

ORIGINAL

Decision No. 19291

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 FLINTRIDGE MOTOR COMPANY, a California
 Corporation, for Certificate of Public
 Convenience and Necessity to Operate
 Passenger Stage Service Between the
 Intersection of St. Katherine's Drive
 and Inverness Drive, Los Angeles County,
 to the Flintridge Hotel, Los Angeles
 County, and intermediate Points.

APPLICATION NO. 14252

Flint & MacKay, by W. L. Nutton,
 for Applicant.

BY THE COMMISSION:

O P I N I O N

Flintridge Motor Company, a corporation, has made application to the Railroad Commission for a certificate of public convenience and necessity to operate motor bus service as a common carrier between the intersection of St. Katherine's Drive and Inverness Drive, Los Angeles County, to the Flintridge Hotel.

A public hearing was conducted by Examiner Williams at Los Angeles.

Applicant corporation is the owner of a certificate to operate motor bus service between La Canada and Pasadena, and this authorized right has been leased to the Pacific Electric Railway which now conducts the operation as a public carrier.

Applicant proposes to establish a service between the service now conducted by the Pacific Electric Railway and the Flintridge Hotel, this service to be available for the public, the guests of the hotel and its employees. Applicant proposes to charge a fare of ten cents (10¢) in either direction, and to operate connecting schedules with all Pacific Electric Railway bus operations. This schedule would call for fourteen trips in each direction, and applicant proposes to use a 15-passenger motor vehicle. The fare to be charged in either direction is ten cents (10¢). The distance to be traversed in the operation is approximately seven-eighths ($7/8$) of a mile, and proceeds from the intersection of St. Katherine's Drive and Inverness Drive along St. Katherine's Drive to Monarch Drive; thence along Monarch Drive returning to St. Katherine's Drive, and thence to Flintridge Hotel.

Former United States Senator Frank P. Flint, principal owner of the corporation and the hotel, testified that the service is being established because the Pacific Electric Railway could not, without serious derangement of its schedules between La Canada and Pasadena, render such service, and in addition, the service to be established will not be profitable. Mr. Flint said that he estimated the maintenance of the service would entail an out-of-pocket cost of \$500 a month and that it was not expected to be profitable, and that the losses in the operation would be absorbed by himself. He further stated that he was not expecting the rate to prove compensatory, and that convenience of the public, hotel guests and its employees only justified the operation. No estimate as to the possible income was made by Senator Flint.

The Flintridge Hotel recently has been constructed and opened to the public, and it appears that there is no way to connect this hotel with Pacific Electric service except in the manner proposed by applicant. As applicant proposes to assume all the losses in the operation and does not expect an adjustment of rates that would prove compensatory, we see no reason why the certificate should not be granted as a matter of convenience to the public.

The application was not opposed by any other public carrier, and there is no public carrier serving the point of destination, the Flintridge Hotel.

O R D E R

The Flintridge Motor Company, a corporation, having made application to the Railroad Commission for a certificate of public convenience and necessity to operate automobile stage service as a common carrier between the intersection of St. Katherine's Drive and Inverness Drive to the Flintridge Hotel, a public hearing having been held, the matter having been duly submitted and now being ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity require the establishment of the service proposed herein by applicant over and along the following route:

From the intersection of St. Katherine's Drive and Inverness Drive, running thence along St. Katherine's Drive to Monarch Drive; thence along Monarch Drive to St. Katherine's Drive; thence on St. Katherine's Drive to the Flintridge Hotel; and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be, and the same hereby is, granted, 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.
2. Applicant shall file, in duplicate, within a period of not to exceed twenty (20) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be identical with those attached to the application herein, or rates and time schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of not to exceed sixty (60) days from the 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 other purposes, the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 23rd day of January, 1928.

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Thomas J. Stewart

W. J. Cunniff

Commissioners