

Decision No. 21894

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of William C. Kemble and Felicien
P. Landier, a co-partnership, d.b.a.
Kemble & Landier for permission to
change time schedule and part of
route of an automobile passenger
service.

Application No. 21894

ORIGINAL

B. RUSSELL PRIESS, for applicants.

RILEY, Commissioner:

O P I N I O N

This is an application by William C. Kemble and Felicien P. Landier, doing business as Kemble and Landier, for authority to effect certain changes in route on their automotive common carrier passenger service between Central and Manchester Avenues and Tweedy Road and Santa Fe Avenue, all in Los Angeles County.

A public hearing was had in this matter on May 10, 1938, in Los Angeles, where testimony was received, the matter submitted and it is now ready for decision.

It is applicants' proposal to abandon that portion of their route between 99th and Zamora Streets to Grandee and 103rd Streets now being operated via 99th and Zamora Streets west to Central Avenue, South to 103rd Street and east to Grandee Avenue.

In lieu of the foregoing applicant proposes to operate as follows:

99th and Zamora Streets; south to 100th Street;
east to Compton Avenue; south to 103rd Place;
east to Grandee Avenue; north to 103rd Street;
and return from

Grandee and 103rd Street; west to Compton Avenue; north to 100th Street; west to Zamora Avenue; north to 92nd Street; west to Hooper Avenue; north to Manchester Avenue; and west to Central Avenue as the point of beginning.

Applicant testified that since inception of the service no passenger has been picked up or discharged upon the part of the route sought to be eliminated; that the territory contiguous to said streets is mostly vacant land; that the proposed rerouting would serve a much larger population in a new area being rapidly built up; and, furthermore, the length of the line would be shortened. He further testified that not more than seven passengers daily have been carried over his line from Grandee and 103rd Streets to Santa Fe Avenue and Tweedy Road, site of the General Motors Company Plant. A substantial loss has been sustained on this run, it was stated. It is applicants' proposal to operate only a shuttle service between these termini operating once a day each way except Saturday and Sunday, leaving Grandee Avenue and 103rd Streets at 8:10 A.M. and leaving Santa Fe Avenue and Tweedy Road at 5:10 P.M. Transfer privileges are to be afforded to the remainder of the line either way and it is proposed to use a twenty-five passenger 1937 International bus in this shuttle service. A new terminal is to be established at 103rd Street and Grandee Avenue.

By virtue of the reduction in service as outlined above applicant stated that instead of the 40 minute service now rendered over the entire line a 20 minute service would be rendered between Central and Manchester Avenues and Grandee and 103rd Streets, daily except Saturday and Sunday, leaving the terminal at Central and Manchester Avenues at 6:30 A.M. and thence every 20 minutes until 10:30 P.M. with return trips leaving the terminal at Grandee Avenue and 103rd Street at 6:20 A.M. and thence every 20 minutes until 10:20 P.M.

Saturday and Sunday service will be from Grandee Avenue and 103rd Streets commencing at 7:20 A.M. and continuing every 20 minutes until 10:20 P.M. and from Central and Manchester Avenues leaving at 7:30 A.M. and continuing every 20 minutes until 10:30 P.M.

This service is being installed at the request of passengers on this line and applicants feel that increased patronage resulting from the rerouting and more frequent service will enable a compensatory operation to be conducted.

No protests to the granting of this application were received. General Motors Company has approved the proposal in writing and Pacific Electric Railway has in writing waived protest to the granting of the instant application.

Based on the record herein I am of the opinion that public convenience and necessity will be subserved by the adoption of the proposals of applicants herein and I, therefore, believe that the application should be granted.

I recommend the following form of order:

O R D E R

IT IS HEREBY ORDERED that the routes as heretofore described in Decision No. 30363, dated November 29, 1937, on Application No. 21513, be and they are hereby amended to read as follows:

1st Terminal:- Central and Firestone Boulevard (Manchester Avenue); East on Firestone Boulevard to Hooper Avenue; South on Hooper Avenue to 92nd Street; East on 92nd Street to Zamora Avenue; South on Zamora Avenue to 100th Street; East on 100th Street to Compton Avenue; South on Compton Avenue to 103rd Place; East on 103rd Place to Grandee Avenue; North on Grandee Avenue to 103rd Street; East on 103rd Street to Alameda Street; North on Alameda Street to Tweedy Road; East on Tweedy Road to Santa Fe Avenue.

2nd Terminal:- Tweedy Road and Santa Fe Avenue;
West on Tweedy Road to Alameda Street; South on
Alameda Street to 103rd Street; West on 103rd
Street to Grandee Avenue to Compton Street;
North on Compton Street to 100th Street; West
on 100th Street to Zamora Avenue; North on Zamora
Avenue to 92nd Street; West on 92nd Street to
Hooper Avenue; North on Hooper Avenue to Man-
chester Avenue; West on Manchester Avenue to
Central Avenue to the point of beginning.

IT IS HEREBY FURTHER ORDERED that William C. Kemble and
Felicien P. Landier shall file, in duplicate, and on not less than
ten (10) days' notice to the Commission and the public a time
schedule providing for the service heretofore described in the
opinion preceding.

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

The foregoing opinion and order are hereby approved and
ordered filed as the opinion and order of the Railroad Commission
of the State of California.

Dated at San Francisco, California, this 23rd day of
May, 1938.

W. J. McArthur
Leon Outley
Frank R. Allen
W. B. Wakefield
Ray L. Riley
COMMISSIONERS.