

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

.....
P. A. FROELICH,

Complainant,

vs.

Case No. 370

LOS ANGELES RAILWAY CORPORATION,

Defendant.
.....

P. A. Froelich, Esq., in propria persona.

S. M. Haskins, Esq., for the Defendant.

EDGERTON, Commissioner.

O P I N I O N

In this case the complainant attacks the passenger fares of the Los Angeles Railway Corporation between the City of Los Angeles and Vermont Heights as excessive, unreasonable and discriminatory and asks that a fare of five cents with transfer privileges be established between Vermont Heights and the City of Los Angeles.

The rates of the defendant at present are as follows:

One-way fare between Vermont Heights and the City of Los Angeles ten cents, made up of five cents between any point in Los Angeles and Manchester Avenue and five cents from Manchester Avenue to Vermont Heights.

The following adult commutation rates are in effect:

- 10-ride party ticket..... \$.90
- 30-ride family commutation ticket 2.70
- 52-ride individual monthly commutation ticket..... 3.75

The lines of the defendant serving Vermont Heights are on either side of what is known as the "Shoe String Strip" and do not operate west of Manchester Avenue within the corporate limits of the City of Los Angeles.

The complainant bases his claim for a fare of five cents between the City of Los Angeles and Vermont Heights on the fact that the defendant operates certain of its street-car lines without the City of Los Angeles at a fare of five cents and that the distances beyond the boundary line of Los Angeles to the terminus of these lines are in some cases greater than the distance from Manchester Avenue to Vermont Heights. The boundaries of the City of Los Angeles are not at all regular in shape, consequently a line in one direction might reach a considerable distance beyond the city limits and at the same time the terminus thereof be a shorter distance from the center of population in Los Angeles than would a line operating in the other direction wholly within the city. Take for example the line to Huntington Park: There is no doubt that the distance from the city limits to the end of the Huntington Park line is greater than the distance from Manchester Avenue to Vermont Heights; at the same time, because of the irregular boundary lines of Los Angeles, Huntington Park is much nearer the center of population of Los Angeles.

It must be apparent to anyone who will study the transportation map of the City of Los Angeles that in no case does the defendant maintain a five cent fare with transfer privileges to any point which is the same distance from the business center of Los Angeles as Vermont Heights. Because a city annexes adjoining territory making its boundary lines extremely irregular it does not follow that a street railway system should be required to always extend its five cent fare zone to conform to the new boundary lines.

Complainant has not sustained his claim for a fare of five cents with transfer privileges between Vermont Heights and the City of Los Angeles. Discrimination undoubtedly exists in favor of other sections served by the defendant in the matter of commutation rates, and for the same reasons as were pointed out in our decision in Case No. 337, City of Inglewood vs. Los Angeles Railway Corporation, et al., we must hold that passengers from Vermont Heights are entitled to the same commutation rates as are in effect between Eagle Rock and Los Angeles. Drawing a circle from either the assumed center of population of 6th and Main Streets or 12th and Main Streets, Los Angeles,

it will be found that the distances are approximately the same to Eagle Rock, Annandale, Inglewood and Vermont Heights. We know of no just reason why the defendant should grant lower commutation rates to Eagle Rock and one-way fares from Annandale without transfer privileges, which are equivalent to the commutation rates between Eagle Rock and Los Angeles, on any lower basis than are in effect between Vermont Heights and Los Angeles.

I therefore find as a fact that a just and reasonable commutation fare for the transportation of adult passengers between Vermont Heights and the City of Los Angeles is \$1.50 for a 30-ride family commutation ticket without transfer privileges, and recommend the following order:

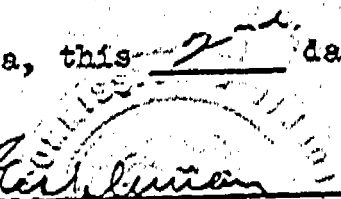
O R D E R

P. A. Froelich having filed a complaint against the Los Angeles Railway Corporation alleging that passenger fares between Vermont Heights and the City of Los Angeles are excessive, unreasonable and discriminatory, and a regular hearing having been held and basing its conclusions on the finding of fact as set out in the opinion preceding this order,

IT IS HEREBY ORDERED that the defendant publish and file with this Commission within twenty (20) days from the effective date of this order passenger tariffs establishing a commutation fare of \$1.50 for a 30-ride family commutation ticket without transfer privileges, which fare is hereby found to be just and reasonable.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 2nd day of July, 1913.


John W. Fairbank
Edwin O. Edgerton

Commissioners.