

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
COMPTON TRANSPORTATION COMPANY, a
corporation, for certificate of pub-
lic convenience and necessity to op-
erate an automobile bus or stage
passenger service between Huntington
Park and Pasadena.

Application No. 5899.

Desmond & Larzelere for Applicant.

L. A. Lewis and E. W. Kidd for H. A. Varro,
(operating under the fictitious name,
Liberty Stages)

Frank Karr, W. R. Miller and O. A. Smith for
Pacific Electric Railway, Protestant.

H. W. Kidd for Motor Transit Company and
United Stages, Inc., Protestants.

BY THE COMMISSION.

O P I N I O N

Applicant, which now operates a passenger stage line between Long Beach and Huntington Park, which adjoins Los Angeles on the south, seeks authority by this application to extend its service to and from Pasadena via Coyote Pass and Alhambra.

Public hearings upon the application were held by Examiner Westover at Huntington Park and Los Angeles.

At the first hearing, applicant stated that it did not desire to handle local passengers in the territory between Huntington Drive and Pasadena nor between Willowville and Long Beach.

The proposed service consists of six round trips daily between Long Beach and Pasadena.

The testimony presented by applicant related to service for Maywood, a community adjoining Huntington Park on the east; for Belvedere, a thickly settled community north and west of the cemeteries, adjoining Los Angeles on the east, and for Monterey Park and Alhambra.

Maywood is a subdivision of about 1200 acres, one-sixth of which is designed for factory sites on which there are now 13 factories with about 1000 to 1200 employes, and one plant under construction for an enterprise now employing 800 men and which, it is said, will double its forces when it moves to the new plant. The remaining 1000 acres is divided into about 1800 lots, of which 1500 have been sold by the subdividers and over 600 built on. This lies on both sides of the Pacific Electric Railway's Whittier line, which operates 32 round trips daily between Los Angeles and Whittier, affording connection at Slauson Junction, - a six minute ride to the west, with its Los Angeles-Long Beach line, and affording service through Los Angeles to and from Pasadena and the Alhambra-Monterey Park-Ramona Acres territory, which applicant proposes to serve.

The Belvedere region is served by both the Brooklyn Avenue line and the East First Street line of the Los Angeles Railway. Whitcomb's Original Wilmar Bus operates between the end of the East First Street line and El Monte, passing through the center of the easterly portion of Belvedere, through Coyote Pass on the route proposed by applicant, and easterly on Garvey Avenue, connecting with the stages of the Liberty Stage Line, which operates northcrly on Garfield Avenue through Alhambra.

The Alhambra-Monterey Park-Ramona Acres territory is at present served by the four tracksystem of the Pacific Electric Railway on Huntington Drive, the northerly limits; by the double track Covina line of the Pacific Electric Railway on Ramona Street,

the southerly limits, and by the double track Pacific Electric Railway line on Main Street, the principal east and west business street. This territory is also served by the lines of the Motor Transit Company, operating over Huntington Drive and over San Bernardino Road, which lies near the southerly portion of the territory and between the two double track lines of the Pacific Electric Railway.

Besides the service in the three communities above described, the Liberty Stage Line maintains a service between Long Beach and Pasadena via Downey. Its route in the vicinity of Alhambra and Pasadena is northerly on San Gabriel Boulevard, westerly on Garvey Avenue and northerly on Garfield Avenue, which is the principal north and south business street in Alhambra, and about the center of the more densely settled portion of the community. Wilson Avenue, on which applicant wishes to operate northerly from Garvey Avenue, lies .6 of a mile west of Garfield Avenue and passes through the residence portion of the westerly part of Alhambra. These two streets and the two routes converge at Huntington Drive. From that point to Mission Street, one-half mile or more to the north, the two routes are identical, and from Mission Street to Colorado Street in Pasadena, their respective terminals, they are within one-fourth mile, and they are not more than three-eighths to one-half mile apart at any point.

No testimony was offered tending to show that either of the present means of transportation is unable to serve the traveling public in the communities which they serve, and it does not appear that either of these communities needs additional service. Applicant's route passes about one-fourth mile to the east of the most easterly residences in Belvedere, being separated from it by extensive grain fields, but access to applicant's line could be had by a paved street leading from Belvedere.

The result of three different hearings in Los Angeles and Huntington Park show that public convenience and necessity do not require the proposed service.

O R D E R

Public hearings having been held upon the above entitled application, the matter being submitted and now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the service proposed by applicant.

IT IS HEREBY ORDERED that the above entitled application be and it is hereby denied.

Dated at San Francisco, California, this 16th day of April, 1921.

W. L. Davidson
H. P. Dundee
Waring M. Austin
Charles H. Rowan

Commissioners.