

ORIGINAL

Decision No. _____

Decision No. 5418

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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| In the matter of the application of O. J. MARTIN for certificate of public convenience and necessity to operate stage service between Venice and Santa Monica. (Passenger service). |) | Application No. 3640 |
| In the matter of the application of FRANK FRANCIS for certificate of public convenience and necessity to operate stage service between Venice and Santa Monica. (Passenger service). |) | Application No. 3641 |
| In the matter of the application of O. C. SCRIBNER for certificate of public convenience and necessity to operate stage or truck service between Venice and Santa Monica. (Passenger service). |) | Application No. 3642 |
| In the matter of the application of J. P. MCGOWAN for certificate of public convenience and necessity to operate stage service between Venice and Santa Monica. (Passenger service). |) | Application No. 3643 |
| In the matter of the application of NELSON O. KELSO for certificate of public convenience and necessity to operate stage service between Venice and Santa Monica. (Passenger service). |) | Application No. 3644 |
| In the matter of the application of CHARLES CROW for certificate of public convenience and necessity to operate stage service between Venice and Santa Monica. (Passenger service). |) | Application No. 3645 |

J. E. Anderson for O. J. Martin.
Frank Francis in propria persona.
O. C. Scribner in propria persona.
J. P. McGowan in propria persona.
Nelson O. Kelso in propria persona.
Charles Crow in propria persona.
Frank Karr for Pacific Electric
Railway Company, protestant.

BY THE COMMISSION:

O P I N I O N

Each of the above named applicants applies for certificate that public convenience and necessity require him to operate a passenger stage service between Santa Monica and Venice, Los Angeles County.

A public hearing upon these applications was held by Examiner Westover in Los Angeles on May 8th.

By stipulation of parties, the applications were all heard together, the testimony being treated as offered in connection with each application so far as applicable.

From the testimony it appears that these six applicants own and operate in all eight Ford cars, all but two of them having 8-passenger bus bodies. All are operated over the same route from the eastern limits of Santa Monica westerly along Santa Monica Boulevard, parallel with the Pacific Electric car line and thence southerly to Windward Avenue, Venice. The route from Santa Monica Boulevard south to the Venice terminal substantially parallels the car line, most of the distance being but one block away from it. One of the applicants operated his car for several months parallel with the car line and several blocks to the east of it, but abandoned the route as unprofitable.

The applicants herein are members of the Bay Cities Auto Bus Owners and Operators Association, a co-operative organization, which maintains the terminals and keeps busses running upon schedule time. There are in

all seventeen busses which operate over the route in question upon a schedule accommodating fourteen busses at one time. The other three are kept in reserve and make extra trips when a bus is unable to make its scheduled trip; and also to make regular trips during the busier hours of the day. Under a fixed plan of rotation, three of the seventeen busses are taken off the regular schedule and put into the so-called reserve at intervals of about every five weeks. Besides the above seventeen busses operating between Venice and Santa Monica as above described, there are five additional busses which operate over the same route, and on to Sawtelle. One of them, however, is kept in the so-called reserve, so that there are a total of four busses operated regularly.

Applicants estimate that regular busses operating the entire day from 6 A.M. to 11 P.M. carry an average of about 200 passengers per day and that reserve or extra busses operating about ten hours per day carry about 150 passengers per day. The fare charged by the busses and the street cars is 5¢ for all or part of the distance traveled, which is about five miles.

Pacific Electric Railway operates street cars over the same route seventy-five round trips daily; except that two round trips between Santa Monica Boulevard and Ocean Avenue and Sawtelle are made via San Vincente Boulevard and Brentwood Park; but the route of these cars southerly from Santa Monica to Venice is the same as the cars making the seventy-three round trips daily. Besides this service there is also a 20-minute service by the so-called short line cars operating between Los Angeles.

Venice and Santa Monica and covering that portion of the route lying between Windward Avenue, Venice and Santa Monica Boulevard in Santa Monica.

Mr. Anderson, who is the traffic manager for the Bus Association, testified that in his opinion if the Pacific Electric should cease all local service between Venice and Santa Monica it would have little effect upon the business of the busses, although it would increase their business somewhat. It also appears from the testimony of Mr. R. E. Kelly, an agent of the Pacific Electric passenger department, that the travel by cars is very light and that the present equipment operated over the route in question can very comfortably handle four or five times as many passengers as it now handles. It is also apparent from the figures given that the bus line is operated only to about half its capacity. The transportation agencies already authorized to operate over the route in question are more than able to adequately serve public convenience and necessity.

The bus lines in question were established prior to May 1, 1917, and each appears to have been sold several times. Each of the six present applicants purchased since that time and so far has been operating without authority.

O R D E R

O. J. MARTIN, FRANK FRANCIS, O. C. SCRIBNER, J. P. MCGOWAN, NELSON O. ZELSO and CHARLES CROW having applied to the Railroad Commission for declaration that public convenience and necessity require

them to operate automobile passenger stage line between Santa Monica and Venice, public hearing having been held thereon, and it appearing from the testimony that public convenience and necessity does not require the service proposed.

IT IS HEREBY ORDERED that each of said applications above described be and it is hereby denied.

Dated at San Francisco, California, this 24th day of May, 1916.

Miss Thelen
H. L. Loveland
Arthur D. ...

Commissioners.