

Decision No. 11249

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
A. J. RICHARDSON for authority to)
adjust passenger fares between Los)
Angeles, Sunland and intermediate)
points, resulting in increases and)
decreases.)

Application 7545.

ORIGINAL

N. C. Folsom for Applicant.
John S. Knox for Tejunga Chamber of
Commerce.

BY THE COMMISSION.

OPINION ON REHEARING.

In our Decision No. 10665 of July 6, 1922, permission to increase its passenger fares between Los Angeles, Sunland and intermediate points, as prayed for was denied the applicant, largely on the ground that the matter had not been presented to the Commission in sufficient detail to enable it to reach a conclusion. A petition for rehearing was thereupon filed, which rehearing was had before Examiner Eddy at Los Angeles and the matter is now before us again for further consideration.

The rates, present and proposed, one-way and round-trip, are shown in the following table:

Los Angeles to	Miles	Present		Proposed	
		OW	RT	OW	RT
Glendale	8	25	50	20	35
Crocker's Ranch	10	35	70	25	45
Montrose	12	35	70	30	55
La Canada	14	50	85	40	75
La Crescenta	15	50	85	45	85
New York Ave.	17	50	85	55	1.05
Tejunga)	20	65	1.00	65	1.15
Sunland)	23	65	1.00	70	1.25

It will be observed from the above table that at the present time the one-way fare is the same from Tajunga as from Sunland, although the latter is more distant from Los Angeles than the former. It is proposed to increase from 65 to 70 cents the one-way fare from Los Angeles to Sunland, to increase from \$1.00 to \$1.15 the round-trip fare between Los Angeles and Tajunga and from \$1.00 to \$1.25 the round-trip fare between Los Angeles and Sunland. In the following table is shown the number of one-way and round-trip tickets sold from these several stations during the first five months of 1922:

	O W	R T
Glendale	148	--
Montrose	971	--
La Canada	680	235
La Crescenta	706	403
Tajunga)		
Sunland)	4055	9444

An examination of the above figures indicates that a large percentage of the patrons of the line will receive an increase in their fares, whereas only a few patrons will receive the benefit of the decreases proposed.

Exhibits submitted at the hearing and subsequent thereto show that the operations of the line for the first nine months of 1922 were conducted at a loss without any allowance for depreciation. If the proposed fares had been in effect during this period the gross revenue would have shown an increase of between \$5000.00 and \$6000.00. Accepting as correct the accuracy of all the financial data submitted in support of the applications, the figures show that the applicant is entitled to some relief. An order will be entered permitting the proposed rates to be made effective for an experimental period of 90 days. The applicant will be required to submit to the Commission on or before the fifth day of each month a statement showing the number of passengers handled between the stations on its route, also the

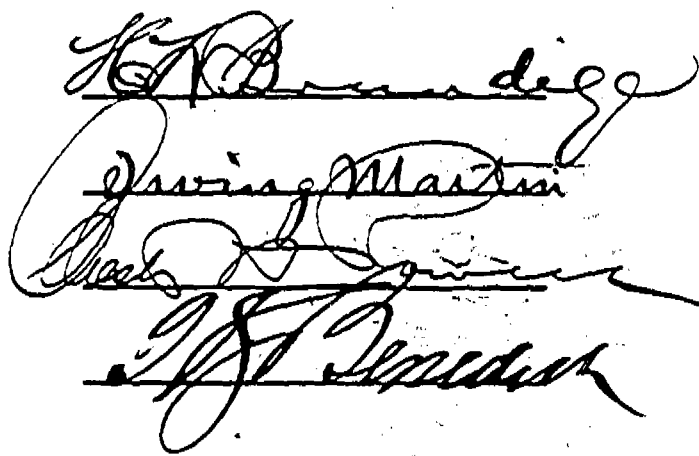
earnings both under the old and the new fares. Upon the expiration of the 90-day period the Commission will again consider the matter and make such further order at that time as the facts seem to warrant.

O R D E R

IT IS HEREBY ORDERED that the applicant, A.J. Richardson, be authorized to increase passenger fares via auto stage between Los Angeles, Glendale, Montrose, Tejunga, Sunland and intermediate points, as set forth in Exhibit A attached to and made part of the application.

IT IS HEREBY FURTHER ORDERED that the applicant submit to the Commission before the 5th day of each month a statement, covering 90 days, commencing December 1, 1922, showing the number of passengers handled between stations on his route, the earnings under both the old and the new fares and also the operating expenses. The rates herein authorized may be published effective upon five (5) days notice to the public and in accordance with the rules and regulations of this Commission's General Order No. 51.

Dated at San Francisco, California, this 18th day of November, 1922.



Commissioners.