

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of the VERDUGO HILLS TRANSPORTA-
TION COMPANY for a certificate of
public convenience and necessity
to operate as a common carrier of
packages and passengers between
Montrose and Pennsylvania Avenue
and Michigan Avenue via Honolulu
Avenue.)

) Application No. 9228

Warren E. Libby and N. C. Folsom for Applicants.
C. W. Cornell for Pacific Electric Railway, Protestant.
O. T. Helpling, Val Harasmable and P. L. Hatch for
Glendale and Montrose Railway, Protestants.

BY THE COMMISSION:

O P I N I O N

Verdugo Hills Transportation Company has made application to the Railroad Commission for a certificate of public convenience and necessity to operate passenger and package service between Pennsylvania Avenue and Michigan Avenue and the community known as Montrose at the junction of Honolulu Avenue and Verdugo Road, in the County of Los Angeles.

A public hearing was conducted by Examiner Williams at Los Angeles.

Applicant now operates a transportation system between Sunland and Tujunga and the City of Los Angeles via LaCanada. It is proposed to divert four cars from the schedules now in force upon that system at Pennsylvania Avenue and Michigan Avenue, in the

region called La Crescenta, directly over Pennsylvania Avenue and Honolulu Avenue to the Verdugo Road thus avoiding a trip of one and eight tenths mile to La Canada and return to the junction of Honolulu Avenue and Verdugo Road. Applicant produced several witnesses who testified to the need of transportation service between the termini fixed in this application. The testimony of these witnesses was based largely upon the distances that were required to walk to the terminus of the Glendale and Montrose Railway, one-half mile northeast of the junction of Verdugo Road and Honolulu Avenue and about half way between Michigan Avenue and Honolulu Avenue, distant from each approximately one-quarter of a mile. It was also urged by applicant that the diversion of these cars would shorten the distance required to be travelled by those travelling from Tujunga to Los Angeles.

Application was protested by the Glendale and Montrose Railway on the ground that it is now constructing an extension of its railway from its present terminus to a point approximately contiguous to Pennsylvania Avenue south of Michigan Avenue and that this extension will give service to the area now without transportation facilities. This protestant further showed that it is making a southerly extension over a Salt Lake Railroad track to a point of contact with the Eagle Rock line of the Los Angeles Railway, thus furnishing service from Pennsylvania Avenue to the City of Los Angeles by rail at slightly lower rates than proposed by applicant herein. This protestant further showed that it has been maintaining service to the Montrose district for a number of years at large loss and that it is now in a position to benefit by increasing population and better through connections, that its purpose is to extend its operations as the future may require to give adequate service.

After the showing made by this protestant applicant entered into a stipulation that if the re-routing were permitted by the Commission no passengers would be received or transported from points between Pennsylvania Avenue and Michigan Avenue and Verdugo Road and Honolulu Avenue and that the application be considered only as a re-routing of its present service in order to shorten time. Applicant, however, did not show by any testimony that the present running time of his stages between Tujunga and Sunland and other points east of Pennsylvania Avenue and Michigan Avenue is a matter of complaint on the part of patrons, nor did he show that the withdrawal of the cars operating by way of La Canada would not deprive patrons of that portion of the route of necessary service.

In view of the testimony submitted and basing our finding upon the record herein we find as a fact that public convenience and necessity do not require the re-routing of the portion of the schedule of applicant as proposed herein and in view of the stipulation entered into by applicant with protestant Glendale and Montrose Railway we believe that the application should be denied.

O R D E R

Verdugo Hills Transportation Company having made application to the Railroad Commission of the State of California for a certificate of public convenience and necessity to operate as a common carrier of passengers and packages between Montrose and Pennsylvania Avenue and Michigan Avenue via Honolulu Avenue, a public hearing having been held, the matter having been duly submitted and now being ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that public convenience and necessity do not
require the operation, as proposed by applicant herein, and
as amended, and that that application be and the same hereby
is denied.

Dated at San Francisco, California this 10th day
of November, 1923.

C. L. Harvey

H. B. ...

Dwight ...

J. F. Whitney
Commissioners.