

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Appli-
cation of JAMES B. STIMSON
for certificate of public
convenience and necessity to
operate passenger service be-
tween Maywood and Huntington
Park.

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} Application No. 7032.

R.A. Newell, for Applicant
Frank Karr, for Pacific Electric Railway,
Protestant.

ORIGINAL

BY THE COMMISSION:

OPINION

J.B. Stimson has applied to the Railroad Comm-
ission for a certificate of public convenience and necessity
to operate a passenger stage service between Maywood, an
unincorporated town, and the City of Huntington Park, Los
Angeles County.

A public hearing was held by Examiner Williams at
Los Angeles.

Applicant proposes to operate from the intersection
of Baker Avenue and Heliotrope Avenue, Maywood, northerly to
Slanson Avenue, thence westerly to Pacific Boulevard, Huntington
Park, where connection with the Los Angeles Railway is made,
and thence southerly to a terminus at Randolph Street. The
operation parallels the line of the protestant, Pacific Electric
Railway and crosses this line on Heliotrope Avenue and termi-
nates at the same line in Huntington Park. The distance to

to be traversed is about three miles.

The showing of applicant of the public need and convenience of the service proposed by him was ample and the only question involved is whether the protestant's service is, or can be made, adequate to the need thus shown.

Protestant, in cooperation with the applicant, made a traffic check of protestant's operation between Baker Station and Pacific Boulevard, on September 14, 1921. This showed that 11.8 per cent of the entire traffic of protestant travelled between the points named. It also showed that more than 50 per cent of the through business to Los Angeles originates between these points. The obvious conclusion is that if applicant's operation is permitted, it will, to some extent, cause a loss of patronage to the protestant.

Applicant proposes a fare of six cents (6¢) between termini, with half hourly service. The fare of protestant between the same termini is nine cents (9¢), with fifteen cents (15¢) for round trip. Between Pacific Boulevard and Greening, protestant charges seven cents (7¢), and between Pacific Boulevard and Bell, six cents (6¢). From these, and other intermediate stops, the Company maintains 55 trains, practically hourly, daily, to and from Los Angeles, on the through lines of the Whittier - La Habra service. Both protestant and applicant connect with the Los Angeles Railway at Pacific Boulevard, the latter at a point about one-half mile north of the former. The service of applicant would be a feeder for the Los Angeles Railway, whose fare, with transfer privilege to any part of the City, is five cent, (5¢). Protestant's fare from Baker Station to its terminus at 6th

and Main Streets, Los Angeles, is thirteen cents (13¢) one way, or twenty-five cents (25¢) round trip, with very materially reduced commutation routes.

The juxtaposition between applicant and protestant shows that a passenger journeying from the farthest terminus (Baker Station) to Los Angeles on the Pacific Electric Railway must pay thirteen cents (13¢), while by the combined service of applicant and the Los Angeles Railway, he must pay eleven cents (11¢), with the added advantage by the latter method of transfer service to any part of Los Angeles, an advantage not provided by protestant.

In addition, applicant meets local needs between Baker Avenue and Huntington Park by a better routing, as he enables working men of the Maywood district to reach the industrial section along Slauson Avenue by a complete journey, without transfer or walking distances. His rates, too, are much less.

Considering all the facts submitted, applicant offers a different and desirable service, which protestant is not able to give, and his application should be granted.

ORDER

J.B. Stinson having applied to the Railroad Commission for a certificate of public convenience and necessity to operate auto stage passenger service between Maywood and Huntington Park, a public hearing having been held, the matter having been duly submitted and being now ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that public convenience and necessity require

the operation by applicant of such service over the following route:

Beginning at the intersection of Baker Avenue and Heliotrope Avenue, Maywood, thence northerly on Heliotrope Avenue to Slauson Avenue, thence westerly on Slauson Avenue to Pacific Boulevard, Huntington Park, thence south on Pacific Boulevard to Randolph Street, and returning by the same identical route,

And that a certificate of public convenience and necessity be and the same is hereby granted said applicant, subject to the following conditions:

- I - That applicant, James B. Stimson, shall file within fifteen (15) days from date hereof, his written acceptance of the certificate herein granted, and shall file within thirty (30) days of the date hereof, duplicate tariff of rates and time schedules, in accordance with General Order No. 51 of the Railroad Commission.
- II - That applicant, James B. Stimson, shall not sell, lease, assign or discontinue the service herein authorized, unless such sale, lease, assignment, or discontinuance shall have been authorized by the Railroad Commission.
- III- That no vehicle shall be operated by applicant unless such vehicles are owned by said applicant, or are leased under an agreement satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 9th
day of November, 1921.

H. B. ...
H. ...
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Commissioners.