



These streets are parallel to 120th Street, one-half mile apart. San Pedro Street is parallel to each and midway between. The new route, therefore, provides a service not more than one-fourth of a mile from its patrons. All of the operations of applicant connect with the San Pedro Street railway and bus lines of the Los Angeles Railway at Manchester Avenue, and Mr. Atkinson testified that ninety per cent of traffic is to and from the railway company services.

Applicant now uses three 21-passenger vehicles in his service, and proposes to add another at an approximate cost of \$5,000, an investment he testified he is able to make. Thirty-seven loop schedules are maintained daily, except Sundays and holidays, on Avalon Boulevard and Main Street, and, as amended at the hearing, twenty schedules will be maintained on San Pedro Street, operating only between Manchester Avenue and 121st Street. The fare to be charged is the same as for the other route, six cents (6¢). In the application, applicant sought the new routing as a separate certificate, but at the hearing amended his application to make it an addition to his present service and merged with it.

Applicant explained that for more than a year, there has been a demand for service along San Pedro Street, for a distance of two miles, all within the city limits. Efforts were made by the Board of Public Utilities to induce the Los Angeles Railway to extend its bus line, but were not successful. The Board then asked applicant to offer the service in connection with his own. As applicant did not wish to have his operations under different public authorities,

he agreed to make the present application, carrying him two and one-half miles to his terminus at 121st Street outside the city limits. Applicant testified that San Pedro Street and adjacent territory has built up very rapidly, and he believes the schedules proposed will, in time, become profitable. He also testified that establishment of this service would not impair in any way the present loop service which has been operated for two and one-half years.

James Gunn, Chief Inspector of the Transportation Department of the Board of Public Utilities, testified that applicant is making his offer of service on San Pedro Street at the instance of that Board, and that demands upon the Board have been made by residents and property owners, for more than a year. He testified he had investigated this expressed need, and found it to be real. The Fremont Improvement Association has been most active in pressing the demand. When the Los Angeles Railway declined to provide service, the Board encouraged applicant to provide it.

H. G. Weeks, Assistant General Manager of the Los Angeles Railway, stated that it had no protest, although its application for this route had once been denied by this Commission (Decisions Nos. 15262 and 15454 on Application No. 11434). He further stated that his Company did not believe there was room for two operators in this field.

While applicant did not support the application by testimony of those actually in need of the proposed service, we believe the testimony as to the demands by the public, of record with the Board of Public Utilities, together with applicant's testimony that he is willing to pioneer

this field as a public duty, and also because he is already occupying in part this field, is sufficient to justify granting the certificate sought for the new route as an enlargement and addition to his present service, and without curtailment of this present service. An order accordingly will be entered.

O R D E R

Frank Atkinson having made application to the Railroad Commission for authority to re-route a portion of his automobile stage service over and along San Pedro Street, a public hearing having been held, and 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 require the establishment by applicant of the service proposed herein over and along the following route:

From applicant's terminal on 121st Street, immediately west of San Pedro Street, thence north over and along San Pedro Street to Manchester Avenue; thence westerly over and along Manchester Avenue to applicant's terminal near the intersection of Broadway and Manchester Avenue, returning over exactly the same route; and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be and the same hereby is granted, subject to the following conditions:

1. Applicant shall file with this Commission, within a period of not to exceed ten (10) days from date hereof, his written acceptance of the certificate herein granted as an extension and enlargement of his present operative rights, and not as a new or separate right.

2. Applicant shall file, in duplicate, within a period of not to exceed twenty (20) days, from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be identical with those attached to the application herein, or rates and time schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of not to exceed sixty (60) days from the date hereof.
3. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred or assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.
4. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by him 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 the date hereof.

Dated at San Francisco, California, this 10<sup>th</sup>  
day of January, 1928.

Leon Whitell  
Al Seaver  
Emmerson  
Frank

Commissioners.