

ORIGINAL

Decision No. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 CYRIL V. BENNETT for certificate of)
 public convenience to extend motor bus) Application No. 23821
 passenger service to certain addition-)
 al areas.)

In the Matter of the Application of)
 THOMAS R. CARPENTER, doing business as)
 INGLEWOOD TRANSIT LINES for authority)
 to extend and reroute its authorized) Application No. 23942
 common carrier transportation service)
 by motor coach, designated as its)
 Inglewood-Los Angeles Airport-El Segundo)
 Line to Hawthorne, California.)

W. R. WILLIAMS, for applicant in Application No. 23821.

VERNON P. SPENCER, for applicant in Application No. 23942.

MAX E. UTT, for Los Angeles Railway Corporation, an interested party.

D. B. MAURICE, for Sunset Stages, an interested party.

GEORGE E. LINDELOF, JR., for city of Hawthorne, protestant in Application No. 23821.

BY THE COMMISSION:

O P I N I O N

By Application No. 23821, as amended, Cyril V. Bennett, doing business as the ~~Prairie Avenue~~ Transit Line, seeks authority to extend his passenger stage operations at certain points in the vicinity of Inglewood and Hawthorne, and to operate over an

(1)
alternative route within the city of Hawthorne. By Application No. 23942 Thomas R. Carpenter, doing business as Inglewood Transit Lines, seeks authority to extend and reroute his passenger stage operations between Inglewood and El Segundo to serve the city of Hawthorne.
(2)

The matters were consolidated for hearing on a joint record and public hearing was had before Examiner Broz at Inglewood on February 17, 1941 at which time evidence was received, the matters were submitted, and they are now ready for decision.

The Los Angeles Railway Corporation, and D. B. Maurice, the latter doing business as Sunset Stages, appeared at the hearing as interested parties. The city of Hawthorne appeared by its city attorney as a protestant in Application No. 23821.

Application No. 23821 - Cyril V. Bennett,
doing business as Prairie Avenue Transit Line

Applicant proposes three extensions of passenger stage service and seeks authority to reroute a portion of his present service within the city of Hawthorne. The applicant testified with respect to these matters, and described his proposals as follows:

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- (1) Applicant Bennett now operates a passenger stage service between Inglewood and Lawndale, serving the intermediate points of Lennox and Hawthorne, by virtue of authority granted by Decision No. 17285 of August 27, 1926, in Application No. 12596, and Decision No. 33321 of July 9, 1940, in Application No. 23540.
 - (2) Applicant Carpenter operates a passenger stage service between several points in Los Angeles County pursuant to authority heretofore granted by this Commission. One of his authorized operations (an extension of which is sought herein) is presently conducted between Inglewood and El Segundo, via the Los Angeles Municipal Airport, under authority granted by Decision No. 33476 of September 10, 1940, in Application No. 23526.

INGLEWOOD "SHOE-STRING" EXTENSION

1. By diversion from the present service of applicant at Prairie Avenue and Imperial Boulevard, east along Imperial Boulevard to Crenshaw Boulevard, thence north to 110th Street, thence west on Yukon Street, thence south to Imperial Boulevard, thence west to the point of beginning, a total distance of four miles.

ARLINGTON TERRACE EXTENSION

2. By extension of the present service of applicant from the intersection of Prairie Avenue and 147th Street, south on Prairie Avenue to Compton Boulevard, thence west to Arlington Avenue, thence south to 154th Street, thence west to Crenshaw Boulevard, thence north to Compton Boulevard, thence west to Prairie Avenue, thence north to 147th Street, the point of beginning, a total distance of five miles.
3. By extension of applicant's present service from the intersection of 139th Street and Crenshaw Boulevard, south on Crenshaw Boulevard to 154th Street, thence east to Arlington Avenue, thence north to Compton Boulevard, thence west to Crenshaw Boulevard, thence north to point of beginning, a total distance of three miles.

REROUTING OF PRESENT SERVICE

4. Alternative route within the city of Hawthorne, to operate over Hawthorne Boulevard instead of Acacia Street, between Broadway and El Segundo Boulevard, a total distance of two blocks, and one block west of the present route via Acacia Street.

In support of his first proposal the applicant testified that there are approximately 1500 residents in the area known as the Inglewood "shoe-string strip," (adjacent to the city of Inglewood) who are without public transportation of any kind. These persons, according to the witness, must walk for distances of more than one-half mile to reach the applicant's present service on Prairie Avenue and numerous demands for passenger service have been received from residents of this area, particularly from employees of two aircraft plants located at the Los Angeles Municipal Airport. The witness also offered in evidence a resolution

of the city council of Inglewood, endorsing this proposed service.

The second and third proposals to extend service to the Arlington Terrace district were supported by testimony of the applicant to the effect that Arlington Terrace is a new subdivision now undergoing a large building program; that about 300 houses have already been constructed there and about 600 more are to be erected within the next year. The residents of Arlington Terrace, according to the applicant, are now without public transportation service of any kind and must walk as far as a mile to reach the applicant's present service at 147th Street and Prairie Avenue.

The applicant testified that all his buses would serve the two new areas and would transport the public to Inglewood and Hawthorne under regular time schedules; that the proposed fares from the new districts to Hawthorne would be five cents (the same as present fares from adjacent points) and that the fare from Arlington Terrace to Inglewood would be 10 cents one way.

Several housewives, residents of the Inglewood "shoe-string strip" and Arlington Terrace, testified in favor of the proposed extensions of service, asserting that they must attend to shopping needs in Hawthorne and Inglewood, and that when their husbands use the family automobile they are handicapped and inconvenienced by a lack of public transportation service to Hawthorne and Inglewood.

No one appeared at the hearing in opposition to these proposed extensions of service, however, the Los Angeles Railway Corporation, by its attorney, offered a stipulation with respect

to restrictions in local service. The stipulation was accepted
(3)
by the applicant.

Applicant next testified concerning his proposed re-routing through the city of Hawthorne, which contemplates operation on Hawthorne Boulevard for a distance of two blocks between El Segundo and Broadway, in lieu of the present route over Acacia Street, between the same intersections. Acacia Street and Hawthorne Boulevard are parallel streets, one block apart, running north and south. The proposed new route, the applicant said, will enable buses to run on the main business artery of the city of Hawthorne and allow patrons to alight directly at the stores and shops on Hawthorne Boulevard instead of walking one block over from Acacia Street as at present. For reasons which will appear hereafter, it is not intended that the new route shall apply to all buses, but only on the 18 southbound schedules from Inglewood to Lawndale, and on the 9 northbound and southbound schedules between Lawndale and Hawthorne.

The city of Hawthorne, by its city attorney, appeared as a protestant to this portion of the applicant's request involving rerouting of service locally within the city of Hawthorne

(3) The terms of the stipulated restriction are as follows:

"Passengers will not be carried between any two points, both of which are westerly or northerly of the intersection of El Segundo Boulevard and Cedar Street in the city of Hawthorne, California; and passengers will not be carried to or from points on any of the routes of the applicant for transfer to or from the services of Thomas R. Carpenter, doing business as Inglewood Transit Lines, operating on or along Hawthorne Avenue between the intersection of Hawthorne Avenue and El Segundo Boulevard, and El Segundo Boulevard and the terminus of said services in the city of Inglewood, both points inclusive."

It appears from the testimony of applicant and witnesses for the protestant that the applicant operates some 27 schedules of bus service daily on his entire system. Of this number, 18 schedules are operated northbound and southbound between Inglewood and Lawndale, serving the intermediate points of Lennox and Hawthorne. Nine additional schedules between Lawndale and Hawthorne operate through the main business section of the city of Hawthorne in a manner satisfactory to the protestants. The 18 schedules between Inglewood and Lawndale, however, operate through the Hawthorne business district only on the southbound run and not on the northbound run. It is this failure of the applicant to operate his 18 northbound bus schedules through the business center of Hawthorne that forms the basis of the protest herein. The protest, therefore, is actually a criticism of a portion of the applicant's present service and routing.

By way of describing his present northbound service, the applicant testified that while his 18 northbound schedules do not operate directly through the business center of Hawthorne, he gives transfers to northbound passengers permitting them to transfer from his northbound to his southbound buses at Prairie Avenue and Broadway, all of the latter buses operating into the city of Hawthorne. There is a nominal wait of three minutes at the transfer point which is approximately one mile distant from the Hawthorne business district. Applicant stated that only 3 to 5 northbound passengers a day now avail themselves of this transfer privilege and that this number is insufficient to reimburse him for the cost of operating 18 northbound buses over the circuitous route through the center of Hawthorne at the

estimated added expense of approximately \$1.75 per day. (4)

It was conceded by the protestants that the present transfer arrangement permits northbound passengers to reach the Hawthorne business center but the witnesses asserted, nevertheless, that the applicant had promised them direct service in the event the new extension here sought is authorized from and to the Arlington Terrace tract. The president of the Hawthorne Chamber of Commerce testified that he received numerous requests from residents of Crenshaw Villa and Arlington Terrace for direct service into Hawthorne. He stated also that the physical transfer arrangement at Prairie Avenue and Broadway is often difficult during the rainy season. Upon cross-examination this witness agreed that most of the shopping in Hawthorne is performed by southbound passengers traveling from Inglewood to their homes and that the present southbound schedules of applicant all operate through the Hawthorne business district in a satisfactory manner at the present time.

Protestant's other witness, a member of the city council of Hawthorne, confirmed the direct testimony of the previous witness and indicated that the city council had given some consideration to the feasibility of inaugurating a municipal bus line to connect up the new residential districts with the city of Hawthorne and to render through service to the aircraft factories at the Los Angeles Municipal Airport. On cross-examination this witness conceded that if the desired rerouting of the

(4) The mileage on direct operation through the Hawthorne business district was estimated to be about 25 miles additional per day for the 18 buses. On the basis of applicant's operating expense of 7 cents per mile, the added cost of operation would amount to \$1.75.

northbound schedules proved to be noncompensatory for the small number of additional passengers carried, he would not urge the applicant to continue the direct service but that in any event the applicant should undertake to render the direct service at his own expense for a test period. At the conclusion of this witness' testimony, all the matters presented in this application were submitted on the record.

The evidence with reference to the proposed service to the Inglewood "shoe-string" and Arlington Terrace appears to indicate that the public requires the applicant's service to be extended to these areas. Public witnesses testified in support of the proposed service and no one appeared in opposition thereto. The new fares would be the same as existing fares except that a new fare of 10 cents for one-way trips is offered between Inglewood and the Arlington Terrace district, a distance of approximately 5 miles. ⁽⁵⁾ The record supports a finding that public convenience and necessity require the extension of applicant's passenger stage service by diversion or extension from his present services to the Inglewood "shoe-string" and Arlington Terrace districts.

The request for alternative routing to operate on Hawthorne Boulevard instead of Acacia Street within the city of Hawthorne appears to be in the public interest and will eliminate inconvenience to passengers who now walk one block from Acacia Street to reach the shops and stores on Hawthorne Boulevard. The city of Hawthorne expressed no objection to the granting of this request and the rerouting will be authorized.

(5) The applicant also offers to establish reduced fares for school children over his entire system on the basis of 45 one-ride coupons for \$1.30, or 4 cents a ride.

Turning now to the protest of the city of Hawthorne with respect to the failure of applicant's 18 northbound bus schedules to operate via the business district of the city of Hawthorne, it appears clear from the evidence that there is not at this time a sufficient number of northbound passengers who avail themselves of service into Hawthorne to justify the expense of the more circuitous operation. Moreover, the present northbound transfer arrangement accomplishes the same result as a direct service into Hawthorne, is more economical from an operating standpoint, and has not been shown of record to be either inconvenient or burdensome to the public. Under the circumstances, we do not find that the evidence adduced herein justifies the substitution of our judgment for the managerial discretion of the applicant and he will not be ordered to change the northbound routing of his Inglewood schedules at this time. He is cautioned, however, to observe carefully the development of northbound passenger traffic from Arlington Terrace and Crenshaw Villa to Hawthorne during the next few months and if sufficient public demand is created therefor he should apply to the Commission for the necessary authority to reroute his operations so as to establish direct service in lieu of the present transfer arrangement.

Application No. 23942 - Thomas R. Carpenter,
doing business as Inglewood Transit Lines.

In this proceeding the applicant proposes to extend and reroute his present passenger service by motor coach between Inglewood and El Segundo (1) to operate northbound and southbound bus schedules via the main business district of the city of Hawthorne and (2) to effect a physical connection with the passenger stage service of the Prairie Avenue Transit Line at the corner of

Broadway and Hawthorne Boulevard in the city of Hawthorne.

Applicant's operating manager testified substantially as follows: northbound from El Segundo to Inglewood, the applicant's proposed route would divert from the Imperial Highway at Redondo Boulevard, thence proceed south to 118th Street, thence east to Inglewood Avenue, thence south to El Segundo Boulevard, thence east to Hawthorne Boulevard, and north on Hawthorne Boulevard to the applicant's present terminus in the city of Inglewood. Southbound from Inglewood to El Segundo, the proposed route would proceed from the applicant's Inglewood terminal via Hawthorne Boulevard to Broadway in the city of Hawthorne, thence west on Broadway to Inglewood Avenue, thence north to 118th Street, thence west on 118th Street to Redondo-Inglewood Boulevard, thence north to Imperial, thence west on Imperial Highway over the present route into the city of El Segundo. (6)

The witness stated further that the total additional mileage to be traversed because of the extended route from and to the Hawthorne business district would be one and one-half miles on the southbound operation and two miles on the northbound operation. At the present time, according to the witness, the applicant operates 13 regular round-trip schedules daily

A change in the applicant's internal routing wholly within the city of El Segundo, requested by the city of El Segundo, and satisfactory to the applicant, is sought as follows: commencing at the intersection of Imperial Boulevard and Main Street in the city of El Segundo; thence southerly on Main Street to Pine Avenue; thence westerly on Pine Avenue to Concord Street; thence southerly on Concord Street to Grand Avenue; thence easterly on Grand Avenue to terminal at the southwest corner of Grand Avenue and Richmond Street; on the return trip, leaving the terminal at the southwest corner of Grand Avenue and Richmond Street, easterly on Grand Avenue to Main Street; thence northerly on Main Street to Imperial Highway, the point of beginning.

CORRECTION

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HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY

Broadway and Hawthorne Boulevard in the city of Hawthorne.

Applicant's operating manager testified substantially as follows: northbound from El Segundo to Inglewood, the applicant's proposed route would divert from the Imperial Highway at Redondo Boulevard, thence proceed south to 118th Street, thence east to Inglewood Avenue, thence south to El Segundo Boulevard, thence east to Hawthorne Boulevard, and north on Hawthorne Boulevard to the applicant's present terminus in the city of Inglewood. Southbound from Inglewood to El Segundo, the proposed route would proceed from the applicant's Inglewood terminal via Hawthorne Boulevard to Broadway in the city of Hawthorne, thence west on Broadway to Inglewood Avenue, thence north to 118th Street, thence west on 118th Street to Redondo-Inglewood Boulevard, thence north to Imperial, thence west on Imperial Highway over the present route into the city of El Segundo. (6)

The witness stated further that the total additional mileage to be traversed because of the extended route from and to the Hawthorne business district would be one and one-half miles on the southbound operation and two miles on the northbound operation. At the present time, according to the witness, the applicant operates 13 regular round-trip schedules daily

(6) A change in the applicant's internal routing wholly within the city of El Segundo, requested by the city of El Segundo, and satisfactory to the applicant, is sought as follows: commencing at the intersection of Imperial Boulevard and Main Street in the city of El Segundo; thence southerly on Main Street to Pine Avenue; thence westerly on Pine Avenue to Concord Street; thence southerly on Concord Street to Grand Avenue; thence easterly on Grand Avenue to terminal on southwest corner of Grand Avenue and Richmond Street; and on the return trip, leaving the terminal at the southwest corner of Grand Avenue and Richmond Street, easterly on Grand Avenue to Main Street; thence northerly on Main Street to Imperial Highway, the point of beginning.

between Inglewood and El Segundo and the net result of this proposal would be to serve the city of Hawthorne en route between these termini.

All schedules on the new route would operate via the city of Hawthorne. According to the witness, the extended service is offered at the request of the city of Hawthorne, the Hawthorne Chamber of Commerce, and the residents of Airway Village and Del Air. Two aircraft industries located at Los Angeles Municipal Airport also endorsed the applicant's proposal to extend his service particularly in so far as it seeks to effect a connection with the passenger service of the Prairie Avenue Transit Lines. This would enable aircraft employees living in Arlington Terrace and Crenshaw Villa to enjoy through passenger service between their homes and the Los Angeles Municipal Airport. No such service exists today and workers are compelled to drive their own cars or ride with fellow employees.

While no opposition to this application was expressed at the hearing, the Los Angeles Railway Corporation, by its attorney, offered a stipulation proposing certain restrictions in applicant's local service. The stipulation was accepted by
(7)
the applicant.

(7) As offered at the hearing, the stipulation reads as follows:

"Relative to the south and westbound route proposed, passengers will not be carried between any two points both of which are east of the intersection of Ramona Street and Broadway in the City of Hawthorne, both of which are between that intersection in the City of Hawthorne and the Inglewood terminus of said route; and relative to the east and north bound portion of the route, passengers will not be carried between any two points both of which are east of the intersection of Grevillea Avenue and El Segundo Boulevard in the City of Hawthorne, or both of which are between that intersection in the City of Hawthorne and the Inglewood terminus of said route."

The evidence of record substantiates a finding that the proposed extension of service into the city of Hawthorne and the resulting connection with the motor coach service of the Prairie Avenue Transit Lines will promote the convenience of the traveling public between El Segundo and the Los Angeles Municipal Airport, on the one hand, and the city of Hawthorne, on the other hand. In addition, the new route will enable employees of aircraft industries to travel between such points as Crenshaw Villa, Arlington Terrace and Lawndale and the Los Angeles Municipal Airport by means of public conveyances, a service which is not available to them at the present time. No increases in local fares are proposed. (8)

The evidence of record justifies a finding that public convenience and necessity require the establishment by the applicant of the extended service and the new route via Hawthorne. The application will be granted.

O R D E R

A public hearing having been had in these consolidated matters involving passenger transportation service by motor coach between points in the vicinity of Inglewood, Hawthorne, Arlington Terrace and El Segundo, the matters having been submitted, and the Commission being fully advised in the premises, it is hereby declared that public convenience and necessity justify and require (1) the extension of passenger service by the Prairie

(8) While no joint through fares between the applicant's line and the Prairie Avenue Transit Line are contemplated at this time, passengers may use the joint service by paying the local 5 cent fares of each line.

Avenue Transit Line to serve the residents of the Inglewood "shoe-string strip" and Arlington Terrace; and the rerouting of service via Hawthorne Boulevard in the city of Hawthorne and (2) the extension and rerouting of passenger service by the Inglewood Transit Lines between Inglewood and El Segundo to serve the city of Hawthorne, and:

I

IT IS HEREBY ORDERED that a certificate be and it hereby is granted to Cyril V. Bennett, doing business as the Prairie Avenue Transit Line, for the operation of an automotive passenger stage service, as that term is defined in section 2½ of the Public Utilities Act, for the transportation of passengers between Inglewood, Lennox, Hawthorne and Lawndale and intermediate points, on the one hand, and (1) the Inglewood "shoe-string strip" and (2) Arlington Terrace and intermediate points, on the other hand, said operations to be considered as extensions of the present operative rights of Prairie Avenue Transit Line, subject, however, to the following restriction:

Passengers will not be carried between any two points, both of which are westerly or northerly of the intersection of El Segundo Boulevard and Cedar Street in the city of Hawthorne, California; and passengers will not be carried to or from points on any of the routes of the applicant for transfer to or from the services of Thomas R. Carpenter, doing business as Inglewood Transit Lines, operating on or along Hawthorne Avenue between the intersection of Hawthorne Avenue and El Segundo Boulevard, and El Segundo Boulevard and the terminus of said services in the city of Inglewood, both points inclusive.

II

IT IS HEREBY FURTHER ORDERED that in the operation of said passenger stage service pursuant to the foregoing certificate, Cyril V. Bennett, doing business as the Prairie Avenue

Transit Line, shall comply with and observe the following service regulations:

1. Accept the certificate herein granted within a period of not to exceed fifteen (15) days from the date hereof.
2. Subject to the authority of this Commission to change or modify such at any time by further order, conduct said passenger stage operation over and along the following described routes:

INGLEWOOD "SHOE-STRING" EXTENSION

Commencing at Prairie Avenue and Imperial Boulevard, east of Crenshaw Boulevard, north to 110th Street, west to Yukon Street, south to Imperial Boulevard, thence west to point of beginning.

ARLINGTON TERRACE EXTENSION

Commencing at the intersection of Prairie Avenue and 147th Street, south on Prairie Avenue to Compton Boulevard, thence west to Arlington Avenue, thence south to 154th Street, thence west to Crenshaw Boulevard, thence north to Compton Boulevard, thence west to Prairie Avenue, thence north to 147th Street, the point of beginning.

Also, commencing at the intersection of 139th Street and Crenshaw Boulevard, south to 154th Street, east to Arlington Avenue, north to Compton Boulevard, west to Crenshaw Boulevard and north to the point of beginning.

ALTERNATIVE ROUTE IN THE CITY OF HAWTHORNE

In addition to the present route via Acacia Street in the city of Hawthorne, passenger service may be routed via Hawthorne Boulevard, between Broadway and El Segundo Boulevard as an alternative route, to be used on all southbound schedules, and on northbound schedules from Crenshaw Villa and 135th Street.

3. File in triplicate and make effective on not less than ten (10) days' notice to the Commission and the public, tariffs and time schedules covering the service herein authorized in a form satisfactory to this Commission and in accordance with the certificate herein granted.
4. Conduct the operation herein authorized in accordance with the fares, service and schedules described in the application.

III

IT IS HEREBY FURTHER ORDERED that a certificate be and it hereby is granted to Thomas R. Carpenter, doing business as Inglewood Transit Lines, for the operation of an automotive passenger stage service, as that term is defined in section 2 $\frac{1}{4}$ of the Public Utilities Act, for the transportation of passengers between Inglewood and El Segundo and intermediate points, on the one hand, and the city of Hawthorne and intermediate points, on the other hand, said operation to be considered as an extension of the present operative rights of the Inglewood Transit Lines between Inglewood and El Segundo, subject, however, to the following restriction:

Relative to the south and westbound route proposed, passengers will not be carried between any two points both of which are east of the intersection of Ramona Street and Broadway in the city of Hawthorne, both of which are between that intersection in the city of Hawthorne and the Inglewood terminus of said route; and relative to the east and northbound portion of the route, passengers will not be carried between any two points both of which are east of the intersection of Grevillea Avenue and El Segundo Boulevard in the city of Hawthorne, or both of which are between that intersection in the city of Hawthorne and the Inglewood terminus of said route.

IV

IT IS HEREBY FURTHER ORDERED that in the operation of said passenger stage service pursuant to the foregoing certificate, Thomas R. Carpenter, doing business as Inglewood Transit Lines, shall comply with and observe the following service regulations:

1. Accept the certificate herein granted within a period of not to exceed fifteen (15) days from the date hereof.

2. Subject to the authority of this Commission to change or modify such at any time by further order, conduct said passenger stage operation over and along the following described routes:

SOUTHBOUND ROUTE - INGLEWOOD TO EL SEGUNDO

Proceed from applicant's Inglewood terminal via Hawthorne Boulevard to Broadway in the city of Hawthorne, thence west on Broadway to Inglewood Avenue, thence north to 118th Street, thence west on 118th Street to Redondo-Inglewood Boulevard, thence north to Imperial, thence west on Imperial Highway on the present route into El Segundo.

NORTHBOUND ROUTE - EL SEGUNDO TO INGLEWOOD

Divert from the Imperial Highway at Redondo Boulevard, proceed south to 118th Street, thence east to Inglewood Avenue, thence south to El Segundo Boulevard, thence east to Hawthorne Boulevard, and north on Hawthorne Boulevard to applicant's present terminus in Inglewood.

ROUTING WITHIN THE CITY OF EL SEGUNDO

Commencing at the intersection of Imperial Boulevard and Main Street, in the city of El Segundo; thence southerly on Main Street to Pine Avenue; thence westerly on Pine Avenue to Concord Street; thence southerly on Concord Street to Grand Avenue; thence easterly on Grand Avenue to terminal on southwest corner of Grand Avenue and Richmond Street; and on the return trip, leaving the terminal at the southwest corner of Grand Avenue and Richmond Street, easterly on Grand Avenue to Main Street; thence northerly on Main Street to Imperial Highway, the point of beginning.

3. File in triplicate and make effective on not less than ten (10) days' notice to the Commission and the public, such changes or amendments in tariffs and time schedules as may be necessary to comply with the terms of this order, and in accordance with the certificate herein granted.

4. Conduct the operation herein authorized in conformity with the fares, service, and schedules described in the application, as amended.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 25th day of March, 1941.

[Signature]
[Signature]

Justus J. Casper
Francis L. Havens
COMMISSIONERS