

Decision No. 28208

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of Motor Coach Company, a corpora-
tion, for authority to operate a
motor-coach service for the trans-
portation of persons, as a common
carrier, for compensation, between
Santa Monica and San Fernando,
California, and intermediate points,
via Santa Monica Boulevard, Sepul-
veda Boulevard, Brand Boulevard,
and San Fernando Road, as an
enlargement and extension of
applicant's existing motor-coach
service, to be operated therewith
as a unified and consolidated system.

Application No. 20471

ORIGINAL

H.H. Sanborn & O.A. Schulenberg, for Applicant
H.G. Weeks & H.O. Marler, for Los Angeles Motor Coach Co.,
Interested Party
H.G. Weeks, for Los Angeles Railway Corp., Interested Party
H.O. Marler, for Pacific Electric Railway Company, Interested Party
Don L. Campbell, for Original Stage Lines, Inc. Interested Party

BY THE COMMISSION:

O P I N I O N

Motor Coach Company, a corporation, herein seeks a certificate of public convenience and necessity to establish and maintain motor coach service for the transportation of persons as common carrier between Santa Monica and San Fernando and intermediate points as an extension and enlargement of the consolidated routes now possessed by applicant under Decision No. 28178, dated August 18, 1935, on Application No. 20014.

Public hearing thereon was conducted by Examiner Williams at Los Angeles.

Applicant conducts a passenger motor coach service between Santa Monica and San Pedro, also serving Venice, Redondo Beach, Torrance, Long Beach, Wilmington and San Pedro and all

intermediate points. The purpose of the application is to extend this service from all points now served to and including San Fernando, a municipal corporation, within the corporate limits of the City of Los Angeles, and other portions of the San Fernando Valley.

Service between Santa Monica and San Fernando has been established and maintained heretofore by other carriers but without success and such operations were abandoned. Applicant herein now believes that, with the improved routing through Sepulveda Canyon and by the interconnections with all other points served by it, the operation may be profitably conducted. It would furnish direct and frequent access between the San Fernando Valley region and the beach points and to the harbor of Los Angeles.

According to the testimony of A. L. Owen, Traffic Superintendent of applicant, there have been many requests for transportation directly into the San Fernando Valley instead of by the longer route through Los Angeles and also for connections with other carriers serving San Fernando Valley,--particularly with Pacific Electric Railway and Pacific Greyhound Lines, Inc., whose services will intersect those proposed by applicant.

Applicant was supported by the San Fernando Junior Chamber of Commerce, Chamber of Commerce of Redondo Beach, Torrance Chamber of Commerce, the West Los Angeles Division of the Los Angeles Chamber of Commerce and the Chambers of Commerce of San Pedro, Lomita and Venice.

Opposition of other carriers was withdrawn after stipulations entered into with Pacific Electric Railway Company and Bay City Transit Company, applicant accepting restrictions protecting the services of each of the carriers named. No other opposition presented itself.

Applicant's request for this proposed service is based largely on the demands of its own patrons in the large area it now serves and also by requests made in the San Fernando Valley, particularly from the City of San Fernando.

The route to be traversed by applicant is a new one, twenty-four miles long (several miles less than any present operation). The schedules proposed appear satisfactory. Applicant proposes to give two morning and two afternoon schedules, in each direction. The rates to be proposed for the extension are based upon 2 $\frac{1}{4}$ ¢ per mile, with one exception, and the proposed fares are to be combined with the existing fares between points now served; thus making through fares, the full sum of both local fares.

Applicant has shown a reasonable need for the establishment of the service proposed, and in spite of the fact that previous similar operations have not proved successful. Applicant, however, now believes that it can make the experiment a success without competing with other carriers and we believe this certificate should be granted with the understanding that applicant is undertaking an experimental service for a traffic that must be well developed to become profitable.

ORDER

Motor Coach Company, a corporation, having made application for a certificate of public convenience and necessity to establish and operate automotive motor coach service for the transportation of persons as a common carrier for compensation between Santa Monica and San Fernando and intermediate points as an enlargement and extension of applicant's existing motor coach service, to

be operated therewith as a unified and consolidated system, public hearing having been held and the matter having been duly submitted and now being ready for submission,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the establishment and maintenance of the service indicated in the foregoing paragraph over and along the following route:

From Santa Monica via Santa Monica Blvd. to Sepulveda Blvd.; thence north on Sepulveda Blvd. and Brand Blvd. to San Fernando Road; thence on San Fernando Road to depot in the City of San Fernando, and returning by exactly the same route; and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same is hereby granted Motor Coach Company, a corporation, subject to the following conditions:

1. Applicant shall file a written acceptance of the certificate herein granted, within a period of not to exceed fifteen (15) days from the date hereof, stipulating in said acceptance that the certificate herein granted is an extension and enlargement of the routes of applicant heretofore granted by Decisions Nos. 28178 and 28867, in Application No. 20014, and is merged and consolidated therewith.
2. The certificate herein granted is to be subject to all of the restrictions imposed by Decisions Nos. 28178 and 28867 and in addition the following:
 - (a) Applicant will not carry passengers locally between the intersection of Waterford Street and Sepulveda Boulevard, City of Los Angeles, and the intersection of Washington Boulevard and Lincoln Boulevard and the intersection of 17th Avenue and Speedway, both in the (Venice) City of Los Angeles, nor between points intermediate thereto, nor between points intermediate thereto or either of said points;
 - (b) Applicant will not carry passengers locally between the City of San Fernando and the

2. (b)Cont'd.

intersection of Sherman Way and Sepulveda Boulevard, City of Los Angeles, nor between intermediate points thereto, nor between points intermediate thereto and either of these said points.

3. Applicant shall commence the service herein authorized within a period of not to exceed thirty (30) days from the effective date hereof, and shall file in triplicate and concurrently make effective on not less than ten (10) days' notice to the Railroad Commission and the public a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates and rules which in volume and effect, shall be identical with the rates and rules shown in the exhibit attached to the application in so far as they conform to the certificate herein granted, or rates and rules satisfactory to the Railroad Commission.
4. Applicant shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, on not less than five (5) days' notice to the Railroad Commission and the public, time schedules covering the service herein authorized in a form satisfactory to the Railroad Commission.
5. 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 obtained.
6. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by applicant under a contract or agreement on a basis satisfactory to the Railroad Commission.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 16th day of June, 1936.

M. B. Lewis

W. J. Lewis

Frank R. Baker

Commissioners.