

Decision No. 18869

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
C. F. HAGUEWOOD, T. H. ADAMS and)
ZED HAGUEWOOD for certificate of public)
convenience and necessity to operate) Application
passenger bus service between East) No. 11519
Montebello Gardens and Union Bus Terminal)
at 4344 Whittier Boulevard.)

C. F. Haguewood, for Applicants,
E. W. Kidd, for Motor Transit Company, Protestant,
Paul G. Mc Iver, City Attorney, for City of Montebello,
Protestant,
H. G. Weeks, for Los Angeles Railway Corporation,
Protestant.

BY THE COMMISSION -

OPINION

C. F. Haguewood, T. H. Adams and Zed Haguewood, co-partners in business, have petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by them of an automobile stage service as a common carrier of passengers between East Montebello Gardens and the Union Bus Terminal at 4344 Whittier Boulevard, and intermediate points.

Public hearings on this application were conducted by Examiner Handford at Los Angeles, the matter was duly submitted and is now ready for decision.

Applicants propose to charge rates in accordance with a schedule marked "Exhibit A" as attached to and forming a part of the application herein; to operate on a schedule leaving Edna Avenue and Fir Street, East Montebello Gardens at 5:15 A.M., 6:15 A.M. and thence half-hourly until 9:45 P.M., thence hourly until 11:45 P.M., returning leaving the Union Bus Terminal at 5:45 A.M., thence half-hourly until 10:15 P.M., thence hourly until 12:15 A.M., using as equipment two White busses, each of 20-passenger capacity. The route proposed by applicant is as follows:

Commencing at Edna Avenue and Fir Street, East Montebello Gardens, thence east on Edna Avenue to Oak Street; thence south on Oak Street to Washington Boulevard; thence west on Washington Boulevard to Whittier Boulevard; thence west on Whittier Boulevard to Leonard Avenue; thence north on Leonard Avenue to Sixth Street; thence west on Sixth Street to Vancouver Avenue; thence south on Vancouver Avenue to Whittier Boulevard; thence west on Whittier Boulevard to the Union Bus Terminal at 4344 Whittier Boulevard, and returning via the reverse of the foregoing route.

Applicants rely as justification for the granting of the desired certificate upon the following alleged facts:- that the present transportation facilities are not sufficient to care for the needs of the territory proposed to be served; and that there is no direct transportation to the Garfield High School or the Eastmont Grammar School.

Mr. B. S. Burney, engaged in the subdivision of the East Montebello Gardens Tract, testified the property was all outside the municipal limits of Montebello; that the tract has been opened eighteen months, six hundred lots having been sold and 480 residents being the estimated population of the tract; that the nearest portion of the tract served by car line was one mile distant, the most distant point being approximately two miles away; that the tract now has its closest transportation service furnished by the Motor Transit Company on Whittier Boulevard and the Montebello Municipal Bus Line; that in his opinion the proposed service was necessary for the residents of the district and for school children who attend school at Montebello, an average distance of $2\frac{1}{2}$ miles from the tract.

Mr. R. C. Ingalls, Principal of the Garfield High School, located at the intersection of Vancouver Boulevard and Sixth Street, testified the school was opened in September, 1925, with an enrollment of 900 students; that the school had a capacity of 2000; that 300 of the students resided west of Pasadena Avenue; that the Board of Education had made no arrangement for permanent

transportation for students who would receive service by the establishment of the proposed service; and that the facilities offered by the Montebello Municipal Bus Line would be of no advantage, such line requiring a half mile walk.

Dr. Geo. R. Hartshorn, residing at Eastmont, testified in behalf of applicants and favored the establishment of the proposed service, stating that his district was ignored by the existing transportation lines; that most of the residences were in the northerly portion of the East Montebello Garden tract which was now without transportation service; that the Eastmont district was estimated to include 416 families approximating 1600 people.

Mr. C. F. Haguewood, one of the applicants, testified regarding operations under the provisions of a contract for the transportation of high school students, it being the intention of applicants to co-ordinate the service with that at present operated on the so-called "H and A" bus line, operating between the end of the Los Angeles Railway Corporation's car line at First and Rowan Streets, and from the end of said corporation's Stevenson Avenue car line west of Pasadena Avenue at the junction of Whittier Boulevard to Bandini, using equipment and drivers for the transportation of school children under contract with the Board of Education and in addition caring for such business as may be available from the general public. The witness proposed to acquire a new bus to be devoted to this service at an estimated cost of \$4000. The anticipated revenue does not promise a return of operating costs and some pioneering service would be required to place the operation on a profitable basis.

Mr. Evans, Purchasing Agent of the Los Angeles City Board of Education, testified regarding the present arrangement with applicants for transportation of school children to the Garfield High School. It appears from such testimony that the witness, who has charge of the matter of contracting for the transportation of pupils to schools, is not in favor of continuing the contract

method if regular transportation can be secured, and for such reason he favors the granting of the application.

Two other witnesses favored the granting of the application, stating they would use the proposed service if authorized.

The Eastmont Chamber of Commerce by resolution duly filed at the hearings endorses the application and a petition signed by 153 residents along the proposed route was also filed.

The granting of the application is protested by the City of Montebello, operating the Montebello Municipal Bus Line, Los Angeles Railway Corporation, and Motor Transit Company.

Mr. Paul G. Mc Ivor, City Attorney of the City of Montebello, testified as to the objection of the municipality to the inauguration of the proposed service on the basis that revenue would be diverted from the municipal line which had operated at a deficit since its establishment, notwithstanding an increase from a 5 to 10 cent fare; and that a new bus was to be procured, making further capital expenditure necessary .

Mr. Edward N. Shack, Superintendent of the Montebello Municipal Bus, testified that the route of the line had been extended to East Montebello Gardens to a terminus at Eighth Street; that a fare change had been made whereby 5 cents was charged to the westerly boundary of Montebello and a 10 cent fare to the connection with the Los Angeles Railway car line, with a round trip fare of 15 cents between East Montebello and the street car terminal.

A new vehicle has been placed in such service, operating on a schedule furnishing 54 daily trips between the hours of 5:45 A.M. to 12:00 midnight. This witness is of the opinion that the revised service and rates of the municipal bus line will care for all necessity proposed to be served by applicants.

Mr. Max Green, General Passenger Agent of Motor Transit Company, testified of detours being made during the reconstruction of Whittier Boulevard, which detours had temporarily prevented

his company furnishing service to the portion of East Montebello adjacent to said Boulevard; that at one time his company operated a service to Montebello on a 15 minute headway, such service having been established at the request of the Chamber of Commerce, but proving unprofitable after three months operation, and having been withdrawn, also at the request of the Chamber of Commerce, and shortly thereafter the Montebello Municipal Bus line was established. The Motor Transit Company now operates on a normal 45 minute headway, with more frequent service during the morning and evening peak hours; has stations at Orange Street, in the center of Montebello on Whittier Boulevard, and at Belvedere Gardens, stages stopping to take on and discharge passengers at every block.

Mr. F. D. Howell, Vice President and Assistant General Manager of Motor Transit Company, testified as to his observation of the route over which applicants proposed to operate; that the volume of business available was not sufficient to support a profitable service; and that his company would extend the Montebello-Los Angeles fare limits to Orange Street, Montebello, being a reduction of 5 cents on one-way and round trip fares and a corresponding reduction on commutation fares.

Mr. H. G. Weeks, for Los Angeles Railway Corporation, stated the protest of his company was directed against the establishment of a local bus service in territory which might be available for extension of rail or bus service and regarding which some investigation had been made.

We have fully considered all the evidence and exhibits in this proceeding. It appears that the volume of business available does not justify the establishment of the proposed service; that existing transportation facilities by readjustment of schedules and rates of fare have supplied any necessity which would have been cared for by applicants; and that the existing facilities

are sufficient to care for the territory herein sought to be served.

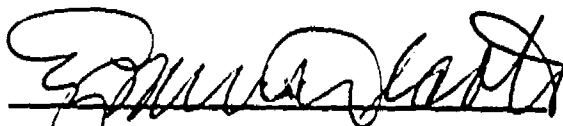
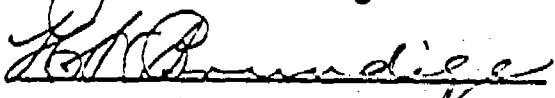
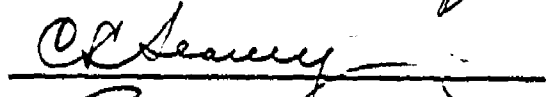

O R D E R

Public hearings having been held on the above entitled application, the matter having been duly submitted and the Commission being now fully advised,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity do not require the operation by C. F. Haguewood, T. H. Adams and Zed Haguewood, co-partners in business, of an automobile stage service as a common carrier of passengers between East Montebello Gardens and the Union Bus Terminal at 4544 Whittier Boulevard, and intermediate points, and

IT IS HEREBY ORDERED that this application be and the same hereby is denied.

Dated at San Francisco, California, this 17th day of May, 1927.

COMMISSIONERS.