

Decision No. 30280

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of UNION PACIFIC STAGE COMPANY, a corporation, for a certificate of public convenience and necessity authorizing it to operate a motor bus service between East Los Angeles and East San Pedro; between East Los Angeles and Glendale, all in Los Angeles County; and between East Los Angeles and Anaheim in Los Angeles and Orange Counties.

ORIGINAL

Fifth Supplemental
Application No. 16579

BY THE COMMISSION:

O P I N I O N

This fifth supplemental application of Union Pacific Stage Company, a corporation, requests an order of this Commission authorizing the elimination of specific reference to streets and routes traversed within municipalities served by this carrier, pursuant to a certificate of public convenience and necessity granted by Decision No. 22761, as amended by Decisions Nos. 26797, 30575, 30576 and 32179. In general the revised descriptions will show the points served (Rail Stations and Bus Depots) and the major arterial highways traversed, without reference to the specific routing along city streets leading to and from the points served in the various communities.

As presently constituted, the operative rights above referred to authorize Union Pacific Stage Company to operate a common carrier automotive service for the transportation of passengers and their baggage between the Union Pacific Railroad Company

depot at East Los Angeles on the one hand, and Anaheim, East San Pedro and Glendale (via Eagle Rock and Pasadena) and intermediate points, on the other hand, over and along definite fixed routes subject to a restriction that

"1. Applicant is permitted to handle only such passengers whose origin or destination is at the East Los Angeles Station of the Union Pacific Railroad Company or points beyond said East Los Angeles station via the Union Pacific Railroad Company, and the handling of such passengers is permitted only on motor coaches operating as a connecting service for Union Pacific Railroad Company's passenger trains serving said East Los Angeles Station."

Justifying its request for the authority herein sought, applicant alleges as follows:

"1. The Stage Company does not provide a local service in the true sense and should not be restricted by definitely fixed routes within municipalities. The operations of the Stage Company were commenced solely for the purpose of providing transportation for rail passengers of the Union Pacific Railroad Company (and its predecessor, Los Angeles & Salt Lake Railroad Company,) between its said East Los Angeles Depot and surrounding communities in lieu of branch line rail passenger service. The Stage Company transports only persons originating at or destined to points on the line of the Union Pacific Railroad Company. The busses of the Stage Company make connections with the schedules of the Union Pacific Railroad Company at East Los Angeles Depot for the purpose of providing service to such passengers, and no other motor carrier or other carrier engaged in local service in the areas surrounding said depot is authorized to make such connections. The Stage Company does not compete with any other carrier providing a local service in the communities served by the Stage Company. Changes of route of the Stage Company within municipalities do not in any wise result in competition with other carriers.

"2. In excess of 99% of the passengers transported by the Stage Company are rail passengers destined to or coming from interstate points on the line of the Union Pacific Railroad Company or its connecting rail lines. The intrastate transportation of passengers by the Stage Company is negligible and the purpose of operations under the above mentioned certificates issued by this Commission is solely that of affording a complete service to intrastate passengers as well as interstate passengers."

Redescriptions of these routes as sought by applicant are set forth in Exhibits A-1, A-2, A-3 and A-4 attached to the application and applicant further alleges that time and expense consumed in obtaining various changes in routes, most of which are necessitated only by changes in traffic conditions, municipal regulations and relocation of rail depots, will be eliminated and that the carrying out of this plan will not adversely effect the basic public service this carrier is authorized to perform.

Complementary authority is simultaneously being sought from the Interstate Commerce Commission.

It appears from the foregoing circumstances that no adverse public effect will result from the proposal of applicant and a public hearing of this matter does not appear necessary. The application will be granted.

C R D E R

IT IS ORDERED that Decisions Nos. 22761, 26797, 30575, 30576 and 32179 be and they are hereby amended by deleting therefrom the various route descriptions contained in each of these decisions in this proceeding and the substitution therefor of the following routes in lieu:

Direct Route: East Los Angeles to Harbor

Between the Depot of the Union Pacific Railroad Company at East Los Angeles in the County of Los Angeles and the Terminal of the Stage Company in the Harbor District of the City of Los Angeles, over and along the following route:

From said depot to the City of Long Beach through various portions of the County of Los Angeles via Atlantic Boulevard and through the Cities of Maywood, Bell, South Gate and Lynwood over city streets;

Over city streets through the contiguous cities of Long Beach and City of Los Angeles to the terminal of the Stage Company in the Harbor District of said City of Los Angeles.

The same route is followed in the opposite direction.

Indirect Route: East Los Angeles to Harbor

Between the Depot of the Union Pacific Railroad Company at East Los Angeles in the County of Los Angeles, California, and the Terminal of the Stage Company in the Harbor District of the City of Los Angeles, California, over and along the following route:

From said depot to the City of Maywood via Atlantic Boulevard;

Over city streets through the contiguous cities of Maywood, Huntington Park and Bell;

From the City of Bell to the City of South Gate via Atlantic Boulevard;

Over city streets through the contiguous cities of South Gate and Lynwood;

From the City of Lynwood to the City of Long Beach via Atlantic Boulevard, Olive Street, Paramount Boulevard, Jackson Street and Garfield Avenue (formerly Michigan Avenue);

Over city streets in the City of Long Beach and from the most northerly section of said City to the next southerly section of said city over that portion of Atlantic Boulevard located in the County of Los Angeles;

From Long Beach to the terminal of the Stage Company in the Harbor District of the contiguous City of Los Angeles over city streets;

The same route is followed in the opposite direction.

East Los Angeles to Glendale

Between the Depot of the Union Pacific Railroad Company at East Los Angeles in the County of Los Angeles and the Terminal of the Stage Company at Glendale, California, over and along the following route:

From said depot to the City of Monterey Park via Atlantic Boulevard;

Over city streets through the contiguous cities of Monterey Park, Alhambra, South Pasadena, San Marino, Pasadena, City of Los Angeles and Glendale to the terminal of the Stage Company in said City of Glendale.

The same route is followed in the opposite direction.

East Los Angeles to Anaheim

Between the Depot of the Union Pacific Railroad Company at East Los Angeles in the County of Los Angeles and the Terminal of the Stage Company in the City of Anaheim, California, over and along the following route:

From said depot to the City of Montebello via Goodrich Avenue and U. S. Highway No. 101;

Over city streets in the City of Montebello, thence via U. S. Highway No. 101 to the City of Whittier;

Over city streets in the City of Whittier, thence via U. S. Highway No. 101 and Hiatt Street to the City of La Habra;

Over city streets in the City of La Habra, thence via Hiatt Street, Ocean Avenue and U. S. Highway No. 101 to the City of Fullerton;

Over city streets in the City of Fullerton, thence via U. S. Highway No. 101 to the City of Anaheim, and over city streets to the terminal of the Stage Company in said city.

The same route is followed in the opposite direction.

In all other respects Decisions Nos. 22761, 26797, 30575, 30576 and 32179 shall remain unchanged and in full force and effect.

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

Dated at San Francisco, California, this 25th day of June, 1940.

Ray L. Rice
Stewart Belmont
Ralph W. Johnson
H. B. Kelly

Commissioners