

ERR

Decision No. 9817

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the appli-
cation of L.A. STANDIFER
and E. PONDLETON for a certi-
ficate of public convenience
and necessity to operate an
auto stage line between Com-
pton, California and Los An-
geles, California.

Application No. 7236.

E.N. Blair by W.C. Snyder, for Applicant
R.C. Gortner and O.A. Smith, for Pacific Electric
Railway, Protestant
F.E. Watson, for Southern Pacific Railway, Protestant.

BY THE COMMISSION:

OPINION

L.A. Standifer and E. Pondleton, co-partners,
have applied to the Railroad Commission for a certificate
of public convenience and necessity to operate an auto
stage passenger line between Compton and Los Angeles.

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

Applicants' plans call for the use of four
seven-passenger automobiles on an hourly schedule, between
Sixth and Hill Streets, in the City of Los Angeles and the
terminus in Compton. Applicants have adopted as their own, the
fares of the Pacific Electric Railway, protestant herein, but

have not adopted its commutation rates, nor provided any commutation rates. The entire operation is competitive with the protestant named. That it is so intended is shown by the operation proposed south of Slauson Avenue. At Manchester Avenue the route divides, one part going south by way of Compton Avenue and east on Burton, and the other turning east on Manchester Avenue and south on Alameda Street. The routes join at Burton Avenue and Alameda Street, and continue south in Alameda Street to Compton. The division carries the operation to the east and west of the Pacific Electric Railway lines, and parallel with them for nearly three miles, at various distances. On the west side, the operation is very close to the tracks; on the east side, it is from 1200 feet to one mile. The routes are through many populous communities which are in the zones of service of the protestant, Pacific Electric Railway, which carrier must suffer an amount of patronage not easily capable of estimation if this auto service should be established.

The demand for the auto service comes chiefly from Willowbrook and Belle Vernon districts, with some showing as to Compton and Madson Station. It was based on the alleged inadequacy of the service of Pacific Electric Railway, and the necessity of walking various distances to the rail stops. Complaint was made by witnesses that, south of Watts, the only service is the through trains to and from Long Beach and San Pedro, and that these trains are usually overcrowded and that some are limited, and do not stop at all.

That this is the situation was not denied by protestant, Pacific Electric Railway, except that only three of its half hourly trains are limited. But the General Passenger

Agent of the protestant, Mr. O.A. Smith, testified that the Company plans to establish a local rush hour service to Compton on a twenty minute schedule, which would also include Watts, but will be in addition to the Watts local service, now varying in headway from 2½ minutes to ten minutes, so that the addition of service to Compton ought to make the service adequate. This too, is consistent with the report of the Commission's Engineering Survey of the Pacific Electric System, (see report of Chief Engineer Sachse, Application 5806, Vol. II, Page 446) and his recommendation that local rush hour service between Watts and Compton be established.

Applicants propose hourly service. At best, but twenty-four passengers may be carried each way per hour. This would prove but little value during rush hours, about which there was most complaint by witnesses. To authorize operation by the applicants is to obstruct steps toward bringing the Pacific Electric service to adequacy, if not to repel them.

Applicants' proposed investment in their operation is not to exceed \$2500, representing the four automobiles to be used. E. Pendleton, one of the applicants, fixed their gross value at \$2200. The operating distance is 14 miles each way. The routings and schedules and rates are obviously made to benefit by drawing business from the natural traffic flow of the Pacific Electric Railway. There are already many similar operations by autos subsisting by the same means. To multiply them over the entire system of the protestant, without good reason, is simply a process of destroying this carrier, with approximately 1200 miles of track. It is

not apparent that conditions are such that this carrier may be regarded as obsolescent, and a broad judgment of all the facts submitted, necessarily requires that the Pacific Electric Railway must meet this sort of competition only when it refuses adequate service. In the case before the Commission the testimony is that the protestant is ready to make its service adequate at the very points of protest, and it is the judgment of the Commission that it should be required to do. It follows, therefore, that, at this time, the application herein should be denied.

ORDER

IT IS HEREBY ORDERED BY THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA that public convenience and necessity do not require operation by applicants herein of an auto passenger service, as proposed, between Los Angeles and Compton, and that the application herein be and the same hereby is denied.

Dated at San Francisco, California, this 26th day of November, 1921.

H. B. Rounding
H. D. Loveland
Charles H. Powell
W. J. [unclear]
Commissioners.