

Decision No. 10346

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of FRED J. FUJIOKA for certificate of public convenience and necessity to operate passenger and baggage service between Los Angeles and White's Point.

Application No. 7540.

ORIGINAL

J. Marion Wright for Applicant.

H. W. Kidd and Rex Hardy for Felicien Landier, Protestant.

BY THE COMMISSION.

O P I N I O N

Public hearings were held by Examiner Westover at Los Angeles upon the above application for authority to operate passenger and baggage service between Los Angeles and White Point.

The Pacific Electric Railway Company operates a half hour service between its Sixth and Main Streets station in Los Angeles, and San Pedro via Dominguez, 1 hour, 16 minutes in transit; and a similar service via Gardena, hourly, 55 minutes in transit. It also maintains a 15 minute service between San Pedro and Point Firmin, which is 2 miles from White's Point.

The railway company offers no objection to the proposed operation between San Pedro and White's Point, but does object to operation between Los Angeles and San Pedro.

Felicien Landier claims to have operated by authority of Decision No. 5699 of August 26, 1918, upon Application No. 3933, during the summer season, and to have procured from the

Commission authority to discontinue operations during winter seasons because of the bad condition of the road between Point Firmin and White's Point. It appears from an examination of the record that the order in the above decision provides that the declaration of public convenience and necessity should not become effective until the applicant should procure from the Commission a supplemental order, reciting that the necessary authority had, meanwhile, been procured from the Board of Supervisors of Los Angeles County in accordance with the provisions of Section 3, Chapter 213, Laws of 1917, which, at that time, required authority from the Supervisors as well as from the Commission. It follows, therefore, that Mr. Landier never was authorized to operate.

He testified to having operated as many as four and five round trips per day, but the only schedule on file, which is expressed to be effective April 1, 1919, was not filed until May 11, 1920, and it provides for only two schedules per day. It appears from his testimony that his operation last year was not under this schedule. He also testified to having procured from the Commission written authority to discontinue service between October 1st and April 1st, but whether the authority related to the current year or to ceasing operation during each winter, he was unable to say. The Commission's records show no such authority having been issued or even requested. There was also testimony to the effect that he had not operated as a stage line for a year and a half, but had at times taken passengers the two mile trip, charging taxi cab fare of \$2.00 for the round trip, including 15 to 30 minutes waiting time at White's Point. The reason assigned for suspending all operation during the winter months is the condition of the road, which all of the

testimony agrees is in poor condition much of the time, especially immediately following winter rains.

It appears from the testimony that the applicant herein has operated a modern 14-passenger bus between Los Angeles and White's Point since February, 1921, in connection with the Japanese hotel, health resort, and mineral springs at White's Point. No charge was made to the patrons of the line, but applicant received one-fourth of the net profits of the hotel and resort, which has a capacity to accommodate about 60 guests. This service has been operated from First and San Pedro Streets in Los Angeles, two round trips per day on regular schedule throughout the year, although a 5-passenger touring car has been used at times when weather and road conditions were worst.

It further appears that there are 35 to 40 families living in the immediate vicinity of White's Point, mostly Japanese, but including some 8 or 10 American families; and that there are 25 to 30 children in and near White's Point who are obliged to go to school at Point Firmin. Most of these are now taken in private automobiles of their parents or neighbors, but many walk. Following the development of this testimony at the first hearing, applicant received leave to file, and subsequently filed, an amended application which provides for a 5 cent fare for school children and convenient schedules to accommodate their travel to and from Point Firmin.

The ground of the application is that there is public need for direct service between the Japanese quarter in the vicinity of First and San Pedro Streets, in Los Angeles, and the mineral springs at White's Point to accommodate those who are ill or crippled, with through transportation without change, and to provide a local service between Point Firmin and White's Point where there is at present no service of any kind; but that it is not desired to give any local service between the Los Angeles

terminal and Point Firmin. It appears from the testimony that the Japanese people, as a rule, speak English sufficiently well to buy tickets without difficulty for transportation on the Pacific Electric lines, and that the company is able to handle them without difficulty on this score; and that some who speak no English have friends write for them on slips of paper their desired destination and that such passengers are successfully handled. It appears, however, that many patrons of the springs are in such physical condition that they have to be assisted to and from the busses and are unable to manage their hand baggage, and that the necessary transfers at the Sixth and Main Streets station in Los Angeles and at San Pedro are very burdensome to such passengers.

While the hotel, springs and stage service are operated primarily for the convenience of the Japanese people, they are patronized largely by people of other races and nationalities. A register showing visitors at the springs from March 13th to March 30, 1922, inclusive, showed a total of 114, about half apparently being Japanese.

Under the circumstances shown, it appears that the proposed line will not seriously compete with the Pacific Electric lines, especially as the proposed rates are \$1.00 between Los Angeles and White Point, and 25 cents between Point Firmin and White Point, as against the Pacific Electric rate of 52 cents, one-way, between Los Angeles and San Pedro, and 6 cents between San Pedro and Point Firmin.

ORDER

Public hearings having been held upon the above entitled application, the matter being submitted and ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public

convenience and necessity require the operation by Fred J. Fujicka of an automotive stage line for the transportation of passengers and baggage between Los Angeles and White's Point, serving Point Firmin as an intermediate point; but that there is no public convenience or necessity to be served at any intermediate point, and nothing herein contained shall be construed as authorizing service to or from any point other than Los Angeles, Point Firmin and White's Point.

The operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been procured.

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

IT IS HEREBY ORDERED that applicant shall, within fifteen days from the date hereof, file with the Railroad Commission schedules and tariffs covering said proposed service, which shall be in addition to proposed schedules and tariffs accompanying the application; shall show each point proposed to be served and quote rates to and from each such point; and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be within thirty days from date hereof, unless time to begin operation is extended by formal supplemental order.

The authority herein contained shall not become effective until and unless the above mentioned schedules and tariffs

are filed within the time herein limited.

Dated at San Francisco, California, this 21st day
of April, 1922.

H. B. Rosendick

William Watson

Charles H. Rosell

W. H. Benedict
Commissioners.