

Decision No. 19957

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
 WEST COAST RAPID TRANSIT COMPANY for
 a certificate of public convenience
 and necessity authorizing it (1) to
 extend its present automobile stage
 lines from Manhattan Beach to Lawndale,
 and to operate said extended
 line in conjunction with applicant's
 existing stage lines so as to furnish
 a passenger stage service between
 Redondo, Hermosa and Manhattan
 Beaches and intermediate points, on
 the one hand, and Inglewood and intermediate
 points on the other hand,
 and (2) for an order authorizing applicant
 to merge and consolidate all
 of said operating rights.

ORIGINAL

Application No. 14504.

Kidd, Schell and Delamer, by Herbert W. Kidd,
 for applicant.
 Vernon P. Spencer for Inglewood Transit Line,
 protestant.
 E. G. Weeks for Los Angeles Railway, protestant.

BY THE COMMISSION:

O P I N I O N

West Coast Rapid Transit Company applies to the Railroad Commission for a certificate of public convenience and necessity authorizing it to extend its automobile passenger service from Manhattan Beach to Lawndale, there joining its existing through stage line to Inglewood and to merge this proposed extension with its existing stage routes, thus forming one unified and consolidated system.

A public hearing on this application was conducted before Examiner Gannon at Los Angeles, the matter was submitted

and is now ready for decision.

Pursuant to authority of this Commission applicant now conducts a passenger stage service between Redondo Beach and Inglewood via Hermosa Beach, Lawndale and Hawthorne, and between Redondo Beach and Manhattan Beach via Hermosa Beach. Its operations further include local services between Clifton and Redondo Beach and between Hermosa Beach and Manhattan Beach, while the service between Redondo Beach and Inglewood is conducted as a through service via Hawthorne Boulevard. The proposed route would connect Manhattan Beach with Lawndale and merge with applicant's existing service between Redondo Beach and Inglewood.

The application is based upon the alleged necessity of furnishing transportation to passengers who desire to travel between Manhattan Beach and Inglewood and points intermediate who are now required to first proceed to Hermosa Beach and there change to applicant's through line to Inglewood. The proposed extension approximates four miles in length over Rosecrans Avenue, a partially paved highway.

Applicant proposes to operate on time schedules and to charge fares as set forth in Exhibits "B" and "C" attached to the application, and to use his present equipment, supplemented by such additional stages as the proposed service may require.

The granting of the application was protested by T. R. Carpenter, who operates a passenger stage service between Inglewood and a point slightly south of Manhattan Beach, and also by the Los Angeles Railway Corporation. Carpenter's line traverses Inglewood Avenue south from Inglewood, paralleling Hawthorne Boulevard at a distance of one-half mile and turning west on Center Street to the intersection of Manhattan Avenue.

The protest of Los Angeles Railway Corporation is based on the fear of competition which might offer itself as a result of

the application. This company operates a street car line on Market Street in Inglewood, thence along its continuation, or Hawthorne Boulevard, to Hawthorne.

D. B. Maurice, sole owner and operator of applicant line, testified that there are 200 houses in the four miles of roadway between Manhattan Beach and Lawndale, going one mile on either side of the highway, with no common carrier at present supplying passenger service. He further stated that his local operations between Redondo Beach and Manhattan Beach are not profitable and that the proposed service would help out this declining business to the extent that operating revenues would be doubled. He testified that he was sustaining an operating loss of \$40. a day as a result of this operation, but, as pointed out in our Decision No. 19160, on Application No. 14150, the accuracy of this statement must be questioned in the absence of supporting data. The testimony of other witnesses who favored the granting of the application was to the effect that it would give half-hourly instead of hourly service; that it would stimulate winter residence at the beach because of improved transportation facilities; and that in general it would improve business conditions in the territory between Manhattan Beach and Lawndale.

The application was opposed by the secretary of the Manhattan Beach Chamber of Commerce who testified that the Carpenter line would be injured by the granting of this application which he considered premature. A member of the Wiseburn Improvement Association, but not representing that body officially, testified that in her judgment the present service was satisfactory.

We have given careful consideration to the testimony in this proceeding and are unable to discover evidence

of any appreciable demand for the service proposed, or any justification for the granting of the application. While the testimony indicates the existence of a considerable number of occupied houses on Rosecrans Avenue it also shows that practically half of them are in Manhattan Beach and few in Lawndale. Applicant advances as a reason for the granting of an operative right over this route the hope that it may pull him out of the hole so far as his local operations between Redondo Beach and Manhattan Beach are concerned, yet aside from his bald statement that such operation is a losing venture there is nothing in the record to support that assumption. However, granting the correctness of such statement, it would be no evidence of public convenience and necessity as applied to the application here considered. The route proposed would practically duplicate the existing service of the Carpenter line, paralleling that line at a distance of half a mile between Inglewood and Lawndale and also running parallel to Rosecrans Avenue one mile north. The Carpenter line traverses Center Street from Inglewood Avenue intersecting Manhattan Avenue at a very short distance south of the city limits of Manhattan Beach. The traffic at present available along Rosecrans Avenue does not justify the establishment of additional service which would unquestionably be in direct competition with the prevailing service.

Aside from these considerations, the Commission granted the Carpenter application with the express understanding that it might be modified to fit a situation similar to the present one. In that decision we held that a certificate should be granted the applicant Carpenter "with the understanding that he is pioneering a field not occupied and that the service as proposed may require readjustments from time to time to make it fit with the express public need." It seems clear, therefore, that should a need arise for the service here proposed it can be readily met by a

readjustment of the Carpenter service to fit the requirements.

The application will be denied.

O R D E R

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

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity do not require the service herein proposed by D. B. Maurice operating under the fictitious name of West Coast Rapid Transit Company, and

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

Dated at San Francisco, California, this 29th day of June, 1928.

[Signature]

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Commissioners.