons of the Hollywood theatres that schedules would be operated along Western Avenue, a heavily traveled north and south artery, adding to traffic congestion and serving but a limited patronage. The record shows that the Pacific Electric Railway Company has all necessary equipment and facilities to care for such theatre traffic, also that considerable business was, at one time, in process of development but that the diversion of patrons from the theatres at Long Beach was objected to and for such reason active solicitation of such business was not continued.

The record shows a genuine need for transportation over portions of the applicant's proposed route and we find as a fact that public convenience and necessity require the granting of a certificate to care for the transportation needs of such communities insofar as the present applicant offers useful service.

The order will so provide.

O R D E R

Public hearings having been held in the above entitled proceeding, the matter having been duly submitted following the filing of briefs, the Commission being now fully advised and basing its order on the finding 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 West Side Transit Co., a corporation, of an automobile stage line as a common carrier of passengers between Long Beach and the intersection of Western and Manchester Avenues in the City of Los Angeles, serving as intermediates the communities of Watson, Davidson City, Harbor Boulevard, Torrance, Moneta and Western City, not as a new and separate certificate but as a part of and in addition to the operative rights heretofore granted by this Commission between Long Beach and Davidson City in Decision No.13106 on Application No.9544, decided February 2, 1924, such addition to be operated along the following route:

Commencing at the Harbor Truck Boulevard at the intersection with Carson Avenue in Davidson City, thence west on Carson Avenue to Cabrillo Avenue in the City of Torrance, thence north on Cabrillo Avenue to Border Avenue to Western Avenue, thence north on Western Avenue to its intersection with Manchester Avenue in the City of Los Angeles.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is granted to West Side Transit Co., a corporation, authorizing the operation of automobile stage service as a common carrier of passengers between

Long Beach and the intersection of Western and Manchester Avenues in the City of Los Angeles over the route set forth in the foregoing declaration, not as a separate and distinct operative right but as an extension of and an addition to the present operative right of applicant between Long Beach and Davidson City as conferred by this Commission's Decision No.13106 on Application No.9544, as decided February 2, 1924, and subject to the following conditions:

1. The operative right herein conferred does not authorize any local service within the City of Los Angeles nor the carriage of passengers originating in or destined to points within the municipal boundaries of the City of Long Beach when such passengers originate in or are destined to points within the corporate limits of the City of Torrance.

2. Applicant herein shall file with the Railroad Commission its 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 tariffs and time schedule to be in accordance with the amended exhibits filed at the hearing and the restrictions contained in this order and in form and substance satisfactory to this Commission; and shall commence operation of said service within a period of not to exceed thirty (30) days from date hereof.

3. 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.

4. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

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

Dated at San Francisco, California, this 8th day of November, 1926.

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