

Decision No. 14465

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the Matter of the Application of
B. R. FRASER for certificate of public
convenience and necessity to operate
passenger bus service from Intersec-
tion of Moneta Avenue and Manchester
Avenue, thence east to Main Street,
thence south on Main Street to 120th
Street, thence east on 120th Street to
South Park Avenue, thence north on
South Park Avenue to Manchester Avenue,
thence west to Moneta Avenue, in the
City and County of Los Angeles, State
of California.

Application No. 10453

W.W.Praul for Applicant;
C.W.Cornell and E.O.Marler for Pacific
Electric Railway, Protestant;
Gibson, Dunn & Crutcher, by S.M.Haskins,
for Los Angeles Railway Corporation,
Protestant.

BY THE COMMISSION:

OPINION.

In Application No. 10453, B. R. Fraser has applied for a certificate of public convenience and necessity to operate passenger bus service from the intersection of Moneta Avenue and Manchester Avenue, in the City of Los Angeles, to 120th Street and South Park Avenue, in the County of Los Angeles, and return.

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

Applicant proposes to establish motor bus service beginning at the intersection of Moneta Avenue and Manchester Avenue, thence east to Main Street, thence south on Main Street to 120th Street, thence east on 120th Street to South Park Avenue, thence north on South Park Avenue to Manchester Avenue, thence west on Manchester Avenue to Moneta Avenue, the point of beginning. The greater portion of this routing is outside of the municipal limits of the City of Los Angeles.

Applicant proposes to provide four 28-passenger new vehicles and such other equipment as may be required, and to operate on a half-hourly schedule in opposite directions, thus furnishing approximately 15-minute service over the entire route. The fare proposed is 6 cents for a single ride in either direction, and a commutation fare of twenty rides for one dollar, with no limitation on use of the ticket.

According to the testimony of B. R. Fraser, applicant herein, the route proposed will be of particular service to an area now without convenient facilities and involving a population estimated by himself to be from ten to fifteen thousand, and by others at slightly less or greater. According to Exhibit No. 1 of protestant Los Angeles Railway, the territory tributary to the routing shows 4030 houses, of which 3211 are on the interior of the route proposed by applicant, the west line of which is 1339 feet

distant from the Moneta Avenue line of the Los Angeles Railway, terminating at 116th Street. This same area is crossed at its southern end by the Watts-Redondo service of the Pacific Electric Railway.

The witnesses testified that many streets leading to the Moneta Avenue line of protestant Los Angeles Railway are poor, especially in bad weather, and that the ability to board cars is minimized by the large patronage already received from points east of Moneta Avenue, and south of 116th Street.

Applicant testified that he had undertaken to give this service at the instance of the South Los Angeles Improvement Association, which had made attempts to induce the establishment of bus service by either the Pacific Electric Railway or the Los Angeles Railway Corporation, protestants herein; that these negotiations had failed and that the demand and need were so pressing for a service of some sort, that he had agreed to undertake financing and operating the service proposed.

The Commission realizes that public convenience and necessity require the operation of an automotive stage service within the territory indicated in the application, and in the absence of an application in the matter under submission from either of the protesting railway companies operating lines close to this territory, the application of Mr. Fraser offers the only available means of meeting the existing public necessity.

The Commission does not feel called upon at this time to pass upon the question of whether auto bus operation on Main Street as part of the proposed route can be made permanently successful. This may be developed by the operation which is hereby authorized.

In view of the situation as a whole the Commission will accordingly grant the application of Mr. Fraser as applied for.

ORDER

A public hearing having been held in the above entitled proceeding, the matter being submitted and now ready for decision,

THE RAILROAD COMMISSION HEREBY ORDERS that a certificate of public convenience and necessity be and the same is hereby granted to R. B. Fraser to operate an automotive stage line as a common carrier of passengers over and along a route as follows:

Commencing at the intersection of Moneta Avenue and Manchester Avenue, thence east to Main Street, thence south on Main Street to 120th Street, thence east on 120th Street to South Park Avenue, thence north on South Park Avenue to Manchester Avenue, thence west on Manchester Avenue to Moneta Avenue,

subject to the following conditions:

1. Applicant shall file within a period of not to exceed ten (10) days from date hereof, his written acceptance of the certificate herein granted; and shall file, in duplicate, within a period of not to exceed fifteen (15) days from date hereof, tariff of rates and time schedules identical with tariff of rates and time schedules set out in exhibits attached to the application herein; and shall commence operation of service within a period of not to exceed twenty (20) days from date hereof.

2. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission thereto has first been secured.

3. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all other purposes the effective date of this order shall be twenty (20) days from and after date hereof.

Dated at San Francisco, California, this 17th day of
January, 1925.

H. B. Randall
Charles V.
Ernest Shore
George D. Squires
Commissioners.