

Decision No. 34949

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
FRANK ATKINSON for an order authorizing)	
him to restore service upon a route)	
heretofore temporarily suspended by)	
order of the Commission, and to extend)	
said route along San Pedro Street,)	First Supplemental
Avalon and Compton Boulevards, traversing)	Application No.
a total distance of approximately eight)	14219
miles, partly within and partly without)	
the City limits of Los Angeles.)	

WALLACE L. WARE, for applicant

H. P. McCARTHY, for Highland Transportation Company, interested party

DANIEL HOLLAND, for Compton Chamber of Commerce, in support of application

BY THE COMMISSION:

O P I N I O N

In this proceeding applicant seeks authority for a certificate of public convenience and necessity to operate a stage line for the transportation of passengers and their baggage and in addition to restore a service formerly authorized by the Commission which thereafter was temporarily discontinued by authority of this Commission.

A public hearing was held at Los Angeles on November 18 and 19, 1941, before Examiner Cameron, at which time evidence was received, the matter was duly submitted and the same is now ready for decision.

There was no protest to the granting of the application and the facts which are without dispute, are briefly stated as follows:

1 Paragraph II of Application

At the present time applicant is engaged in operating a stage line transporting passengers and their baggage along Main Street, Avalon Boulevard, Manchester Avenue, 120th Street, San Pedro Street and 121st Street. This route is partially within² and partially without the boundaries of Los Angeles. Subsequent to the authorization and establishment of this service applicant was authorized by this Commission to conduct a separate passenger stage service. This subsequent service was discontinued by authority of the Commission upon a showing that there was not sufficient business at that time to justify its maintenance.

The evidence clearly shows that since the Commission authorized the discontinuance of this said latter service there has been a substantial development along Manchester Avenue, San Pedro Street to 121st Street, thence along Avalon Boulevard to Compton Boulevard and between Avalon Boulevard and the City of Compton along Compton Boulevard. Along El Segundo Boulevard between San Pedro Street and Avalon Boulevard there have been constructed in recent months in excess of one hundred new dwellings which, for the most part, are now occupied, and in addition there are more dwellings in the course of construction. In the vicinity of Avalon Boulevard, between 132nd Street and Rosecrans Avenue forty new dwellings have been constructed in the last few months as well as several new houses nearing completion. Between Rosecrans Avenue and Compton Boulevard and along Compton Boulevard between Avalon Boulevard and the city limits of Compton there are one hundred sixty-four dwellings, most of them constructed in recent months and occupied at the present time. This development has created a demand for a transportation service. In some instances the residents in this area require a service to get to the factories and plants in Los Angeles and in other cases, to make connection with the Pacific Electric

² Decision No. 15272, dated August 10, 1935.

Railway in Compton for transportation to the Long Beach aircraft and shipbuilding plants. The development of the area has increased the demand for transportation of pupils attending Compton Junior College. It was shown that approximately one hundred students residing in this area daily find it necessary to use the proposed service for transportation to and from this College.

Considerable interest in the proposed service was shown by the residents of this area, as evidenced by the attendance at the hearing. At the morning session when the hearing started twenty-six witnesses appeared and testified, in support of the application, to their need for this service. In the afternoon session other witnesses appeared in support of the granting of this application. There is no other stage or rail service now available which will accommodate the residents in this area who require the proposed transportation facilities. It was also shown through the testimony of several witnesses that the proposed service would act as a feeder line to the Los Angeles Railway and the Pacific Electric Railway and thus enable the residents to get to connecting points on a transportation service to Los Angeles and Long Beach.

It appears from the record that applicant's prior experience and available equipment ³ amply qualify and enable him to render the service for which authority is sought.

After a careful consideration of the entire record we conclude and find as a fact that public convenience and necessity require the granting of this application and said application will, therefore, be granted.

3 Exhibit "C" of application

O R D E R

Public hearing having been held in the above entitled proceeding, the matter having been submitted, and the Commission being fully informed,

IT IS ORDERED that a certificate of public convenience and necessity be and it is hereby granted to FRANK ATKINSON authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2½ of the Public Utilities Act, for the transportation of passengers and their baggage between Los Angeles and Compton and intermediate points as an extension and enlargement of the operative rights created by Decision No. 15272, dated August 10, 1925, Decision No. 15934, dated February 5, 1926 and Decision No. 19231 dated January 10, 1928.

FRANK ATKINSON, his successors or assigns, may never claim before this Commission or any court or other public body a value for the authority hereby granted in excess of the actual cost thereof.

IT IS FURTHER ORDERED that in the operation of said passenger stage service pursuant to the foregoing certificate FRANK ATKINSON shall comply with and observe the following service regulations:

1. File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the date hereof.
2. Subject to the authority of this Commission to change or modify such at any time by further order, conduct said passenger stage service over and along the following route:

Leaving Manchester and Broadway, east on Manchester to San Pedro Street, south on San Pedro Street to El Segundo Boulevard, east on El Segundo Boulevard to Avalon Boulevard, south on Avalon Boulevard to Compton Boulevard, east on Compton Boulevard to Willowbrook Avenue, south on Willowbrook Avenue to Indigo Avenue, west on Indigo to Acacia, the terminus, north on Acacia Street to Myrrh Street, east on Myrrh Street to Willowbrook Avenue and north on Willowbrook Avenue to Compton Boulevard and return over same route to Main and Manchester, south on Main Street to 86th Place, west on 86th Place to Broadway, north on Broadway to Manchester Avenue, the terminus.

3. Comply with the rules of the Commission's General Order No. 79 and Part IV of General Order No. 93-A

by filing, in triplicate, and concurrently making effective tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than one (1) days notice to the Commission and the public.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 27th day
of January, 1942.

[Signature]
Ray - Ricey
Justice J. Calver
[Signature]
COMMISSIONERS