

ORIGINAL

Decision No. 8106

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application
of S. C. HAMILTON and CHAS. R.
LUSBY for a certificate of public
convenience and necessity to op-
erate an auto stage service between
Pasadena and Pomona, via Monrovia,
Azusa, Glendora, San Dimas and La
Verne.

Application No. 5914.

Rollin E. McNitt for applicants.
Allen G. Mitchell for Thomas & Thomas,
operating Citrus Belt Bus Line.
Frank Karr for Pacific Electric Railway
Company.
F. E. Watson for Southern Pacific Company.

BY THE COMMISSION:

O P I N I O N

S. C. Hamilton and Chas. R. Lusby apply
for authority to operate an auto stage service for the com-
mon carriage of passengers and baggage between Pomona and
Pasadena, serving as intermediate points La Verne, San
Dimas, Glendora, Azusa and Monrovia.

A public hearing upon the application
was held by Examiner Westover at Pomona.

Applicants propose to operate 20-passenger

glass-enclosed buses, seven round trips daily in each direction at two hour intervals from 7:00 A.M. to 6:30 P.M. for a through fare of \$1.00 one way and \$1.75 round trip, with fares to intermediate points in proportion. The proposed one way fares are based on about 3 1/3¢ a mile, round trips about 3¢ and with commutation rates to be provided at about 1 1/2¢ a mile. The rates are slightly lower than the rail rates now in effect.

The proposed service would afford direct connection between points on the Pacific Electric Glendora-Monrovia line and its San Dimas-San Bernardino line, as there is no present means of public transportation between San Dimas and Glendora. At Pasadena the service would afford direct connection with the stage line to and from Santa Monica and Venice via Eagle Rock and Glendale.

At the hearing applicants' announced that they did not desire to serve locally between Pomona, La Verne and San Dimas as these points are served by Citrus Belt Line, which thereupon withdrew its protest. Applicants wish, however, to afford these points through service to Glendora and points west.

The present rail service is that of the Santa Fe through North Pomona, three miles north of Pomona, with one train a day westbound and three trains eastbound daily, but with no suitable connection at North Pomona; the Southern Pacific via Shorb and the Pacific Electric, six trains westbound and five trains eastbound daily between Pomona and Pasadena only. The only rail service to all the points in question is that of the Pacific Electric via Covina Junction,

using its "Short Line" or "Oak Knoll" lines to Pasadena and its Monrovia line for Monrovia, Azusa and Glendora, a round-about route.

Groups of witnesses from each of the towns to be served testified to the use they would like to make of the proposed line and its convenience to them and their communities for business and pleasure trips, and for travel between Pomona College at Claremont, La Verne College at La Verne, and Glendora and points west thereof. Applicants expect considerable tourist travel because of the beauty of the Foothill Boulevard route.

The position of the Pacific Electric is that the present rail service is adequate. It sought authority to build a line from San Dimas to Glendora, connecting its Monrovia line with its San Bernardino line, but at that time the Commission could not approve such a capital expenditure because of the war emergency then existing. (See Dec. No. 5192 of March 9, 1918, Vol. 15, Opinions and Orders of the Railroad Commission, page 1134.)

In May of this year it had under consideration the establishment of a stage line between these points and probably would have applied for authority but for the fact that other lines were also under consideration and a general conclusion has not been reached.

Considering the needs of the communities in question and their rapid growth in population and traffic, the application should be granted.

O R D E R

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

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by S. C. Hamilton and Chas. R. Lusby of automobile stage service for the common carriage of passengers and baggage between Pasadena and Pomona, serving as intermediate points La Verne, San Dimas, Glendora, Azusa and Monrovia, but that it does not require them to serve locally between Pomona, La Verne and San Dimas, and the authority herein contained is granted upon the condition that they do not render such local service but they may furnish service between said three points and Glendora and points west thereof.

The rights and privileges hereby granted may not be transferred nor assigned unless the written consent of the Railroad Commission to such transfer or assignment has first been procured.

IT IS HEREBY ORDERED that 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.

IT IS HEREBY FURTHER ORDERED that the said applicants shall within 20 days from the date hereof file with the Railroad Commission its schedule and tariffs covering said proposed service, which shall be in addition to proposed schedule and tariff accompanying the application, and shall set forth the date upon which the operation of the line hereby authorized

will commence, which date shall be within 90 days from date hereof, unless time to begin operation is extended by formal supplemental order.

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

Dated at San Francisco, California, this

16th

day of September, 1920.

W. J. Loveland
Frank P. Herwin
H. B. Underhill
Erving Martin
Commissioners.