

ORIGINAL

cor.

Decision No. 6188.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
W. W. COMPTON and F. W. McREYNOLDS
for certificate of public conven-
ience and necessity to operate pass-
enger service between Long Beach and
Los Angeles, Calif.

Application No. 4146.

N. C. Folsom for Applicants

E. H. Morris and O. A. Smith for Pacific
Electric Railway Company, Protestant

Dana E. Smith and E. Everett Bennett for
United States Railroad Administration,
Protestant

BY THE COMMISSION

O P I N I O N

W. W. Compton and F. W. McReynolds, partners in business, have petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by them of an automobile stage line as a common carrier of passengers between Los Angeles and Long Beach and intermediate points.

A public hearing was conducted by Examiner Handford at Los Angeles on February 7, 1919, the matter was duly submitted and is now ready for decision.

Applicants propose to charge rates in accordance with a schedule marked exhibit "A" and filed with the application in this proceeding and to operate on a schedule of nine round trips daily, serving the intermediate communities at Huntington Park, South Gate Gardens, Lynwood and Compton Cross Roads,

The equipment proposed to be used consists of two Franklin Automobiles, each 36 H. P., each with seating capacity of ten passengers, licensed by State Motor Vehicle Department under License Nos. 369552 and 38793; and two Studebaker Automobiles, one 40 H. P., licensed by State Motor Vehicle Department under License No. 89259, one of 50 H. P. licensed by State Motor Vehicle Department under License No. 358119, both automobiles being of ten passenger capacity.

Applicants rely on the fact that the intermediate communities along the route have no direct connection with the proposed terminals at Long Beach and Los Angeles and that the desire of the public for the service rendered by an automobile stage line over the proposed route furnishes justification for the desired certificate.

The granting of this application is protested by the Pacific Electric Railway Company and the United States Railroad Administration now operating the Los Angeles and Salt Lake Railroad, both protestants alleging that satisfactory service at reasonable rates is being furnished between Los Angeles and Long Beach.

The proposed route follows the highway from Long Beach over what is known as Long Beach Boulevard to Huntington Park, thence via Slauson Avenue to Santa Fe Street, thence via Santa Fe Street to Sixth Street, thence via Sixth Street to the intersection of Sixth and Los Angeles Streets in the City of Los Angeles.

The intermediate communities of Lynwood and Huntington Park have direct connection with Los Angeles via the Pacific

Electric Railway Company, the former by the Los Angeles-Santa Ana Line, and the latter via the Los Angeles-Whittier Line. Huntington Park is also served by the line of the Los Angeles Railway Corporation. The communities at South Gate Gardens and Compton Cross Roads have no direct regular transportation to either Los Angeles or Long Beach. The community at Huntington Park has no direct connection with Long Beach, a change of cars being necessary at Slauson Junction and the time necessary for the trip, assuming immediate connection to be made being forty-one minutes. The rate of fare via the proposed service is fifty cents for single and sixty nine cents for round trip. The rate of fare via the line of the Pacific Electric Railway Company is fifty cents one way and seventy-five cents round trip. The community at Lynwood has no direct connection with Long Beach, a change of cars being necessary at Watts and the time necessary for the trip, assuming immediate connection to be made at Watts, is approximately thirty-nine minutes. The rates proposed by applicant between Lynwood and Long Beach is thirty-five cents, no reduction for round trips. The rates of the Pacific Electric Company between Lynwood and Long Beach are forty-six cents one way and seventy-one cents round trip. The proposed route offers a saving in time and in amount of fare to passengers between Lynwood and Long Beach.

The following comparison of fares is made between other points covered by this application:

<u>BETWEEN</u>	<u>Applicant</u>	<u>Pacific Electric Ry.</u>	<u>Los Angeles & Salt Lake Railroad</u>
Los Angeles & Huntington Park	-		
- One Way	-	10¢	-
- Round Trip	-	15¢	-
Los Angeles and Lynwood			
- One Way	35¢	18¢	-
- Round Trip	70¢	31¢	-
Los Angeles and Long Beach			
- One Way	50¢	40¢	35¢
- Round Trip	69¢	60¢	70¢

Commutation rates are effective on the lines of the Pacific Electric Railway and the Los Angeles and Salt Lake Railroads which are sold at substantial reductions from the one way and round trip rates and which would be used by the traveller desiring frequent transportation. Applicant herein proposes no commutation rates.

The through service between the proposed terminals of Long Beach and Los Angeles is cared for as regards the Pacific Railway by rates that are lower than those proposed by applicant, both as to single and roundtrips. The one way rate of the Los Angeles and Salt Lake Railroad is also lower than that proposed by applicant, and the round trip is but one cent higher.

The Pacific Electric Railway Company is at present operating forty-nine scheduled trains between Los Angeles and Long Beach. The Los Angeles and Salt Lake Railroad is at present operating sixteen trains daily except Sunday, and fourteen trains Sunday only. These trains vary in the amount of equipment used according to the requirements of travel, and both the protestant companies are able to furnish such additional equipment or

schedules as the demands of traffic may require. The limited amount of equipment proposed by applicants does not in our opinion, indicate that the public will receive any better service than it is now obtaining by the lines of the established carriers, neither is there any advantage to the public in the matter of lower rates. There was no evidence presented indicating that the public necessity required additional service between Los Angeles and Long Beach as regards the through service, nor that the present established service was not satisfactorily meeting the public demand.

The proposed service does offer to meet a public demand over a portion of the proposed route and would render possible service from Huntington Park and Lynwood to Long Beach, between Long Beach and Huntington Park and intermediate stations.

After careful consideration of all the evidence in this proceeding, we are of the opinion and find as a fact that the service proposed between Los Angeles and Long Beach is not required by the public necessity and convenience. We are, however, of the opinion and find as a fact that the inauguration of a service between Huntington Park and Long Beach, over the route as proposed by applicant, would furnish a transportation service to certain communities which would be more direct than that at present existing, and that the application should be granted insofar as such portion of the proposed route is concerned.

O R D E R

W. W. Compton and F. M. McReynolds, partners in business, having petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by

them of an automobile stage line as a common carrier of passengers between Los Angeles and Long Beach and intermediate points, a public hearing having been held, the matter having been duly submitted and the Commission being fully advised and basing its order on the findings of fact as set forth in the preceding opinion,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by W. W. Compton and F. M. McReynolds, partners in business, of an automobile stage line as a common carrier of passengers between Huntington Park and Long Beach; provided, however, that this declaration shall not become effective until said W. W. Compton and F. M. McReynolds shall have obtained from the Railroad Commission a supplemental order herein reciting that said W. W. Compton and F. M. McReynolds have filed herein certified copies of permits issued by the Board of Supervisors of the County of Los Angeles; the Board of Trustees of the City of Huntington Park and the City Commission of the City of Long Beach in accordance with the provisions of Section 5 of Chapter 213, Laws of 1917; and provided, further, that the rights and privileges herein granted may not be assigned nor transferred unless the written consent of the Railroad Commission to such assignment or transfer has first been secured.

