

Decision No. 5634-

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application)	
of R. LORENZ and GEORGE E. YAHRAUS)	
for certificate of public conven-)	Application No. 3748.
ience and necessity to operate stage)	
service between Downey and end of)	
Stevenson Car Line.)	

In the matter of the application)	
of M. C. RUTHERFORD for certificate)	
of public convenience and necessity)	Application No. 3763.
to operate passenger service between)	
Downey and Los Angeles.)	

Minor Blythe for R. Lorenz and George E. Yahraus.
M. C. Rutherford in propria persona.
J. H. Strine for Downey Board of Trade.
S. M. Wann in propria persona.

BY THE COMMISSION:

O P I N I O N

The above named applicants seek authority to establish passenger stage service between Downey and Los Angeles. Messrs. Lorenz and Yahraus wish to transfer their passengers at the end of the Stevenson Avenue car line of the Los Angeles Railway, while Mr. Rutherford proposes to take passengers to and from a Los Angeles terminal at 540 South Los Angeles Street.

Public hearing of both applications was held by Examiner Westover in Los Angeles on July 12th. By stipulation the two applications were consolidated for hearing and decision, testimony was submitted and the matter is now ready for decision.

Messrs. Lorenz and Yahraus are engaged in the garage business in Downey, and early in 1917 operated one car over the route in question for a period of about three months. The distance from their proposed Downey terminal to the end of the Stevenson Avenue car line is about eight miles, all in the county of Los Angeles. They propose to operate a half hour service in each direction from 7 A.M. to 6 P.M. and hourly two trips thereafter with ^{extra} hourly service Saturday nights and Sunday nights. They propose to use in the service three touring cars, one seating seven passengers and two seating five passengers. The trip with touring cars between Downey and the end of the car line would require 20 minutes, and 15 minutes on the street car to the business part of Los Angeles.

The proposed fares of Messrs. Lorenz and Yahraus are 20¢ one way or \$6.00 per month, one round trip daily, with a one way rate of 10¢ between Downey and Laguna, 15¢ between Downey and Bandini, and a 10¢ rate between Los Angeles and Bandini, and a 15¢ rate between Los Angeles and Laguna. The above rates apply between Downey and the end of the Stevenson Avenue car line.

The testimony offered by these applicants tended to show poor service now being furnished by S. M. Wann and Mrs. E. K. Varro.

Because of Mr. Wann's pacifist views his local authority to operate has been revoked by the municipal authorities of Downey. Mr. Rutherford has acquired his interest. He and Mrs. Varro have two new 16-passenger busses which they propose to operate between

Downey and 540 S. Los Angeles Street, on a hourly schedule between 7 A.M. and 8 P.M. About 40 minutes will be required for the trip.

The proposed fares of Mr. Rutherford and Mrs. Varro between 540 S. Los Angeles Street, Los Angeles, and Downey, are 30¢ one way; 55¢ round trip, 20 ticket books \$4.00 and a daily commutation rate of 35¢ round trip.

The attitude of the people of Downey, as shown by the testimony, is that they greatly prefer a service in large busses which will take them into the business portion of Los Angeles without change, even though they would not have the advantage of local street car transfers taking them to various parts of Los Angeles. They consider it essential to have more frequent service than that afforded by the Southern Pacific Company, which is their only means of transportation other than that afforded by bus lines.

O R D E R

R. LORENZ and GEORGE H. YAERBAUS having applied for an order declaring that public convenience and necessity require the operation by them of the automobile service hereinafter described, and M. C. Rutherford having applied for an order declaring that public convenience and necessity require the operation by him of automobile service hereinafter described, and a public hearing having been held upon both of said applications, testimony having been submitted and the matter being now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by R. Lorenz and George E. Yahraus of automobile service as common carrier of passengers and light baggage between Downey and the end of the Stevenson Avenue car line of the Los Angeles Railway, in Los Angeles County,

PROVIDED the above declaration shall not become effective until said R. Lorenz and George E. Yahraus have procured from the Railroad Commission a supplemental order herein reciting that applicants have filed herein certified copy of permit from the County of Los Angeles, as provided by Section 3 of Chapter 213, Laws of 1917.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by M. C. Rutherford and Mrs. E. A. Varro of through automobile service as a common carrier of passengers and light baggage between Downey and the business portion of Los Angeles, in the vicinity of 6th and Los Angeles Streets,

PROVIDED this declaration shall not become effective until M. C. Rutherford and Mrs. E. A. Varro have procured from the Railroad Commission a supplemental order herein reciting that applicants have filed herein certified copies of permits from the County of Los Angeles and the City of Los Angeles, as provided by Section 3 of Chapter 213, Laws of 1917; and

PROVIDED FURTHER that the rights and privileges herein granted shall not be assigned or transferred unless the written consent of the Railroad Commission to such assignment or transfer has first been procured.

