

Decision No. 7660

ORIGINAL

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF CALIFORNIA

In the Matter of the Application of CHARLES E. COHEN for certificate of public convenience and necessity to operate passenger auto service between Pasadena and Long Beach.)
)
) Application No. 5460.
)

In the Matter of the Application of JOHN E.J. Horn and CHARLES E. PAINTER for certificate of public convenience and necessity to operate passenger service between Pasadena and Long Beach.)
)
) Application No. 5515.
)

D. E. Bowman, for Applicant in Application 5460.
 Merriam, Rinehart & Merriam, for Applicant in
 Application 5515.
 W. R. Miller, for Protestant, Pacific Electric
 Railway Company.

BY THE COMMISSION:

ORDER

The application of CHARLES E. COHEN, Application No. 5460, is for a certificate declaring that public convenience and necessity require the operation of a passenger automobile for the transportation of passengers as a common carrier between Pasadena, South Pasadena, Alhambra and San Gabriel, and Long Beach, and intermediate points, excepting therefrom the transportation of local passengers between Long Beach and the intersection of Long Beach Boulevard and Whittier Boulevard near Pico Station.

Under Application No. 5515, JOHN H.J. HOEN and CHARLES E. PAINTER, copartners, petitioned for a similar certificate for the operation of a passenger automobile for the transportation of passengers as a common carrier between Pasadena, Alhambra, San Gabriel, El Monte, Montebello Oil Fields, Montebello and Long Beach, and for the future operation of an alternate service between Pasadena and Long Beach going by way of Alhambra, Ramona Acres and Montebello, omitting the detour necessary to reach San Gabriel and El Monte. These applicants also except from their proposed operations the transportation of local passengers between Long Beach and the intersection of Long Beach Boulevard and Whittier Boulevard near Pico Station.

A public hearing was had on both applications at Los Angeles before Examiner Gordon on April 12, 22 and 23, 1920, it being stipulated that all evidence introduced by either party should be considered in either application so far as material to the issue. Both matters will, therefore, be disposed of under one decision.

PACIFIC ELECTRIC RAILWAY COMPANY protested against the granting of either application so far as they concern through operations between Pasadena, Alhambra, San Gabriel and El Monte on the one hand, and Long Beach on the other. No objection was made by protestant to the operations of either of the proposed bus lines locally between Pasadena, Alhambra, San Gabriel, El Monte, Montebello Oil Fields and Montebello. The evidence shows that there is a large amount of local and through travel between the various points named in the two applications. The Pacific Electric Railway affords the only present means of public conveyance by which this travel is accommodated. Its service requires a change of cars at Los

Angeles in making the trip to or from Long Beach and any of the other above-mentioned cities. This change involves a delay of from 5 to 20 minutes, and requires passengers to walk through a sub-way and into another portion of the station, a distance of approximately 200 paces, in order to go from one car to the other.

Applicant Cohen proposes to install a two-hourly service between Pasadena and Long Beach between the hours of 7 A.M. and 7 P.M. daily, extending service to 9 P.M. or 11 P.M. on Sundays and holidays, the total running time between Pasadena and Long Beach being $1\frac{1}{2}$ hours. He also proposes to establish between Pasadena, Alhambra and San Gabriel a local half-hourly service. His proposed one-way fares are:

| Between | Pasadena | Alhambra | San Gabriel |
|-------------|----------|----------|-------------|
| Alhambra | .10 | | |
| San Gabriel | .15 | .05 | |
| Long Beach | .50 | .40 | .40 |

A comparison of this applicant's time schedule and fares with those of the Pacific Electric shows that as between Pasadena and Long Beach the fare is 12 cents less, and the running time from 4 to 14 minutes less on the proposed bus line than the fare and time schedule of the Pacific Electric operating over its short line route, which is the most direct way between the two cities. The bus line also avoids the necessity of change of cars, which is required by the Pacific Electric service.

As between Alhambra or San Gabriel and Long Beach, the fare is from 17 cents to 21 cents less, and the running time from 20 to 30 minutes less on the proposed bus line than on the Pacific Electric line.

Applicants, Horn and Painter, propose to commence with a two-hourly service from Pasadena to Long Beach via Alhambra, San Gabriel, El Monte, Montebello and Montebello Oil Fields, running 6 cars daily from Pasadena, commencing at 6 A.M. with 2 additional cars on Sunday. The total running time between Pasadena and Long Beach is fixed at 1 hour and 40 minutes. As soon as the traffic increases, however, applicants propose to establish an hourly service, permitting alternate cars to go by direct line, Pasadena to Long Beach, via Ramona Acres.

A comparison of the fares and initial time schedule of these applicants and that of the Pacific Electric Railway shows that as between Pasadena and Long Beach the fare is 2 cents less by bus than by Pacific Electric, while the running time is 6 minutes longer than the Pacific Electric service via the short line for about one-half of its trains, which make connection at Los Angeles requiring only a 6-minute delay, but that as to the other cars of the Pacific Electric the proposed bus line service is 4 minutes quicker. With the installation of the hourly service, applicants expect to shorten their running time between Pasadena and Long Beach by both routes to one hour and thirty minutes, so that the comparison with the Pacific Electric running time will then be the same as in Cohen's application. The Pacific Electric service, Pasadena to Long Beach via Oak Knoll line, is from 10 to 20 minutes longer than the proposed bus line. Furthermore, it may be added that the original application of these applicants states that the fare, Pasadena to Long Beach, "includes war tax," whereas, the subsequent amendment omits this proviso. The testimony, however, indicates that applicants intend to include the war tax in the fare stated in the amended application. The Commission requires that all rates filed shall show the actual

fare charged for transportation exclusive of war tax. This means that the proposed fare of these applicants is approximately 7 cents less than that of the Pacific Electric Company from Pasadena to Long Beach.

No reduced round-trip fares are proposed under either application. The round-trip fare via Pacific Electric is materially less than the sum of two one-way fares proposed by applicants. This circumstance, however, does not outweigh the considerations of time-saving, directness of route and economy of one-way fares favorable to the applicants.

The evidence shows that there is a public demand for more direct service between both Pasadena and Long Beach and the other intermediate points on the routes of the two proposed bus lines. It is also a reasonable conclusion to be drawn from the testimony submitted that additional travel will be stimulated by the operation of the proposed bus lines which is not now served by the Pacific Electric Railway.

As between the two applications, there is sufficient divergence of route to warrant the granting of certificates to both applicants. This is true, insofar as the application of Horn and Painter refers to the initial proposed service via El Monte. The evidence does not justify the conclusion that public convenience and necessity require the operation of more than one bus line by direct route from Pasadena to Long Beach, via Alhambra and San Gabriel.

The RAILROAD COMMISSION HEREBY FINDS AS A FACT that public convenience and necessity require the operation by applicant, CHARLES E. COHEN, of a passenger automobile for the transportation of passengers as a common carrier between Pasadena, South Pasadena, Alhambra, San Gabriel and Long Beach and intermediate points, excepting therefrom the transportation of local

passengers between Long Beach and the intersection of Long Beach Boulevard and Whittier Boulevard near Pico Station; and

IT IS HEREBY ORDERED, that a CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY be issued and authority be given to said applicant, CHARLES E. COHEN, to operate such passenger automobile for the transportation of passengers as a common carrier between Pasadena, South Pasadena, Alhambra, San Gabriel, and Long Beach, and intermediate points, in accordance with the provisions of his said application as to fares, time schedule, routes and character of equipment proposed as the initial service by said applicant, subject, however, to the following conditions and limitations:

No local passengers shall be carried by said applicant between Long Beach and the intersection of Long Beach Boulevard and Whittier Boulevard near Pico Station.

Applicant shall commence the operation of the service proposed within thirty (30) days from and after the granting of this certificate.

The RAILROAD COMMISSION HEREBY FINDS AS A FACT that public convenience and necessity require the operation by applicants, JOHN E. J. HORN and CHARLES H. PAINTER, co-partners, of a passenger automobile for the transportation of passengers as a common carrier between Pasadena, Alhambra, San Gabriel, El Monte, Montebello Oil Fields, Montebello and Long Beach, and intermediate points, excepting therefrom the transportation of local passengers between Long Beach and the intersection of Long Beach Boulevard and Whittier Boulevard near Pico Station; and

IT IS HEREBY ORDERED, that a CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY be issued and authority be given to

said applicants, JOHN E. J. HORN and CHARLES E. PAINTER, co-partners, to operate such passenger automobile for the transportation of passengers as a common carrier between Pasadena, Alhambra, San Gabriel, El Monte, Montebello Oil Fields, Montebello, and Long Beach, and intermediate points, in accordance with the provisions of the application herein as to fares, time schedule, routes and character of equipment proposed as the initial service by said applicant, subject, however, to the following conditions and limitations:

No local passengers shall be carried by said applicants between Long Beach and the intersection of Long Beach Boulevard and Whittier Boulevard near Pico Station.

Applicant shall commence the operation of the service proposed within thirty (30) days from and after the granting of this certificate.

Dated at San Francisco, California, this 1st
day of June, 1920.

Elwin C. Ely
H. B. Loveland
David M. Martin
Commissioners.