

Decision No. 8602

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application	)	
of S. C. HAMILTON and CHAS. R. LUSBY	)	
for certificate of public convenience	)	
and necessity to operate an auto	)	Application No. 5914.
stage service between Pasadena and	)	
Pomona, via Monrovia, Azusa, Glen-	)	
dora, San Dimas and La Verne.	)	

**ORIGINAL**

Rollin L. McKitt for Applicants.

Frank Karr for Pacific Electric Railway.

BY THE COMMISSION.

OPINION ON PETITION FOR REHEARING

Pacific Electric Railway Company, the protestant at the original hearing upon the above application, seasonably petitioned the Commission for a rehearing, requesting modification of the order contained in the Commission's Decision No. 8106 of September 16, 1920, so that its local service between Monrovia and Glendora (which are 18.22 miles apart by rail) would be protected from the competition of the bus line, upon the ground that Pacific Electric Railway is now giving adequate service at frequent intervals and that there is no public need for additional or different service.

A public hearing upon the petition was held by Examiner Westover at Los Angeles, at which further evidence relating to the local situation was submitted with the argument of the parties.

Between Monrovia and Glendora, which is the easterly terminus of this line of its system, the Pacific Electric Railway operates 19 trains daily in each direction at frequent intervals throughout the day except between 1:00 A. M. and 5:00 A. M., with service about hourly by 11 trains eastbound and 12 trains westbound during the hours of greatest need.

Beside its one-way and round trip rates, it has in effect four commutation rates, - 10-ride individual, 30-ride family, 46-ride school and 60-ride individual coupon books.

The stage schedule is at two hour intervals daily from 7:30 A. M. to 6:30 P. M. The stage line rates are one cent higher than the electric line rates for the same service, except that its round trip rate between Monrovia and Glendora is two cents higher, and its rates between Azusa and Glendora, one-way, are the same, and round trip four cents higher, being double its one-way rate. The stage line's 46-ride school rate (its only commutation rate) is 49 cents higher between Monrovia and Azusa, \$1.22 higher between Monrovia and Glendora, while between Azusa and Glendora the bus line's commutation rate is \$1.01 lower than the Pacific Electric Railway's rate.

To determine whether the two lines serve substantially the same territory, the parties have submitted as an exhibit a map showing each line and the residences located between the lines and within one-fourth of a mile north of the Pacific Electric and south of the bus line in territory outside of incorporated cities. This shows 67 homes between the lines, 48 south of the bus line and 28 north of the Pacific Electric tracks. The two lines are located but a little over one-fourth of a mile apart to the east of Monrovia. Through Monrovia the route of the bus line east and west is on Cypress and White Oak Avenues, which are 11 blocks apart and north and south on Myrtle Avenue, the principal business street,

crossing the Pacific Electric tracks at right angles about midway between White Oak and Cypress Avenues.

The population of each incorporated town is shown by the 1920 census to be: Monrovia, 5480; Azusa, 2460; Glendora, 2028.

Outside of the three incorporated cities, the Pacific Electric serves and quotes rates to and from ten intermediate points beside the three towns to and from which each line quotes rates.

The territory served by the two lines is substantially the same and it appears to be adequately and sufficiently served by the electric line. Reduction of its revenue makes it less able to give adequate service in its present financial condition. If the local situation between Monrovia and Glendora had been fully shown at the original hearing, limitation similar to that in the order herein would have been incorporated in the original order.

#### O R D E R

A public hearing having been held upon the above application, further evidence having been presented, further exhibits filed, and the matter being finally submitted after argument, and the Commission being now fully advised in the premises,

IT IS HEREBY ORDERED that the second paragraph of the Order contained in the decision herein, Decision No. 8106 of September 16, 1920, be and it is hereby modified to read as follows:

"THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by S. C. Hamilton and Chas. R. Lusby of through automobile stage service for the common carriage of passengers and baggage between Pasadena and Pomona, serving as intermediate points La Verne, San Dimas, Glendora, Azusa and Monrovia, but that it does not

\* authorize them to serve locally between Pomona, La Verne and San Dimas, nor locally between Monrovia, Azusa and Glendora; but nothing herein contained shall prevent such through service nor service between points west of Monrovia and points east thereof; nor between San Dimas or points east thereof and points west of San Dimas."

IT IS HEREBY FURTHER ORDERED that Messrs. Hamilton and Lusby at once cancel their tariffs showing any such local service above described and file new tariffs omitting such local service.

Dated at San Francisco, California, this 26<sup>th</sup> day of January, 1921.

H. H. Kevland  
Frank R. Doherty  
H. R. Brundage  
Wesley Martin  
Commissioners.