

Decision No. 23860

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
ASBURY RAPID TRANSIT SYSTEM, a corp- )  
oration, for authority to extend its )  
authorized common carrier transporta- )  
tion service by motor coach, designated )  
as its Hollywood-Culver City-Inglewood )  
Division, to the intersection of Imperial )  
Highway and Inglewood & Redondo Boulevard.)

ORIGINAL

Application  
No. 23860

BY THE COMMISSION:

O P I N I O N

By application filed on December 9, 1940, as amended, Asbury Rapid Transit System seeks authority of the Commission to extend its operations as a passenger stage corporation for the transportation of passengers only, from Culver City to Inglewood, terminating at the intersection of Imperial Avenue and Inglewood-Redondo Boulevard (Mines Field)<sup>(1)</sup>. The proposed extension is intended to be operated in conjunction with applicant's present passenger service between Culver City and Hollywood, to render through service via Culver City between Hollywood and the Inglewood Municipal Airport (Mines Field).

Applicant now possesses seasonal authority to operate between Hollywood, Culver City and Inglewood via a designated route on racing days only, during the racing season of the

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(1) Pursuant to operative rights heretofore granted by the Commission, applicant is presently engaged in the business of operating a motor coach service for the transportation of passengers as a common carrier for compensation between several points in the county of Los Angeles and more particularly between Hollywood, on the one hand, and Culver City and Inglewood, on the other hand.

Hollywood Turf Club in the city of Inglewood. If this application were granted, the seasonal operation would continue, but due to the specific route attached to the seasonal operation which terminates at a point far removed from the Mines Field airport, and for additional reasons which are hereinafter stated, this application was filed.

The conditions relied upon by applicant as justification for the granting of the authority here sought, are (1) the development of the aircraft industry which has caused a large industrial expansion and increase in the number of employees traveling from and to the plants of Douglas Aircraft Company, Inc., North American Aviation, Inc., Interstate Aircraft & Engineering Corp., and other allied concerns whose factories would be directly served by the extension of applicant's service; (2) that at the present time there is no direct public passenger service between the points proposed to be served by the extended operation, on the one hand, and Hollywood, Culver City and Beverly Hills, on the other hand; (3) that applicant's proposed extension would afford direct service to the traveling public between Hollywood, Culver City and Beverly Hills, on the one hand, and airplane plants and residential districts in the vicinity of Inglewood, on the other hand.

Applicant now operates a passenger service by motor coach serving the airplane industry located in the San Fernando Valley, particularly in the vicinity of Burbank, and has received many requests and demands for the establishment of direct common carrier passenger service between that center of the airplane industry and the aircraft factories located along and adjacent to the route of applicant's proposed extension of service.

The route via which applicant would operate the said

extension commences at applicant's depot at 1627 North Cahuenga Boulevard, Los Angeles, thence via the presently authorized route of applicant's Hollywood-Culver City-Inglewood Division to the intersection of Washington Boulevard and Motor Avenue in Culver City,

thence via Washington Boulevard to Overland Avenue,  
thence via Overland Avenue to Jefferson Boulevard,  
thence via Jefferson Boulevard to Centinela Avenue,  
thence via Centinela Avenue to Sepulveda Boulevard,  
thence via Sepulveda Boulevard to Imperial Highway,  
thence via Imperial Highway to Inglewood and Redondo Boulevard (Mines Field).

On the return trip applicant's proposed service would be conducted over and along the same route described in the out-bound schedule from the intersection of Imperial Highway and Inglewood and Redondo Boulevard to the intersection of Sunset Boulevard and Highland Avenue,

thence via Highland Avenue to Hollywood Boulevard,  
thence via Hollywood Boulevard to Cahuenga Boulevard,  
thence via Cahuenga Boulevard to Selma Avenue,  
thence via Selma Avenue to Public Alley located be-  
tween Cahuenga Boulevard and Wilcox Avenue,  
thence via Public Alley to applicant's depot at 1627  
Cahuenga Boulevard.

Exhibit "A" attached to the application sets forth the proposed schedule of passenger fares between all points to be served by applicant's proposed route. <sup>(2)</sup> Also attached to said application, as Exhibit "B," is a proposed time schedule showing the minimum time of operation both inbound and outbound between the

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(2) A minimum one-way fare of 5 cents and graduated round-trip and multiple-ride tickets are proposed. For example, the proposed fares between Hollywood and Inglewood (Mines Field) for a distance of 17.6 miles are as follows: one-way, 35 cents; round-trip, 65 cents; 12-ride, \$2.95; and 30-ride \$8.40.

Hollywood bus depot and Mines Field. (3)

Although there is no direct passenger service by any common carrier between the points and along the route here proposed, applicant submitted a copy of its application to the Pacific Electric Railway Company and the Inglewood Transit Lines. The Pacific Electric Railway Company advised the Commission by letter that it has no objection to the granting of the application provided that applicant restricts its operation to preclude the handling of passengers, locally, between the intersection of La Tijera and Sepulveda Boulevard and the intersection of Imperial Highway and Sepulveda Boulevard, including intermediate points. It was understood that said restriction would not prohibit applicant from handling passengers from and to points within the restricted area when traveling to and from points outside the restricted area.

The Inglewood Transit Lines advised the Commission and the applicant that it has no objection to the granting of the authority sought provided that no passengers are handled by applicant locally between Imperial Highway and Sepulveda Boulevard, on the one hand, and the intersection of Inglewood-Redondo Boulevard and Imperial Highway, on the other hand. This restriction, however, would not prohibit applicant from handling passengers from and to points within the restricted area when originating at

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(3) The schedule proposes three services daily in each direction, as follows:

<u>Southbound</u>		<u>Northbound</u>	
<u>Leave</u> Hollywood	<u>Arrive</u> Mines Field	<u>Leave</u> Mines Field	<u>Arrive</u> Hollywood
6:45 A.M.	7:40 A.M.	7:40 A.M.	8:35 A.M.
12:30 P.M.	1:25 P.M.	1:40 P.M.	2:35 P.M.
4:45 P.M.	5:40 P.M.	5:40 P.M.	6:35 P.M.

or destined to points outside the restricted area. The applicant has signified that the foregoing restrictions are agreeable, and a formal amendment incorporating them in the application was subsequently filed by it.

A review of the evidence submitted in support of the application appears to lead to a conclusion that the proposed extension of applicant's present operative rights would serve the interests of public convenience and necessity. Due to the exigencies of the national defense program, the aviation industry located adjacent to and in the vicinity of applicant's proposed route has received a material impetus with a resulting need for prompt and direct passenger transportation service between the homes of aircraft employees and the plants of the Douglas Aircraft Company, Inc., North American Aviation, Inc., Interstate Aircraft & Engineering Corp., and other allied concerns. The granting of the authority here sought would further promote a direct co-ordination of passenger travel between the foregoing plants and other aviation industries located in the San Fernando Valley, particularly in the vicinity of Burbank. The seasonal authority now exercised by applicant authorizing operation between Hollywood and Inglewood is not satisfactory because of the seasonal restriction and, moreover, because the seasonal route does not reach the aircraft plants, nor does the Inglewood terminus reach Mines Field.

The restrictions upon the proposed service submitted by two interested carriers in this territory having been adopted by the applicant and said carriers having signified that they have no objection to the granting of the authority here sought, this appears to be a matter in which a public hearing is unnecessary and one in which an ex parte order may properly issue.

Upon a consideration of the application, therefore, and in view of the evidence offered in support thereof, we find that public convenience and necessity justify and require the granting of the authority here sought.

O R D E R

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA having given full consideration to the instant application and the evidence offered in support thereof, hereby declares and finds that public convenience and necessity justify and require the granting of the authority sought herein. Pursuant to this finding,

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and it is hereby granted to applicant to establish and operate, as an extension of its present operations, service as an automotive passenger stage corporation, as that term is defined in Section 24 of the Public Utilities Act, for the transportation of passengers over and along the following public highways between Hollywood and the intersection of Imperial Highway and Inglewood-Redondo Boulevard (Mines Field) in the city of Inglewood, said operation being subject to the following conditions:

1. No service shall be performed by applicant for the handling of passengers, locally, between the intersection of La Tijera and Sepulveda Boulevards and the intersection of Imperial Highway and Sepulveda Boulevard, including intermediate points, except that said restriction will not prohibit the handling of passengers from and to points within the restricted area when traveling to or from points outside the restricted area.

2. Applicant shall not render local service for the handling of passengers between Imperial Highway and Sepulveda Boulevard, on the one hand, and Inglewood-Redondo Boulevard and Imperial Highway, on the other hand. Said restriction will not prohibit the handling of passengers from and to points within the restricted area when traveling to or from points outside the restricted area.

IT IS HEREBY FURTHER ORDERED that in addition to the conditions hereinabove specified, the applicant shall comply with and observe the following service regulations:

1. Subject to the authority of this Commission to change or modify said routes at any time by further order, Asbury Rapid Transit System shall conduct said passenger stage operation over and along the following described routes:

Via the presently authorized route of applicant's Hollywood-Culver City-Inglewood Division to the intersection of Washington Boulevard and Motor Avenue in Culver City,

thence via Washington Boulevard to Overland Avenue,  
thence via Overland Avenue to Jefferson Boulevard,  
thence via Jefferson Boulevard to Centinela Avenue,  
thence via Centinela Avenue to Sepulveda Boulevard,  
thence via Sepulveda Boulevard to Imperial Highway,  
thence via Imperial Highway to Inglewood and Redondo  
Boulevard (Mines Field),

and on a return route over and along the same avenues and highways as above designated to the point of beginning.

2. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from the date hereof.
3. Applicant shall commence the service herein authorized within a period of not to exceed fifteen (15) days from the effective date hereof.
4. Applicant shall file, in triplicate, and make effective within a period of not to exceed fifteen (15) days from the effective date

hereof, on not less than five (5) days' notice to the Railroad Commission and the public, a tariff and a time schedule covering the service herein authorized, in a form satisfactory to the Railroad Commission.

The effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, this 4<sup>th</sup> day of February, 1941.

[Signature]  
[Signature]  
[Signature]  
Justin J. Quenneville  
Francis K. Havens  
COMMISSIONERS