

ORIGINAL

Decision No. 18330

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
MOTOR TRANSIT COMPANY for a temporary)
order authorizing it to conduct a)
through stage service during the summer)
season of 1927 from the City of Los)
Angeles, via San Bernardino, (and from) Application
various intermediate points along appli-) No.13660
cant's stage routes between Los Angeles)
and San Bernardino) on the one hand and)
(1) to Big Bear Valley points, and (2))
to Lake Arrowhead points on the other.)

BY THE COMMISSION -

O P I N I O N

Motor Transit Company, a corporation, has petitioned the Railroad Commission for an order authorizing the establishment of a through stage service for the transportation of passengers, baggage and express between Los Angeles and points intermediate between Los Angeles and San Bernardino (on both the Valley and Foothill Boulevards) and Big Bear Valley points, and between Los Angeles and points intermediate between Los Angeles and San Bernardino (on both the Valley and Foothill Boulevards) and Big Bear Valley points and Lake Arrowhead points, (including Pasadena and South Pasadena in service on Foothill Boulevard), said authorization being requested for the seasonal period ending September 30, 1927.

Applicant now operates, under the authority and jurisdiction of this Commission, auto stage lines between Los Angeles and San Bernardino; between San Bernardino via the Waterman Canyon route to Pinecrest, Lake Arrowhead and intermediate points; and between San Bernardino, via two routes, to points in Big Bear Valley in the San Bernardino Mountains, said two routes being via East Highlands and the City Creek route to Big Bear Valley and via Redlands and the Mill Creek Canyon route

to Big Bear Valley. The operations between Los Angeles and San Bernardino and between San Bernardino and San Bernardino Mountain points are separate and no authority exists for the conduct of a through service between Los Angeles and San Bernardino Mountain points.

Applicant proposes to operate a through service without change of cars on the basis of one trip daily between Los Angeles (via Foothill Boulevard) and Big Bear Lake via Lake Arrowhead; one trip daily between Lake Arrowhead and Los Angeles (via Valley Boulevard or Foothill Boulevard). Such additional through schedules will be added as may be required by the demands of traffic. The through rates proposed to be charged from points on Motor Transit System to San Bernardino Mountain resorts via San Bernardino are shown in applicant's tariff C.R.C. No.74. Proposed rates for South Pasadena and Pasadena and express rates are shown in Exhibit B and C, attached to the application herein.

In 1926 applicant applied for and was granted by the Railroad Commission a certificate of public convenience and necessity authorizing a similar service during the summer season of 1926. Many complaints had been made regarding the necessity for changing stages at San Bernardino, said complaints being made by passengers, Chambers of Commerce, other public bodies, owners and operators of resorts, hotels, lodges, stores and places of amusement in Big Bear Valley and at and in the vicinity of Lake Arrowhead. Applicant, in its service to San Jacinto Mountain resorts, operates through cars from Los Angeles, and complaints were made that San Bernardino Mountain resorts were discriminated against by reason of the through service being accorded to San Jacinto mountain points.

The granting of the 1926 application was favored by the San Bernardino Chamber of Commerce, Lake Arrowhead Chamber of Commerce, the Women's Club of Lake Arrowhead, and by business men, merchants, hotel and resort owners and operators in the Lake Arrowhead district and in Bear Valley.

The Pacific Electric Railway Company, operating between Los Angeles and San Bernardino, advised the Commission that it had no protest against the granting of the application for the 1926 season, provided that certain connecting schedules were maintained at San Bernardino and Redlands for the accommodation of such passengers that desired to travel between San Bernardino Mountain points and Los Angeles and to use the service of the Pacific Electric Railway Company between Los Angeles and San Bernardino or Redlands. In connection with the instant application, Pacific Electric Railway Company has advised the Commission that it does not wish to oppose the granting of the application for the through service but that it believes the service should be limited to the same service as was authorized in 1926. As the service proposed herein is but a seasonal one (May 1st to September 30th) and as there is pending before the Commission an application by Motor Transit for a unification of its system, at the hearing of which application (set for May 10, 1927), Pacific Electric Railway Company may make such formal protest as it desires in the matter of the permanent establishment of the proposed through service, the protest of said Pacific Electric Railway Company as to the enlargement of the service at this time will be disregarded.

Applicant has requested authority to transport baggage and express on the through cars proposed to be operated on the service herein sought. We are of the opinion that no baggage or express should be carried on the through cars other than baggage or express packages not exceeding 40 pounds as the weight of each such unit package, and then only when such package or

baggage can be transported on the through cars without inconveniencing or discommoding the passengers.

According to the instant application, the through service operated in 1926 was so satisfactory, as shown by the lack of complaints and the liberal patronage accorded the through service, that it is apparent it should be resumed during the season of 1927. The proposed enlargement of the scope of the service by the inclusion of service to and from Pasadena and South Pasadena and to and from points intermediate between Los Angeles and San Bernardino, on either the Foothill or Valley Boulevards is, applicant declares, not only to meet a public demand but to give to these communities a service enjoyed by neighboring cities and towns.

After full consideration, we are of the opinion that this is a matter in which a public hearing is not necessary and that the application for operation of the through passenger and limited baggage and express service between Los Angeles and points intermediate between Los Angeles and San Bernardino, via both the Valley and Foothill Boulevards, and Arrowhead Lake and Los Angeles and points intermediate between Los Angeles and San Bernardino and Big Bear Valley points, via both Valley and Foothill Boulevards, should be authorized, such authority to be effective only for the current year and to expire on September 30, 1927.

The order herein will so provide.

O R D E R

Motor Transit Company, a corporation, having petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by it of through passenger car service between Los Angeles and points intermediate between Los Angeles and San Bernardino and points

intermediate between Los Angeles and San Bernardino on both the Valley and Foothill Boulevards, and Lake Arrowhead and intermediate points between San Bernardino and Lake Arrowhead, and between Los Angeles and points intermediate between Los Angeles and San Bernardino, on both the Valley and Foothill Boulevards, and Big Bear Valley points and intermediate points between San Bernardino and Big Bear Valley, the Commission being now fully advised and 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 OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by Motor Transit Company, a corporation, of an automobile stage service as a common carrier of passengers, baggage and express by the operation of through passenger stages (over both the Valley and Foothill Boulevards), as follows:

Between Los Angeles and points intermediate between Los Angeles and San Bernardino and Big Bear Lake via Lake Arrowhead and Rim of the World Route,

Between Los Angeles and points intermediate between Los Angeles and San Bernardino and Big Bear Lake and Lake Arrowhead via San Bernardino and Waterman Canyon Route,

Between Los Angeles and points intermediate between Los Angeles and San Bernardino and Big Bear Lake via San Bernardino and City Creek Route.

and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is granted to Motor Transit Company, a corporation, for the operation of passenger, baggage and express service over the routes as set forth in the foregoing declaration, and subject to the following conditions:

1- The authority herein authorized expires on September 30, 1927.

2- The authority for the carriage of baggage and express is hereby specifically limited to units not exceeding a weight of forty (40) pounds each. Express is to be carried only on such passenger cars as may be regularly operated in passenger service and only when same can be transported without inconvenience to passengers.

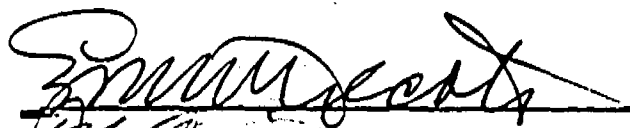
3- Applicant shall file with the Railroad Commission its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof; shall file, in duplicate, tariff of rates and time schedules within a period of not to exceed (20) days from date hereof, such 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.

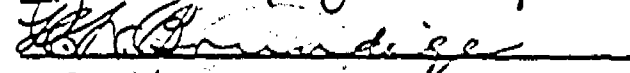
4- The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.


5- 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 stated, the effective date of this order shall be twenty (20) days from the date hereof.


Dated at San Francisco, California, this 6th day of ~~April~~^{May} 1927.











COMMISSIONERS.