

ORIGINAL

Decision No. 10753

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
PALISADES BUS LINE for certificate
of public convenience and necessity
to operate passenger service between
Pacific Palisades and Los Angeles
High School, Rimpau Avenue and Coun-
try Club Drive.

} Application No. 7918.

Chas. H. Scott and Chas. Eoss,
in propria persona.

O. A. Smith for Pacific Electric
Railway Company.

BY THE COMMISSION.

O P I N I O N

A public hearing was held by Examiner Westover at Los Angeles upon the above application to operate a passenger stage service between Pacific Palisades and the vicinity of the Los Angeles High School, in a loop which would cross the Pacific Electric tracks at Vineyard Junction and the four western terminals of the Los Angeles Railway Company's Adams Street, Washington Avenue, Pico Street and West Eleventh Street lines.

Pacific Palisades is a new town just north of Santa Monica Canyon and on the ocean a few miles northwest of Santa Monica. Its purpose is to provide facilities for a series of religious and educational gatherings for various periods during the summer seasons, similar to those at Chautauqua Lake, New York, and Ocean Grove, New Jersey. Two tent cities have been provided,

one of 250 tents and one of 300 tents. There are to be 100 one room cottages, 25 of which are occupied and 50 of which are under construction. A number of permanent homes are also being built, as it is planned to make it a residence town and later extend the gatherings into the winter seasons.

The applicants are prominent in the management of the enterprise, and plan the stage service to accommodate, eastbound, pupils wishing to attend the Los Angeles High School, and, westbound, principally patrons of the gatherings referred to.

The present principal means of transportation is the system of the Pacific Electric Railway Company which operates lines in Los Angeles over Sixteenth Street, Santa Monica Boulevard and Hollywood Boulevard, all serving interurban territory and converging at its Utah Avenue station in Santa Monica, where connection is made with the local line to the Long Wharf, about a half mile south of Pacific Palisades. The several lines of the Los Angeles Railway give transfers to its Vermont Avenue line, which crosses the Pacific Electric tracks at Sixteenth Street.

It appears from the testimony that a far better service can be provided for Pacific Palisades by operating to and from the Pacific Electric Utah Avenue station in Santa Monica at more frequent intervals than the proposed two round trips a day, and as applicants expect to operate at a loss for the good of the cause they expressed a preference to operate to and from Santa Monica. The Pacific Electric does not protest such operation, but considers the service is needed. Although Pacific Palisades is in the city limits of Los Angeles, the Santa Monica High School is available for pupils from Pacific Palisades, and those who wish to attend the Los Angeles High School can have the advantages of

commutation rates, on Pacific Electric trains to and from Vineyard Junction, near the High School.

O R D E R

A public hearing having been held upon above application, the matter being submitted and ready for decision,

THE RAILROAD COMMISSION HEREBY CERTIFIES that public convenience and necessity require the operation by Charles H. Scott and Charles Hoss of a passenger stage service between Pacific Palisades and the Pacific Electric Utah Avenue Station in Santa Monica, but it does not require such service to or from points south or east of such station.

1. The operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been procured.
2. No vehicle may be operated in said service unless said vehicle is owned by the applicants herein or is leased by said applicants under a contract or agreement satisfactory to the Railroad Commission.
3. IT IS HEREBY ORDERED that applicants shall, within fifteen days from the date hereof, file with the Railroad Commission schedules and tariffs covering said proposed service, which shall be in addition to proposed schedules and tariffs accompanying the application; shall show each point proposed to be served and quote rates to and from each such point; and shall set forth the date upon which the

operation of the line hereby authorized will commence, which date shall be within thirty days from date hereof, unless time to begin operation is extended by formal supplemental order herein.

4. The authority herein contained shall not become effective until and unless the above mentioned schedules and tariffs are filed within the time herein limited.

Dated at San Francisco, California, this 21st day
of July, 1922.

H. C. Roundigo
Waring Martin
W. H. L. L. L.
J. J. Pennington

Commissioners.