

Decision No. _____

ORIGINAL

Decision No. 5218

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application of LEON D. COVER for certificate of public convenience and neces- sity to operate stage or truck ser- vice between Pasadena and Lamanda Park.))))))))))	Application No. 3458.
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In the matter of the application of JOHN C. ROBERTSON for certificate of public convenience and necessity to operate stage or truck service be- tween Lamanda Park and Pasadena.)))))))))	Application No. 3544.
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Leon D. Cover in propria persona.
John C. Robertson in propria persona.
O. A. Smith and E. E. Morris for Pacific
Electric Railway Company.

BY THE COMMISSION:

O P I N I O N

Leon D. Cover and John C. Robertson respectively seek authority to operate their respective automobile busses between Pasadena and Lamanda Park for the common carriage of passengers.

A public hearing was held upon both applications by Examiner Westover at Los Angeles.

The route in question is from Delacy Street, Pasadena, to Daisy Street, Lamanda Park, on Colorado Street, the principal east and west street of Pasadena. The total distance is about three and one-half miles, one and one-quarter miles of which are outside the limits of Pasadena.

The present means of transportation over the route in question are the electric cars operated by Pacific Electric Railway Company, operating through to Lamanda Park at 20 minute intervals and its cars operated to the Pasadena City limits at similar intervals, thus giving a 10 minute schedule within Pasadena. There are also 12 automobile stages or busses operated over the same route besides those of applicants'. When the entire 14 cars were operating they were each operated on a 42 minute schedule, the whole number thus giving a 3 minute bus service under schedule fixed by the City Commissioners; except that after 8 o'clock P.M. and on Sundays the intervals are increased when only part of the cars are operated. The route followed by the busses is the same as that of the street cars except that the busses loop around three city blocks fronting on Colorado Street. The busses charge a 5¢ fare for all or part of the trip. The street cars charge a 5¢ fare for all or part of the trip but give transfers to other car lines in Pasadena. Applicants explain that the busses use Colorado Street because it is the only through street connecting Lamanda Park, except Villa Street, and California Street, which, however, are about a mile apart and do not serve such populous territory.

Mr. Cover operated over the route from March 11, 1916, to June 16, 1917, when he quit operating until January 19, 1918, when he resumed operation without authority.

Mr. Robertson began operating in November, 1914, and continued until the spring of 1917, when he

quit for two and one-half or three months and resumed operation again on May 29, 1917, without authority. His purpose in quitting was to use his small capacity car in rental business as it was not proving profitable in the stage business. He subsequently concluded to re-enter the stage business and for that purpose purchased a half ton truck with a 10 passenger body, the delivery of which was promised for April, 1917, but was not delivered until the latter part of May, 1917.

Mr. Cover's gross revenue from January 19th to February 16, 1918, appears to have been \$190.10. Mr. Robinson's gross revenue from March 1st to March 25, 1918, appears to have been \$246.60. This indicates that these two machines were operated to an average of about half their capacity. No testimony was offered tending to show that there is any public demand for additional service or that prospective passengers are left standing for lack of accommodation.

Pacific Electric Railway Company announced that it is ready to furnish additional service as rapidly as public demand will justify it and that it is now considering a 10 minute schedule all the way through to Lamanda Park and that its present equipment on that line is ^{not} operated to nearly its capacity. The operators of the other twelve busses, although notified of the hearing, did not appear. No showing was made by them or on their behalf as to how much additional travel the twelve busses can accommodate nor as to whether they wish the first opportunity to furnish additional equipment when conditions of travel

demand it.

Applicants did not in either instance satisfactorily show that public convenience or necessity requires the operation of more than 12 busses over the route in question.

Apparently the territory adjacent to Villa Street and California Street, both of which lead to Lamanda Park, ~~xxx~~^{is} without adequate transportation service, and if applicants wish to serve over such a route it may be they can show in subsequent applications that public convenience or necessity requires service in those territories instead.

O R D E R

Leon D. Cover and John C. Robertson, respectively, having applied to the Railroad Commission for declaration that public convenience and necessity require the operation by them respectively of automobile passenger stages between Pasadena and Lamanda Park via Colorado Street for the common carriage of passengers, and a public hearing having been held upon said respective applications and applicants having failed to show that public convenience and necessity requires such service,

IT IS HEREBY ORDERED that said applications be and they are respectively hereby dismissed.

Dated at San Francisco, California, this
2d day of April, 1918.

Max Thelen
Alfred J. Gordon
Edwin C. Edgerton
Frank R. Galloway
Commissioners