

ORIGINAL

DECISION NO. _____

Decision No. 14857-

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
 of A. T. KUYKENDALL and O. A. DIETSCHER
 for certificate of public convenience
 and necessity to operate stage ser-
 vice between Los Angeles and San Pedro
 and intermediate points.) APPLICATION NO. 3218.

Haas & Dunnigan, and A. T. Kuyken-
 dall, for applicants.

Chas. Winburn for E. C. Leak,
 operating Harbor Auto Line,
 Protestant.

R. C. Gortner, for Pacific Electric
 Railway Company, Protestant.

F. D. Howell, Chief Engineer, Board
 of Public Utilities, for City
 of Los Angeles.

BY THE COMMISSION.

OPINION

Petitioners, partners in business, ask the Railroad Com-
 mission to make its order declaring that public convenience and
 necessity require the operation by petitioners of an automobile
 stage service between Los Angeles and San Pedro and intermediate
 points, all in Los Angeles County.

A public hearing herein was held before Examiner West-
 over at Los Angeles on October 2, 1917.

Petitioners propose to operate a daily schedule of twelve
 round trips between Los Angeles and San Pedro via Gardena and
 Wilmington over the following route: Sixth and Main Streets, Los
 Angeles, via Los Angeles Street to Washington Street, Washington
 Street to Main Street, Main Street to and along Harbor Boulevard
 to Front and Fifth Streets, San Pedro.

Petitioners propose to charge fares in accordance with the following schedule:

	<u>One Way</u>	<u>Round Trip.</u>
Los Angeles to San Pedro	\$.35	\$.50
Los Angeles to Wilmington	.35	.50
Los Angeles to Gardena	.25	.40
San Pedro to Los Angeles	.35	.50
San Pedro to Wilmington	.10	.20
San Pedro to Gardena	.25	.40
Wilmington to Gardena	.20	.35

It appears that petitioners desire to establish the stage service for the reason that their observation of the service rendered by an existing line has indicated that prospective passengers have been unable to obtain accommodations during rush hours and that in some instances scheduled runs on the existing line were not performed. In view of the fact that a portion of the public traveling between Los Angeles and San Pedro desire transportation by automobile, petitioners considered the route a desirable one and for which a public need existed. Applicants expect seventy-five per cent. of their business to be through business between Los Angeles and San Pedro and the remaining twenty-five per cent. to originate at points along the Harbor Boulevard. No other showing of public convenience and necessity was offered in this proceeding.

At the time application was filed in this proceeding no certificates had been obtained from the City of Los Angeles and the County of Los Angeles as required by the provisions of Section Three of Chapter Two Hundred Thirteen of the Laws of 1917, although it appeared at the hearing that a permit had since been issued by the Board of Public Utilities of the City of Los Angeles.

The identical route for which certificate of public convenience and necessity is requested is now served by the Harbor

Auto Line, and in addition service between Los Angeles and San Pedro is afforded by the Pacific Electric Railway Company which operates 29 daily trains, San Pedro to Los Angeles, and 30 daily trains, Los Angeles to San Pedro, on its main line. In addition service is also given via Hermisillo of 20 trains daily in each direction.

Mr. S. M. Storer, the Secretary of the San Pedro Chamber of Commerce, testified that from his observation the frequent service rendered by the Pacific Electric Railway Company gave general satisfaction and that he knew of no demand for additional automobile stage service as proposed by petitioners.

The Pacific Electric Railway Company through its Traffic Manager, Mr. D. W. Pontius, objected to the granting of the certificate on the ground that their service via a choice of two lines was adequate and that if increased service was justified their facilities were ample to care for same.

It appears that about a year ago fifteen automobiles were engaged in the passenger stage service between Los Angeles and San Pedro. At the present time but three are operated, all by the Harbor Auto Line.

After careful consideration of the evidence in this proceeding, we are of the opinion and hereby find as a fact that public convenience and necessity do not require the operation of an automobile stage line for the carriage of passengers between Los Angeles and San Pedro by the petitioners herein.

ORDER

A. T. KUYKENDALL and O. A. DIETSCHER having filed herein a petition asking that the Railroad Commission declare that pub-

lic convenience and necessity require the operation by said petitioners of an automobile stage line for the carriage of passengers between Los Angeles and San Pedro and intermediate points, a public hearing having been held thereon, and the matter being duly submitted and now ready for decision,

THE RAILROAD COMMISSION HEREBY FINDS AS A FACT that public convenience and necessity do not require the establishment of said service.

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

Dated at San Francisco, California, this 19th-day of November, 1917.

Max Thelen
H. S. [illegible]
Erwin O. Edgerton

Commissioners.