

Decision No. 20020

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application  
of  
HOWARD M. LANG,  
doing business under the fictitious  
name and style of EL SEGUNDO MOTOR  
TRANSPORT COMPANY, for authority to  
re-route his existing motor-coach  
service between Inglewood and El  
Segundo, California, and interme-  
diate points.

Application No. 20470

ORIGINAL

In the Matter of the Application of  
THOMAS R. CARPENTER, as sole proprietor  
of Inglewood Transit Lines, for authority  
to extend his existing motor coach service  
from the present southerly terminus there-  
of westerly a distance of approximately  
one mile along Imperial Highway to the  
intersection of said highway with Redondo  
Boulevard, and to serve all points inter-  
mediate to said termini, as well as to and  
from all points now served by applicant.

Application No. 20566

H. H. Sanborn and O. A. Schulenberg for Applicant Lang;  
H. W. Kidd and Fred Aberle, for Applicant Carpenter and  
Sunset Stages Inc., Protestant;  
Lester Luce and George Lawrence, Assistant City Attorneys  
for City of Inglewood, interested party;  
James Gunn for Board of Public Utilities and Transportation,  
City of Los Angeles, interested party.

BY THE COMMISSION:

O P I N I O N

Howard M. Lang, operating automotive passenger service  
under the name of El Segundo Motor Transport Company, between

Inglewood and El Segundo, has made application to reroute his service between the City of Inglewood and Los Angeles Municipal Airport and intermediate points.

Thomas R. Carpenter, operating automotive service for the transportation of passengers between the City of Inglewood and points exterior to Inglewood in the County of Los Angeles has made application to extend his service from Inglewood Avenue and Imperial Highway westerly to the junction of Redondo Road and Imperial Highway, thus serving Los Angeles Municipal Airport.

Public hearings in the matters, which were consolidated by stipulation for hearing and decision, were held at Inglewood, the matters were duly submitted and now are ready for decision.

Applicant Lang now operates between Inglewood and the Airport by way of Regent Street and Redondo Boulevard. This route is sparsely populated and is not useful either to the passengers going to the Airport, most of whom live far to the east of the route, nor to those going beyond the Airport to El Segundo.

Applicant asks to reroute its service by abandoning the present route and operating over Hawthorne Boulevard directly south to Imperial Highway and westerly on Imperial Highway to El Segundo.

Applicant Carpenter now operates in the City of Inglewood over various routes north and south of Regent Street. A portion of this service extends parallel to Hawthorne Boulevard over Inglewood Avenue with a diversion variously from a mile to a half a mile distant from Hawthorne Avenue. The southerly termination of his service is at Imperial Highway and he desires to extend the terminal two thousand feet westerly, thus permitting his passengers to reach the Airport by bus.

Neither applicant proposes any change in fares locally. At the public hearings many witnesses by their testimony supported the need for service to the Airport. The North American Aviation Company which maintains a large factory at the Los Angeles Airport now employes in excess of 600 men, with the probability of continuous operation with additional employes for at least another year. Mr. Elsdel, personnel director of this Company, in his testimony estimated that at least ten per cent of all the employes would use the service proposed as they live near one or the other of the two services under consideration.

Roy B. Buckley, Superintendent of the Northrup Southwestern Company, a subsidiary of General Motors Corporation, testified that his factory is now employing approximately 1300 employes and that a check of the residence areas of the employes indicated that over 300 were within the service area of one or the other of the carriers. Of the total number of employes he testified that approximately 65% would use what is termed "co-employe transportation", that is employes riding with each other. He also thought that the establishment of the services proposed would reduce this unsatisfactory method of transportation and inure to the benefit of the public carriers.

The chief dispute between the applicants was as to restrictions to be imposed upon the service proposed by applicant Lang. The applicants and protestant Sunset Stages, Inc., finally entered into the following agreement:

"That the applicant will not sell tickets or accept cash fares from a point south of the depot in Inglewood, namely Queen Street along Hawthorne Avenue and including Imperial Highway, to Manhattan Beach, Hermosa Beach and Redondo Beach; nor will we join in the sale of through

tickets north bound from Redondo Beach, Hermosa Beach and Manhattan Beach to points of destination on Hawthorne Avenue between Imperial Highway and a point south of the Inglewood depot, namely Queen Street."

The matters were thereupon submitted. The stipulation in effect permits the rerouting without the ability of the Lang operation to receive or discharge, between Queen Street in Inglewood and Imperial Highway, any passengers between this area and the points of Hermosa Beach, Manhattan Beach and Redondo Beach to which points service by Sunset Stages over the same route is recognized as adequate and efficient.

The Lang operation connects with the operations of Motor Coach Company at the intersection of Imperial Highway and the Sepulveda Boulevard east of El Segundo and permits the connection with that service to all points between San Pedro and Santa Monica, and also to points in the San Fernando Valley, excluding, however, the points of Hermosa Beach, Manhattan Beach and Redondo Beach.

Applicant Lang further entered into a stipulation with the Los Angeles Railway, which operates between Inglewood and Hawthorne along Hawthorne Avenue, that no local service will be performed between Inglewood and the intersection of Firmona Avenue and Imperial Highway. No restrictions were sought to be placed upon the extension proposed by applicant Carpenter.

Applicant Carpenter now maintains about thirty schedules each way daily and intends to extend each of them to the Airport without any alteration of fares. As his service passes through the residence district west of Hawthorne Avenue, it is not directly in competition with the Los Angeles Railway, which does not reach the

Airport (except for special service with bus equipment during aviation meets at the Airport) and whose rail fares are higher by zones than the five cent uniform rate charged by Carpenter. The witnesses all agreed that the extension of this service would be extremely useful to the public.

The City of Inglewood by resolutions adopted by its City Council supported the application of Carpenter and by a separate resolution requested that the application of Lang be not granted. In view of the fact that Lang already had the right to serve between Inglewood and the Airport and that the rest of his operations will be merely a rerouting and apparently of much benefit to the communities involved, the Commission cannot find itself in accord with the opposition expressed in the resolution. We believe the improvement in service will be of great benefit to Inglewood, Hawthorne, Lennox, and the well-built county areas and that the applications should both be granted.

#### O R D E R

HOWARD M. LANG, operating under the name of El Segundo Motor Transport Company, having requested authority to reroute his automotive passenger service between Inglewood and El Segundo, a public hearing having been held, and the matter having been duly submitted,

IT IS HEREBY ORDERED that applicant be authorized to abandon the route now operated by its service from the intersection of Regent Street and Hawthorne Boulevard over Regent Street and Redondo Boulevard and to reroute its service south on Hawthorne Boulevard to Imperial Highway and thence directly west to El Segundo;

and provided, however, that applicant shall not carry passengers locally between Inglewood and the intersection of Firmona Avenue and Imperial Highway, subject, however, to the following condition:

1. Applicant is authorized to turn his motor vehicles at termini either in the intersection of the street or by operating around a block contiguous to such intersection in either direction and to carry passengers as traffic regulations of the municipalities may require.

Thomas R. Carpenter having made application to extend to Los Angeles Municipal Airport his automotive passenger service as granted by Decision No. 16213, dated April 17, 1926, on Application No. 12122, and Decision No. 24133, dated October 19, 1931, upon Application No. 17688, a public hearing having been held and the matter having been duly submitted,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public necessity and convenience require the extension of applicant's service from the intersection of Inglewood Avenue and Imperial Highway to the intersection of Imperial Highway and Redondo Boulevard; and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be, and the same hereby is, granted applicant, subject to the following conditions:

1. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from date hereof.
2. Applicant shall commence the service herein authorized within a period of not to exceed thirty (30) days from the effective date hereof, and shall file in triplicate and concurrently make effective on not less than ten days' notice to the Railroad Commission and the public a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates and rules which in volume and effect, shall be

identical with the rates and rules shown in the exhibit attached to the application in so far as they conform to the certificate herein granted, or rates and rules satisfactory to the Railroad Commission.

3. Applicant shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, on not less than five days' notice to the Railroad Commission and the public, time schedules covering the service herein authorized in a form satisfactory to the Railroad Commission.
4. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been obtained.
5. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by applicant under a contract or agreement on a basis satisfactory to the Railroad Commission.
6. Applicant is authorized to turn his motor vehicles at termini either in the intersection of the street or by operating around a block contiguous to such intersection in either direction and to carry passengers as traffic regulations of the municipalities may require.

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 27<sup>th</sup> day of July, 1936.

M. B. Harris

W. A. Lewis

Frank R. Deakin  
COMMISSIONERS.