

Decision No. 20463

**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 CLAUD HOLLICK for certificate of  
 public convenience to operate a  
 passenger bus service between Ever-  
 green Street and Fetterly Street on  
 Brooklyn Avenue; and between Fresno  
 Street and Fetterly Street on Fourth  
 and Third Streets, and between Ever-  
 green Street and the Central Manu-  
 facturing District on Brooklyn Avenue,  
 Lorena Street and Downey Road.

APPLICATION NO. 15092

Claud Hollick, Applicant, in propria persona.

H. W. Kidd, for Motor Transit Co.,  
 Protestant.

Richard T. Eddy, for Stinson Transit Co.,  
 Protestant.

Phil Jacobson, for Belvedere Gardens Bus  
 Line (A. B. Dunphy), Protestant.

F. J. Rice, for H. & A. Bus Lines,  
 Protestant.

H. G. Weeks, for Los Angeles Railway  
 Corporation, Interested Party.

F. F. Ball, for Board of Public Utilities  
 & Transportation, City of Los Angeles,  
 Interested Party.

BY THE COMMISSION:

OPINION

Applicant herein sought to establish two bus lines operat-  
 ing mainly over Fourth Street and Brooklyn Avenue between Fetterly  
 Street and Fresno and Evergreen Streets in an easterly and westerly  
 direction, and a thirdline operating on Brooklyn Avenue southerly

on Lorena Street and Downey Road to the Central Manufacturing District.

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

Applicant proposed to charge a single fare of six cents for each passenger, with transfer between services at any junction point, on a service at twenty-minute intervals extending from 5:00 A.M. to 11:40 P.M. The distance of the routes varies from 1.2 miles to approximately 1.5 miles. For the operation, applicant proposed to use seven modern, single deck passenger busses, two to be assigned to each route and one to be retained for emergency use. The services proposed terminate at points on the routes of the Los Angeles Railway Corporation, and are intended, according to applicant's presentation, to divert traffic from its congestion at Eastern Avenue and Whittier Boulevard which is the terminus on Whittier Boulevard of the Los Angeles Railway Corporation.

Applicant appeared without witnesses in support of the application, and submitted his proposal upon his own statement. According to his testimony, applicant has not investigated the possible patronage the lines would receive, has not estimated the cost of operation, and was not prepared to commit himself as to the frequency of the schedules as proposed in the application, or the type of vehicle to be used. He estimated that the type of busses required for the service would cost approximately \$8,000 each. He further testified that he could not himself establish the service out of his own means, and that he expected to interest others in its establishment, if a certificate should be granted, and in some way properly finance the undertaking.

He made no estimate, however, as to what financing would be necessary or what volume of business would be required to sustain the operation, or what portion of the public would contribute to its support. In addition, applicant admitted that some of the streets designated for the operation have not been formally dedicated to public use; that condemnations are now in process for that purpose, and that it would probably be a year before he could utilize the routes chosen for the east and west operations. Applicant testified that he based his application on belief that such services, if established, would act as a diversion of traffic now passing over other lines, and distribute this traffic flow on the car lines of the Los Angeles Railway on Brooklyn Avenue and Fourth Street. He also testified that he had for two years sought to have the Los Angeles Railway establish such service, without result, but had not conferred with the operators of existing bus lines in the same territory, during that period. Upon this statement applicant rested his application.

Obviously applicant approached the rather serious business of establishing a costly service, without any preparation as to financing or any survey as to the possibilities of such service ever proving profitable. Not only is the presentation weak because it is the mere desire of the applicant, as shown by the record, but his admission that the service could not be established in any event on some portions of the line until a year has elapsed, satisfies us that the whole application is premature and not based on sufficient investigation to intelligently pass upon the assumption that either the public needs it or that it could be self-sustaining.

The only protestant to offer any testimony was the Motor Transit Company which presented a map of the region showing the

various services now existing for the transportation of persons in the region applicant sought to serve.

At present, those persons living north of Whittier Boulevard have an option over the H. & A. bus lines, or over the lines of protestant Belvedere Gardens bus, to reach either the Brooklyn Avenue line of the Los Angeles Railway by going northwardly, or connection with the Whittier Boulevard line terminus at Eastern Avenue by going southwardly. At present, there appear to be no better routes. An examination of the map (Exhibit No. 1) indicates that the services of Haguewood and Adams and Belvedere Gardens bus lines contact with the street railway lines at convenient points. The establishment of the lines proposed by applicant would, to a large extent, only duplicate the service now maintained by these carriers.

Under the record herein, we can only find that the service proposed by applicant is not sustained by any proof other than the desire of the operator, and that this desire is based upon a future, rather than a present, feasibility to give the service proposed, and we feel there is nothing left to do but to deny the application.

O R D E R

Claud Hollick having made application to the Railroad Commission of the State of California for permission to estab-

lish bus lines as described in said application, a public hearing having been held, and the matter having been duly submitted and being now ready for decision,

IT IS HEREBY ORDERED that the application herein be, and the same hereby is, denied.

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 13<sup>th</sup> day of November, 1928.

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*C. Seavey*  
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*Edward J. ...*  
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*Thomas D. ...*  
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*W. J. ...*

Commissioners