

ORIGINAL

Decision No. 19443

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 UNITED STAGES, Inc., for a certificate  
 of public convenience and necessity  
 to operate a passenger automobile stage  
 and express service between Los Angeles  
 and Venice, California, and intermediate  
 points. )  
 )  
 ) Application  
 ) No.5269  
 )  
 )

In the Matter of the Application of  
 COMMUNITY BUS LINES for certificate of  
 public convenience and necessity to  
 operate passenger service between  
 Rimpau Avenue and Washington Boulevard,  
 Los Angeles, and Windward and Trolleyway  
 Streets, Venice, California. )  
 )  
 ) Application  
 ) No.10368  
 )  
 )

In the Matter of the Application of  
 PACIFIC ELECTRIC RAILWAY COMPANY for  
 certificate of public convenience and  
 necessity to operate an automobile  
 passenger stage service between the  
 intersection of West Boulevard and  
 West 16th Street in the City of Los  
 Angeles, and the intersection of Venice  
 Boulevard and Trolleyway in the City of  
 Venice, via Washington Boulevard. )  
 )  
 ) Application  
 ) No.10406  
 )  
 )

E. W. Kidd, N. C. Folsom, S. W. Thompson, and Warren E. Libby, for Applicant in Application No.5269 and Protestant in Applications Nos.10368 and 10406.

Frank Karr, R. C. Gortner, C.W.Cornell, R.E.Wedekind, E.E.Morriss and O.A. Smith, for Applicant in Application No.10406 and Protestant in Applications Nos.5269 and 10368.

Mark Thompson and T. A. Woods, for American Railway Express Company, Protestant in Application No.5269.

Rex Hardy and Fred Aberle, Jr., and DeWitt J. Brady, for Applicant in Application No.10368 and Protestant in Application No.10406.

S.M. Haskins, H. G. Weeks, Paul R. Watkins, and R.B.Hill, for Los Angeles Railway Corporation.

Jess E. Stephens, City Attorney, by Milton Bryan, Assistant City Attorney, for City of Los Angeles.

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

P. Mac Donniel, for Culver City Transportation Committee.

BY THE COMMISSION -

O P I N I O N

In Application No.5269, as amended, United Stages, Inc., a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by it of an automobile stage service as a common carrier of passengers and express between Los Angeles and Venice, California, and intermediate points, over the following route:

"Starting from the corner of Rimpau and Washington Streets in the City of Los Angeles, California, at the end of the Washington Street car line of the Los Angeles Railway, along Washington Boulevard to its intersection with Venice Boulevard in the city of Venice, now a part of Los Angeles; thence west over Venice Boulevard two blocks to the intersection of 18th Avenue; thence over 18th Avenue to its intersection with Pacific Avenue."

In Application No.10368, as amended, Community Bus Lines, a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by it of an automobile stage service as a common carrier of passengers between Harcourt Street and Washington Boulevard, Los Angeles, and Windward Avenue and Trolleyway, Venice, and intermediate points.

In Application No.10406, as amended, Pacific Electric Railway Company, a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by it of an automobile stage line as a common carrier of passengers between Los Angeles and Venice, and intermediate points, over the following described route:

"Commencing at the intersection of West Boulevard and West 16th Street in the City of Los Angeles, thence along West Boulevard to Washington Boulevard, thence along Washington Boulevard to Venice Boulevard, thence along Venice Boulevard to Trolleyway."

Public hearings were held on Application No.5069 at Los Angeles and the matter was duly submitted, later being reopened, heard and submitted with Applications Nos.7471 and 7472, and again reopened and consolidated for hearing with Applications Nos.10368 and 10406. Applications Nos.10368 and 10406 were heard at Los Angeles, having been duly consolidated with Case No.2025 and were submitted, later being reopened and combined with Application No.5269 for further hearing. The consolidated Applications, Nos.5269, 10368 and 10406 were duly submitted on briefs and are now ready for decision.

In Application No.5269, as amended, United Stages, Inc., alleges that no stage service is rendered over the proposed route; that the service of the present rail carrier, Pacific Electric Railway Company, is slow and inadequate; that the proposed service will be more expeditious; that the rates proposed are lower than those at present charged by Pacific Electric Railway Company; that transportation will be provided for sections not now served by public transportation; and that many inquiries have been made to applicant to establish the proposed service. Applicant proposes to charge rates on a zone system between Rimpau and Washington Boulevard and Venice in accordance with the schedule filed as amended exhibit "A", to operate on a twenty minute headway between the hours of 6 A.M. and 7 P.M., and thereafter on a thirty minute headway until 12 midnight, such service to be given daily with an additional schedule leaving each terminal on Saturdays and Sundays at 12:30 A.M.; and to use as equipment six Pierce-Arrow intercity type stages, each of thirty-three passenger capacity, together with such other and further equipment as may be required and warranted by traffic conditions.

In Application No.10368, as amended, Community Bus Lines, a corporation, proposes to establish service between Rimpau Avenue and Washington Boulevard, Los Angeles, and Windward and Trolleyway Streets, Venice, and intermediate points, charging fares on a zone system in accordance with Exhibit A-1 as filed with the amended

application; to operate on a twenty minute headway between the hours of 6 A.M. and 7 P.M., and thereafter on a thirty minute headway until midnight, such operation to be given daily, excepting Saturdays and Sundays when an additional schedule will leave each terminal at 12:30 A.M.; and to use as equipment four street car type busses of standard make, each with a seating capacity of twenty passengers and with reserve equipment consisting of two seven-passenger Cadillac touring cars.

This applicant relies as justification for the granting of the desired certificate on the following alleged facts: that the present service rendered by the Pacific Electric Railway only serves people in districts where their property or homes are contiguous to or are located near said railway; that the residents of the community located to the south and west of Washington Boulevard are without means of transportation and have no facilities excepting the service proposed to be rendered; that the community south and west of Washington Boulevard and extending to and including Culver City is densely populated, is increasing in population, and an additional transportation service as proposed by applicant is required; and that the transportation service of the Pacific Electric Railway Company does not give frequent and adequate service to Culver City, Palms, and the rural communities located in their vicinity in that the service of such railway is half-hourly whereas applicant proposes a twenty minute service and in addition will serve patronage not reached by said railway.

In Application No. 10406, as amended, applicant Pacific Electric Railway Company proposes to operate an automobile stage service for the transportation of passengers between the intersection of West Boulevard and 16th Street in the City of Los Angeles (at the end of Pacific Electric West 16th Street-Vineyard Line) and the intersection of Venice Boulevard and Trolleyway in the City of Venice, giving through service between said points and local service to the intermediate points.

Applicant proposes to charge rates in accordance with a schedule marked "Exhibit A" as attached to and forming a part of the application herein; to operate on a scheduled twenty minute headway between the hours of 6 A.M. and 7 P.M. and thereafter on a thirty minute headway until 11 P.M.; and to use as equipment six standard make street car type stages, each of 29 passenger capacity, five of which will be in regular service and one as spare equipment. Applicant relies as justification for the granting of the desired certificate on the following alleged facts: that there are no other authorized common carriers with whom the proposed operation would compete except the electric interurban line of this applicant; that a genuine need for regular service exists in the territory traversed by the proposed route; that many new subdivisions have been opened and placed on the market resulting in a large building development; that there is no present authorized transportation service along the proposed route; that applicant proposes to establish bus service and to augment the same as the future development will require, connecting with its rail lines known as the West 16th Street-Vineyard Line in Los Angeles and giving transfer privileges between the proposed bus line and existing street railway lines, together with applicants Pico Boulevard bus line, within the local fare limits of Santa Monica-Ocean Park-Venice as such limits are named in applicant's local passenger tariff No.816, C.R.C. No.1000.

Pickwick Stages System, a corporation, having succeeded to the rights of applicant United Stages, Inc., was substituted as applicant in Application No.5269.

During the earlier hearings on Application No.5269 the Pacific Electric Railway Company protested the granting of a stage service over the route herein considered on the basis that the service and facilities of the rail line of such protestant was adequate and fully responsive to the needs of any traffic which might originate on the proposed route. By reason of the

protestant Pacific Electric Railway Company filing its application No.10406, which has been consolidated herein with Applications Nos.5269 and 10368, no useful purpose would be served by reference to the evidence or exhibits offered in support of such protest, all the applicants in the consolidated proceedings requesting substantially the same certificate. It may be stated, however, that a number of witnesses testified on behalf of applicant United Stages, Inc., and that some of the witnesses called by Pacific Electric Railway Company in support of its protest, while being unfavorable to the granting of the United Stages application, commented adversely on the rail service as rendered by Pacific Electric Railway Company.

The public necessity and convenience to be served by the proposed operation of an automobile stage line on Washington Boulevard is fully established by the testimony of 4 residents and business men of Los Angeles, 21 of Venice, 11 of Culver City and 3 of the territory lying between Culver City and Venice. In addition, by stipulation, the testimony of 6 residents of Culver City, 17 in the territory between Culver City and Venice, and 51 residing at various points on the proposed route were to be considered as favoring the establishment of a stage line along the proposed route. Mr. J. Ogden March, General Manager of the Board of Public Utilities and Transportation of the City of Los Angeles, endorses the establishment of a proposed service as also did the testimony of Mr. P. MacDonnell, the Secretary of Culver City Transportation Committee, said committee representing the Board of Trustees of Culver City, Culver City Chamber of Commerce, Culver City Realty Board, the Business Women's Club, the Women's Club, Lions Club, Exchange Club, Walnut Annexation District Civic Improvement Club, and Venice Chamber of Commerce, and in general, by such organizations, 20,000 residents in the district between Venice Boulevard and Hollywood-Redondo Boulevard, Washington Boulevard passing through the center of this district and development. The establishment

of a bus line is also favored by the Santa Monica-Ocean Park Chamber of Commerce by a resolution duly filed as an exhibit.

Public convenience and necessity having been affirmatively established by the record herein, we will now consider the testimony and exhibits relative to their showing as to the applicant best qualified to render the proposed service.

As to rates the following shows the proposals of the several applicants in accordance with their amended exhibits showing proposed rates:

PICKWICK STAGES SYSTEM

Proposed Tariff between Los Angeles (Rimpan and Washington Boulevard) and Venice.

Zone 1. From end of Washington Street Yellow car line to junction of Adams Street.

Zone 2. From junction of Washington and Adams Street to Jasmine Avenue or Goldwyn's Studio.

Zone 3. From Jasmine Avenue (Goldwyn's Studio) to Atlantic Avenue.

Zone 4. From Atlantic Avenue to Lincoln Boulevard.

Zone 5. From Lincoln Boulevard to Venice.

Between Zone	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
5	O.W. 25¢ R.T. 40¢ 60 ride \$7.50	O.W. 20¢ R.T. 30¢ 60 ride \$5.00	O.W. 15¢ R.T. 20¢ 60 ride \$4.00	O.W. 10¢ R.T. 20¢ 60r. \$3.00	O.W. 6¢ R.T. 20¢ ---
4	O.W. 20¢ R.T. 30¢ 60 ride \$5.00	O.W. 15¢ R.T. 20¢ 60 ride \$4.00	O.W. 10¢ ---	O.W. 6¢ ---	---
3	O.W. 15¢ R.T. 20¢ 60 ride \$4.00	O.W. 10¢ ---	O.W. 6¢ ---	---	---
2	O.W. 10¢ 60 ride \$3.00	O.W. 6¢ ---	---	---	---
1	O.W. 6¢	---	---	---	---

Exception Fares between Main Street, Culver City, and Venice  
One Way 15¢, round trip - 25¢.

60 ride books to be good for 45 days from date of sale.

COMMUNITY BUS LINES

Proposes tariff between Los Angeles (Rimpau and Washington Boulevard) and Venice.

- Zone 1. From end Washington Street car line to junction of Adams Street.
- Zone 2. From junction of Adams Street to Jasmine Avenue or Goldwyn's Studio.
- Zone 3. From Jasmine Avenue (Goldwyn's Studio) to Atlantic Avenue.
- Zone 4. From Atlantic Avenue to Lincoln Boulevard.
- Zone 5. From Lincoln Boulevard to Venice.

Between Zones	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
5	O.W. 25¢ R.T. 40¢ 60ride \$7.50	O.W. 20¢ R.T. 30¢ 60ride \$5.00	O.W. 15¢	O.W. 10¢	O.W. 5¢
4	O.W. 20¢	O.W. 15¢ R.T. 20¢	O.W. 10¢	O.W. 5¢	
3	O.W. 15¢ R.T. 20¢	O.W. 10¢	O.W. 5¢		
2	O.W. 10¢ 60ride \$3.00	O.W. 5¢			
1	O.W. 5¢				

Exception - Fare between Zone 5 and Main Street, Culver City one way - 15¢; round trip - 25¢.

60 ride book good for 45 days from date of sale.

PACIFIC ELECTRIC RAILWAY COMPANY

Proposed Fares

<u>Between and</u>	<u>Class of Fare</u>	<u>Vineyard</u>	<u>Edgemar Ave.</u>	<u>Adams Street Junction</u>	<u>Culver City</u>	<u>Sawtelle Blvd.</u>
Edgemar Ave.	O.W.	6¢				
Adams St. Junction	O.W.	11¢	6¢			
	R.T.	15¢				
	10 R.	71¢				
	Family	\$ 1.95				
	School	2.99				
	Weekday	3.51				
	Monthly 60 ride	3.90 3.90				
Culver City	O.W.	17¢	11¢	6¢		
	R.T.	24¢	13¢			
	10 R.	95¢				
	Family	\$ 2.19				
	School	2.99				
	Weekday	3.51				
	Monthly 60 ride	3.90 3.90				
Sawtelle Road	O.W.	20¢	14¢	10¢	6¢	
	R.T.	30¢	20¢	14¢		
	10 R.	\$ 1.22				
	Family	2.90				
	School	3.05				
	Weekday	3.58				
	Monthly 60 ride	3.98 4.58				
Grand View Boulevard	O.W.	23¢	17¢	12¢	6¢	6¢
	R.T.	34¢	24¢	18¢		
	10 R.	\$ 1.39				
	Family	3.35				
	School	3.53				
	Weekday	4.14				
	Monthly 60 ride	4.60 5.29				
Wade Street	O.W.	24¢	18¢	13¢	8¢	6¢
	R.T.	36¢	26¢	20¢	13¢	6¢
	10 R.	\$ 1.51			65¢	
	Family	3.66			1.95	
	School	3.85			2.99	
	Weekday	4.53			3.51	
	Monthly 60 ride	5.03 5.78			3.90 3.90	

Pacific Electric Railway Co. cont'd

Proposed Fares

Between and	Class of Fare	<u>Vineyard</u>	<u>Edgemar Ave.</u>	<u>Adams Street Junction</u>	<u>Culver City</u>	<u>Sawtelle Blvd.</u>
Lincoln Boulevard	O.W.	27¢	21¢	16¢	11¢	7¢
	R.T.	40¢	32¢	25¢	19¢	12¢
	10 ride	\$ 1.57			72¢	
	Family	4.06			1.95	
	School	4.29			2.99	
	Weekday	5.04			3.51	
	Monthly	5.60			3.90	
	60 ride	6.44			3.90	
Venice	O.W.	33¢	27¢	22¢	17¢	13¢
	R.T.	50¢	40¢	32¢	27¢	21¢
	10 ride	2.13	\$ 1.78	1.42	1.19	91¢
	Family	5.30	4.68	3.74	3.12	2.40
	School	5.57	4.91	3.92	3.27	2.99
	Weekday	6.53	5.77	4.61	3.83	3.51
	Monthly	7.26	6.41	5.12	4.26	3.90
	60 ride	8.35	7.37	5.89	4.90	3.90

Between and	Class of ticket	<u>Grand View Avenue</u>	<u>Wade Street</u>	<u>Lincoln Boulevard</u>
Venice	O.W.	11¢	10¢	6¢
	R.T.	17¢	15¢	
	10 ride	74¢	65¢	
	Family	\$ 1.95	1.95	
	School	2.99	2.99	
	Weekday	3.51	3.51	
	Monthly 60 ride	3.90	3.90	

10 ride ticket is for individual purchaser, limited to use within 30 days from date of sale.

Family ticket is good for purchaser, his wife or her husband, his or her dependent children, his or her household servants, and such relatives as permanently reside with and are supported by the purchaser. Limit 90 days from date of sale.

School tickets contain 40 rides, are for students under 18 years of age, attending public schools, and are honored for transportation only between the hours of 6 A.M. and 6 P.M. on regular school days. Will not be accepted on Saturdays, Sundays or certain designated legal holidays. Limit, school term for which sold for 40 ride tickets and 60 days from date of sale on 46 ride tickets.

Weekday commutation tickets are good for individual purchaser for two rides each weekday (excepting Sundays) during calendar month for which sold.

Monthly commutation tickets are good for individual purchaser, two rides daily, for calendar month in which sold. 60 ride commutation tickets are good for individual purchaser, and for 40 days from date of sale.

The fares proposed by applicant Pacific Electric Railway Company are those now in effect on its rail line, and include transfers to local rail service in Venice, Santa Monica and Ocean Park and to the bus service of this applicant in the same communities. No transfer is proposed to the street car service of applicant in Los Angeles, the termination of the line being at Vineyard.

The principal traffic to be served is between the end of the Washington Street car line in Los Angeles and Venice and Culver City, and between Culver City and Venice and a comparison of the proposed rates of applicants is as follows:

	<u>Pickwick Stages System</u>	<u>Community Bus Lines</u>	<u>Pacific Electric Railway Co.</u>
<u>Between Los Angeles</u> (end of Washington) (Street Car Line)			
and Culver City			
One Way	10¢	10¢	17¢
Round Trip	20¢	20¢	24¢
60 ride	\$3.00	\$3.00	\$3.90
and Venice			
One Way	25¢	25¢	33¢
Round Trip	40¢	40¢	50¢
60 ride	\$7.50	\$7.50	\$8.35
Culver City and Venice			
One Way	15¢	15¢	17¢
Round Trip	25¢	25¢	27¢
60 ride	\$5.00	\$5.00	\$4.90

The rates proposed by applicants Pickwick Stages System and Community Bus Lines average materially lower than those proposed by Pacific Electric Railway Company, the latter company contending that it is impossible to conduct the service at the rates proposed by the other applicants.

The equipment proposed to be operated by applicant Pickwick Stages System consists of auto busses of either 27 or 33 passengers capacity, using double deck busses if the same should be demanded by traffic conditions, and for emergency loads or rush days the reserve

equipment of this carrier is available together with equipment available for lease from sightseeing and other uncertificated operators. Applicant Pacific Electric Railway Company proposes to use busses of the Fageol safety type with seating capacity of 29, using five busses regularly with one as a spare and for rush days or emergencies has available the excess equipment on its other bus lines, there being 120 busses of various types under its ownership and control. Community Bus Line has as present available for the service one Cadillac 7-passenger car which is used on the Culver City local run. This applicant proposes, in the event of its application being granted, to purchase from 6 to 8 busses preferably of a type equipped with General Motors products. The proposed equipment of all applicants would appear to satisfactorily meet the operating necessities of the line, two of the applicants having equipment with which service could be immediately inaugurated.

As to the ability of the respective applicants to successfully conduct the proposed service and their record and experience in this method of public transportation:

Pickwick Stages System was organized in August, 1917, and is the successor of Pickwick Stages, Northern Division, Inc., and the lines formerly operated by West Coast Transit Co., Shasta Transit Co., and United Stages, Inc. Operations are conducted in the states of California, Oregon, Arizona, New Mexico and Texas, in both through and local service. This applicant reports as of December 31, 1926, assets amounting to \$3,340,050 and a profit from its 1926 operations of \$141,145; 244 passenger cars are owned with passenger capacity ranging from 8 to 33 seats. During 1926 the average revenue per passenger car mile was 25.59 cents and the expense per car mile was 22.85 cents.

Community Bus Lines is controlled by Mr. Dewitt J. Brady, an automobile dealer of Culver City. Mr. Brady interested himself in the operation of local bus lines at Culver City in an endeavor to secure more adequate transportation between the end of the Washington Street car Line in Los Angeles and Culver City. The record shows Mr. Brady to be willing to personally advance the necessary funds to establish the service herein proposed by Community Bus Line, although he has not heretofore had experience in the operation of bus lines, other than the local line now operating in Culver City under franchise from such municipality.

Pacific Electric Railway Company has for some years been engaged in the operation of auto stage lines as feeders to its interurban lines, in city service, in substitution for rail service, and in some instances by independent lines not paralleling its rail lines. According to the testimony and exhibits herein the applicant now owns 120 busses, and no additional equipment will require to be purchased. The results from bus operation have not been remunerative as shown by the following data compiled from exhibits:

	<u>Year ending Dec. 31, 1926.</u>	<u>Three months ending March 31, 1927.</u>
Autobus operation revenue	\$ 627588.38	\$ 60427.75
" " expenses	731420.44	61988.15
Net " " <u>Loss</u>	<u>\$ 103832.06</u>	<u>\$ 1500.40</u>
Depreciation	199795.90	15381.10
Taxes	42100.97	3735.52
Total Depreciation & Taxes	<u>\$ 241896.87</u>	<u>\$ 19116.62</u>
Auto Bus Operating <u>Loss</u>	<u>\$ 345728.93</u>	<u>\$ 20617.02</u>
Average earnings per bus mile	15.62 cents	17.29 cents
Average expenses per bus mile	24.24 cents	23.18 cents

Applicant contends that the revenues shown should be increased by the amounts received as subsidies under arrangement with real estate and other interests, the record showing approximately \$1066 per month as being received from such source.

It is also contended that the method used in computing depreciation as reflected in the foregoing figures is susceptible of revision resulting in lesser amounts being properly chargeable to such account. Conceding both the amounts received as donations or bonuses and the revised system of depreciation, the bus operation of Pacific Electric Railway Company is conducted at a material operating loss and renders no return on the investment.

After full consideration of the record herein and the showing appearing as to the ability of the respective operators to conduct the proposed service we are of the opinion that Pickwick Stages System is the applicant best qualified to undertake the proposed service in that it offers a rate schedule averaging less than the proposal of Pacific Electric Railway Company, is well equipped financially and by years of experience is operating its presently authorized lines satisfactorily and without deficit. In addition, Pickwick Stages System by its succession to the application of United Stages, Inc., is the prior applicant in these proceedings. Under the principle enunciated by this Commission's Decision No. 15276 on Applications Nos. 9916, 9943 and 9954, as decided August 10, 1925, (Opinions and Orders C.R.C. 26, 892) "all other things being equal the applicant first to the docket should receive the reward due to his diligence." In these proceedings, however, as hereinabove stated, there are other and substantial reasons for the granting of the certificate to applicant Pickwick Stages System.

Los Angeles Railway Corporation protests the granting of the application insofar as it proposes the carriage of local passengers between the end of its Washington Street car line and Hines Avenue. This protestant under the authority of the Board of Public Utilities of the City of Los Angeles commenced operation on October 5, 1925, of a bus line from the end of its Washington Street car line to the end of its Adams Street car line, running on Washington Street from Rimpau Avenue to Clyde Avenue.

On November 25, 1925, the service was extended to Genesee Street, and on November 15, 1926, following the completion of sewer work on Adams Street, the bus line was extended to the end of the Adams Street car line. The service is on a 15 minute headway during the day with 20 minute headway at night, operation being given between the hours of 5:45 A.M. to 11 P.M., making approximately 140 trips per day and requiring the use of two units of equipment. It is proposed to change the route of this bus line to Hines Avenue, some 800 feet west of Genesee Street, for the reason that Genesee Street is not paved and there are additional patrons who would be served by such rerouting, and supplemental application No. 13042 was filed with the Commission on May 27, 1927, requesting such rerouting. The revenue received from the operation of this bus line during the month of January, 1927, amounted to \$840.40 and the out-of-pocket operating expenses, including depreciation, amounted to \$1826.24. The number of passengers carried on the Adams Street portion of this service amount to approximately 16 percent of the total transported, the remaining 84 percent being carried on the Washington Street portion. If the operation sought by applicants herein is granted to include local service between the end of the Washington Street car line and the junction of Adams Street (or Zone 1 as shown in the proposed rates of Pickwick Stages System and Community Bus Lines) protestant will be obliged to request an abandonment of its non-profitable bus operation connecting its Washington and Adams Street car lines, such service having been established at the request of property owners and having been approved by the Board of Public Utilities and Transportation of the City of Los Angeles. Mr. J.O. Marsh, General Manager and Chief Engineer of said Board, testified in behalf of this protestant and gave the opinion of such body as being favorable to the continuance of this bus service and not desiring any service which would result in its withdrawal or curtailment. We are

of the opinion that the protest has merit and should be sustained and the order herein will provide for the elimination of any local carriage of passengers in the district between the end of the Washington Street car line and the junction of Washington Boulevard and Adams Street.

No evidence having been presented justifying the carriage of express matter between Venice and Los Angeles, the certificate authorized by the accompanying order will be confined to the carriage of passengers only.

#### ORDER

Public hearings having been held on the above entitled applications which were consolidated for the receipt of evidence and for decision, the matters having been duly submitted following the filing of briefs, the Commission being now fully advised and basing its order on the 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 Pickwick Stages System, a corporation, of an automobile stage line as a common carrier of passengers only, for compensation, between the end of the Los Angeles Railway Corporation's Washington Street car line at the intersection of Rimpau Street and Washington Boulevard in the City of Los Angeles and 18th Avenue and Pacific Boulevard in the City of Venice, and intermediate points over and along the following route:

Commencing at the intersection of Washington Boulevard and Rimpau Street in the City of Los Angeles (the end of the Los Angeles Railway Washington Street car line) thence along Washington Boulevard to its intersection with Venice Boulevard in the City of Venice, now a part of the City of Los Angeles, thence west on said Venice Boulevard to 18th Avenue, thence over 18th Street to its intersection with Pacific Avenue.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is granted to

Pickwick Stages System, a corporation, for the operation of an automobile stage line as a common carrier of passengers only, for compensation, over and along the route as specifically set forth in the foregoing declaration, and subject to the following conditions:

1- No passengers shall be carried locally in the territory comprised in the portion of the route between the intersection of Rimpau Street and Washington Boulevard and the intersection of Washington Boulevard and Adams Street.

2- Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof.

3- Applicant shall file, in duplicate, within a period of not to exceed thirty (30) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be 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.

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.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity do not require the operation by Community Bus Lines, a corporation, of an automobile stage service as a common carrier of passengers between Harcourt Street and Washington Boulevard, Los Angeles, and Windward Avenue and Trolleyway, Venice, and intermediate points, and

IT IS HEREBY ORDERED that Application No. 10368 be and the same hereby is denied.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY FURTHER DECLARES that public convenience and necessity do not require the operation by Pacific Electric Railway Company, a

corporation, of an automobile passenger stage service as a common carrier of passengers between the intersection of West Boulevard and West 16th Street in the City of Los Angeles and the intersection of Venice Boulevard and Trolleyway in the City of Venice via Washington Boulevard, and

IT IS HEREBY ORDERED that application No.10406 be and the same hereby is denied.

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 5<sup>th</sup> day of March, 1927.

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*Pross & K...*  
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*M. J. C...*  
COMMISSIONERS.