

Decision No. 12764

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of
VERDUGO HILLS TRANSPORTATION COMPANY,
a corporation, for certificate of
public convenience and necessity to
operate a passenger stage service
between Pasadena, Flintridge, La Canada,
La Crescenta, Tajunga, Sunland and
intermediate points.)
Application No. 8816.

Warren E. Libby, by N. C. Folsom, for
Verdugo Hills Transportation Co.

W. R. Flint and Richard T. Eddy, for
Flintridge Motor Company, protestant.

SHORE, Commissioner:

OPINION ON REHEARING

On July 25, 1923 the Railroad Commission issued its Decision No. 12393 in the above entitled application, under which decision the Verdugo Hills Transportation Company was granted a certificate of public convenience and necessity authorizing the operation of an automotive stage line as a common carrier of passengers between La Canada and Pasadena in conjunction with its existing stage service between Los Angeles and Sunland, via La Canada.

On August 31, 1923 the Flintridge Motor Company filed a petition for rehearing, in which petition certain allegations were set forth which the Commission deemed sufficient to warrant a reconsideration of the above entitled application. The matter was accordingly set for rehearing before Commissioner Shore on September 26, 1923 at Los Angeles, at which time a rehearing was held. The matter was submitted and is now ready for decision.

Prior to the rehearing above referred to the Flint-ridge Motor Company filed an application for certificate authorizing it to extend its existing service from Flintridge to School Street, La Canada, and to change in certain respects its route as now operated. This application, while heard at the same time, will be decided in a decision to be issued concurrently with the decision in the present proceeding.

The Verdugo Hills Transportation Company at the present time operates automotive passenger stage service between Los Angeles and Sunland, via La Canada, La Crescenta, Tujunga, and intermediate points. The extension applied for is from its connection with existing line at La Canada through Flintridge to the terminus at Pasadena, two of the daily schedules to be operated directly through Sunland to Pasadena and the other schedules proposed to be operated as a stub line from Pasadena to a connection at La Canada.

Practically no additional evidence was introduced at the rehearing with reference to the public necessity for the service proposed by applicant herein other than that since the original decision in this matter applicant had made arrangements to establish a waiting room and ticket office at its proposed connection point at La Canada. The original testimony was principally to the effect that passengers now travelling from Sunland or Tujunga to Pasadena were obliged to go in a roundabout manner,- that is, to Glendale and there transfer to a stage line to Pasadena, or to disembark from applicant's present line at La Canada and walk three-tenths of a mile to the terminus of the Flintridge Motor Company's line at Flintridge; that this service is inadequate and inconvenient and that the traffic conditions necessitate and warrant the establishment of a connecting or through service.

A careful review of the testimony submitted at the original hearing, in conjunction with the testimony submitted at the rehearing, conclusively shows that while a connecting service at La Canada would be of benefit to the public the traffic moving between Pasadena, Tujunga and Sunland is of such a limited nature that the establishment of service as proposed by applicant herein in addition to the existing service of the Flintridge Motor Company would not be warranted, since the limited traffic would be adequately and efficiently handled by an extension of operations by the Flintridge Motor Company at its present terminus at Flintridge to La Canada, where connections will be made with lines of applicant operating between Los Angeles and Sunland. This extension has been applied for and will be considered in decision to be issued concurrently with the present opinion and order.

Additional evidence was adduced at the rehearing to the effect that seventy-five per cent. of the traffic that the applicant would expect to handle on the route to and from La Canada and Pasadena would be discharge and pick-up business within the Flintridge tract from points of origin or to points of destination west of Flintridge.

In view of the foregoing we are of the opinion and hereby find as a fact that public convenience and necessity do not warrant the establishment of automotive passenger stage service by applicant herein between La Canada and Pasadena either as a stub line connecting with its existing service at La Canada or for through service between Sunland, Tujunga, La Canada and Pasadena and an order will be entered accordingly.

O R D E R

A public hearing having been held in the above entitled matter, evidence submitted and the Commission being

IT IS HEREBY ORDERED that Decision No.12393, dated July 25, 1923, in the above entitled application be, and the same hereby is, revoked and annulled.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission.

C. Leavess
H. R. Knudsen
Egerton Shore
J. Whitling
Commissioners.