

Decision No. 34663

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the)
LANDIER TRANSIT CO., INC., for an in lieu)
certificate of public convenience and)
necessity for its present certificates, and)
for a new certificate of public convenience)
and necessity to operate an automotive pas-)
senger service between the terminal of)
Imperial Highway and Wadsworth Street, Los)
Angeles, and the terminal of Pacific Avenue)
and Zoe, Huntington Park, and for permission)
for change of route and increase in fare on)
existing routes.)

Application
No. 24301

B. RUSSELL PRIESS, for Applicant.

DON L. CAMPBELL and RODNEY WILLIAMS, for
Asbury Transit Lines, Interested Party.

BY THE COMMISSION:

O P I N I O N

By this application Landier Transit Co. Inc. seeks authority from the Commission (1) to establish a new passenger service by motor coach between Watts and Huntington Park; (2) to abandon part of its service and change a part of the present route on its Manchester line; and (3) to increase passenger fares. The applicant also asks the Commission to issue an in-lieu certificate of public convenience and necessity restating its operative (1) rights.

(1) By Decision No. 31599, dated December 27, 1938, in Application No. 22406, Landier Transit Co. Inc. was authorized to acquire and operate two automotive bus lines in the vicinity of Los Angeles. Applicant operates one service in the vicinity of Watts (known as the Watts line) and the other between Central Avenue and Firestone Boulevard, on the one hand, and Santa Fe Avenue and Tweedy Boulevard, on the other hand (known as the Manchester line).

A public hearing was had at Los Angeles on September 26, 1941 before Examiner Broz, at which time testimony was received relative to proposed increases in passenger fares. The matter was submitted on the record and is now ready for decision.

Motor Coach Service, Watts-Huntington Park

In support of the proposal to establish new motor coach service between Watts and Huntington Park, the applicant alleges that no passenger service is presently operated by any public carrier in an easterly and westerly direction across the southern part of the city of Los Angeles; that due to a substantial increase in the number of factories and industries located in that area there is a growing demand for motor coach service to accommodate employees going from and to their places of employment. The route proposed to be followed as described in the application starts at Imperial Highway and Stanford Street in Los Angeles, proceeding by an irregular route in an easterly and northerly direction through Watts to a terminal at Pacific and Zoe Streets in Huntington Park, a one-way distance of about 5.4 miles. The return trip is proposed over the same route in the reverse direction.

Automotive equipment proposed to be operated on the new service consists of two 1941 model G.M.C. streetcar type buses capable of seating 29 passengers. They will be equipped with a front motor and safety appliances required by this Commission and the laws of the State of California. One of the buses will be used as "standby" equipment.

The fare sought to be charged on the new line will be seven cents per passenger with a free transfer privilege to either the Watts line or the Manchester line. Transfers from the latter

lines would be honored on the new line. A tentative time schedule co-ordinating the new service with both of applicant's existing motor coach services is attached to the application as "Exhibit B."

The Pacific Electric Railway Company, Los Angeles Railway Corporation and Los Angeles Motor Coach Company operating passenger service in the general vicinity of Watts and Huntington Park, have advised the Commission by letter that they have no objection to the establishment of applicant's proposed service. The Board of Public Utilities and Transportation of the City of Los Angeles also advised the Commission by letter that at a meeting held on September 19, 1941 the Board approved a report of its assistant chief engineer recommending the issuance of necessary permits to applicant authorizing it to operate over certain streets located within the city of Los Angeles as part of a through route between Watts and Huntington Park.

Based upon the foregoing evidence it appears and we are of the opinion and find that public convenience and necessity require the establishment of the proposed new motor coach service by the applicant between Watts and Huntington Park.

Abandonment of Portion of Service and
Change in Route on Manchester Line

At the present time applicant's Manchester line operates in a westerly and northerly direction between the intersection of Santa Fe Avenue and Tweedy Boulevard in Southgate, on the one hand, and Central Avenue and Firestone Boulevard (Manchester Avenue) in Los Angeles, on the other hand, rendering service to the cities of Southgate, Watts and Walnut Park. It is proposed to abandon service from Santa Fe Avenue and Tweedy Boulevard to 103rd Street and Grandee Avenue, a distance of about one mile and a half, because

patronage on that portion of the line has assertedly been very light for some time and applicant's service has accordingly been reduced to one trip each way per day with a result that almost no patronage is now realized therefrom. It appears that a major portion of the route proposed to be abandoned lies parallel to railroad tracks on Alameda Street for about a half mile and beyond that it is parallel to undeveloped industrial property for another half mile. Apparently no public inconvenience would result from discontinuance of service on that portion of the line and the abandonment thereof will be authorized.

The requested change in routing on the Manchester line is alleged to be necessary because of the poor condition of street paving between 96th Street and Zamora Avenue, on the one hand, and 100th Street and Compton Avenue, on the other hand. Applicant alleges that the street paving on the present route between said intersections is ^{very bad} with no immediate prospect of repairs in the near future, and that portion of the route is not suitable for bus transportation. It is contended, moreover, that the proposed new route would eliminate two turning movements now required by reason of an irregularity or "jog" in Zamora Avenue at 98th Street on the present route and would serve two schools on 96th Street between Compton and Success Avenues not now reached by the applicant. In addition there would be a slight shortening of the route mileage. It is evident that applicant's proposal will afford more riding comfort to the traveling public and greater operating convenience and the request will be granted.

Increases in Passenger Fares

At the hearing, which was limited to the taking of testimony and evidence in support of the proposed increases in

fares on the Watts and Manchester lines, F. P. Landier, president of the applicant company, stated that no increases are sought in the basic fares of those lines, but only in the transfer charge which is sought to be increased one cent on each line.

LINES	One-way Miles	PRESENT		PROPOSED	
		Fare	Transfer Charge	Fare	Transfer Charge
Watts	1.7	5¢	1¢	5¢	2¢
Manchester	2.2	6¢	Free	6¢	1¢
*Watts-Huntington Park	5.4	--	--	7¢	Free

* - New line

The witness testified that for the six-month period ended June 30, 1941, the company carried approximately 139,500 local passengers on the Watts line and about 5 per cent of that number would be affected by the proposed increase in the transfer charge. During the same period, 53,017 local passengers were carried on the Manchester line and about 5 per cent of that number would be affected by the increase. Transfers from the Watts and Manchester lines, he said, will be honored on the new Watts-Huntington Park line, thus making available to patrons of the existing lines about 5½ miles of additional new service. The proposed increases, it was pointed out, would not affect local patrons on the Watts and Manchester lines who would continue to enjoy the present basic fares.

By way of justifying the proposed increases, the witness testified that the Manchester line operated at a net loss of \$246.99 for the six-month period ended June 30, 1941. The net profit of the Watts line for the same period increased only \$639.79 over net profit of that line in 1940, although the

contemporaneous increase in gross revenue was \$1,079.10. Since June, 1941, he said, the company has sustained increased expenses of 20 per cent in drivers' wages, 30 per cent on insurance premiums, and 5 per cent in the cost of tires. Increased expenses were also asserted to have been experienced by the company in recent months on such items as gasoline, automotive parts and other commodities used in his bus operation. In conclusion, the witness argued that increased fares will enable his company to operate its motor coach service at a reasonable profit and render a more satisfactory and dependable service to the public. In view of the evidence of increased costs of operation and the benefits which will accrue to the public by virtue of a transfer privilege to the extended service on the new Watts-Huntington Park line, the proposed modifications of fares on the Watts and Manchester line do not appear to be unreasonable. When it is noted that basic fares will remain unchanged and that the sought increases will equalize the full fare at seven cents on each of the three lines with interchangeable transfer privileges between any two of them, the evidence and testimony appear to justify the modification in fare structure and the request of applicant will be granted subject to the posting of appropriate notice to the public in motor vehicles operated on the Watts and Manchester lines at least ten days in advance of the effective date upon which the increased transfer charge will take effect.

Conclusion

We are of the opinion and find that public convenience and necessity require the establishment and operation of motor coach service by the Landier Transit Co. Inc. for the transportation of persons between Imperial Highway and Stanford Street, in the city of Los Angeles, on the one hand, and Pacific Avenue and

Zoe Street in Huntington Park and intermediate points, on the other hand. The Commission is also of the opinion and finds that the proposed abandonment of a portion of the Manchester line and proposed rerouting of another portion of that line are necessary in the public interest. In addition, we find that the proposed increases in passenger fares on the Watts and Manchester lines are justified by the evidence and appear to be necessary to the continued maintenance and efficient operation of adequate passenger service on said lines and between said lines and the proposed new line. The application will be granted and the in lieu certificate sought by the applicant will be issued.

ORDER

A public hearing having been had in the above-entitled proceeding and upon the Commission's finding in the foregoing opinion that public convenience and necessity so require,

IT IS ORDERED that a certificate of public convenience and necessity be and it is hereby granted to Landier Transit Co. Inc. authorizing it to operate as a passenger stage corporation, as defined in Section 2½ of the Public Utilities Act, for the transportation of persons between Imperial Highway and Stanford Street, in the city of Los Angeles, on the one hand, and Pacific Avenue and Zoe Street, in the city of Huntington Park, and intermediate points, on the other hand.

IT IS FURTHER ORDERED that Landier Transit Co. Inc. be and it is hereby authorized to abandon and discontinue passenger service on its Manchester line between Santa Fe Avenue and Tweedy Boulevard, on the one hand, and 103rd Street and Grandec Avenue

and intermediate points, on the other hand; and to increase passenger fares on its Watts line and Manchester line by establishing a two cent transfer charge on the Watts line and a one cent transfer charge on the Manchester line.

IT IS FURTHER ORDERED that an in-lieu certificate of public convenience and necessity be and it is hereby granted to Landier Transit Co., Inc. authorizing it to operate as a passenger stage corporation, as defined by Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of persons between points in the City and County of Los Angeles, as follows:

1. Watts line - "Line A"

Between 103rd Street and Graham Avenue, on the one hand, and 118th Street and Wilmington Avenue and intermediate points, on the other hand.

2. Manchester line - "Line B"

Between 103rd Street and Grandee Avenue, on the one hand, and Central Avenue and Manchester Avenue and intermediate points, on the other hand.

3. Watts-Huntington Park line - "Line C"

Between Imperial Highway and Stanford Street, in the city of Los Angeles, on the one hand, and Pacific Avenue and Zoe Street in the city of Huntington Park and intermediate points, on the other hand,

with the right to issue transfers and to transfer passengers between any two of said lines.

Said certificate is granted subject to the following condition:

Landier Transit Co., Inc., its successors or assigns, shall 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 motor coach service pursuant to the foregoing certificate, the following service regulations shall be observed:

1. Applicant shall file a written acceptance of the in-lieu certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
2. Applicant shall file in triplicate with the Commission, and within sixty (60) days from the effective date of this order, upon not less than ten (10) days' notice to the Commission and the public, tariffs and time schedules setting forth the applicable fares to be charged and services to be rendered in conformity with the fares and services described in exhibits attached to the application and as authorized herein, said tariffs and time schedules to be filed in a manner satisfactory to the Commission.
3. Applicant shall conduct said passenger service by motor coach over and along the following routes, subject to the authority of the Railroad Commission to change or modify them at any time by further order:

(a) Watts Line - "Line A"

Beginning at 103rd Street and Graham Avenue, west on 103rd Street to Compton Avenue, south on Compton Avenue to 118th Street, east on 118th Street to Wilmington Avenue, north on Wilmington Avenue to 103rd Street and west on 103rd Street to point of beginning.

(b) Manchester Line - "Line B"

1st Terminal: 103rd Street and Grandee, west on 103rd Street to Compton Avenue, north on Compton Avenue to 96th Street, west on 96th Street to Zamora, north on Zamora to 92nd Street, west on 92nd Street to Hooper Avenue, north on Hooper Avenue to 87th Street, west on 87th Street to Central Avenue, north on Central Avenue to Manchester Avenue, the point of beginning.

2nd Terminal: Central and Manchester, east on Manchester to Hooper Avenue, south on Hooper Avenue to 92nd Street, east on 92nd Street to Zamora Avenue, south on Zamora Avenue to 96th Street, east on 96th 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, the second terminal.

(c) Watts-Huntington Park Line - "Line C"

1st Terminal: Beginning at Imperial Highway and Stanford Street, east on Imperial Highway and 114th Street to Central Avenue, north on Central Avenue to 103rd Street, east on 103rd Street to Grape Street, north on Grape Street to 97th Street, west on 97th Street to Anzac, north on Anzac and Fir Streets to 83rd Street, east on 83rd Street to Crockett Street, north on Crockett to Nadeau Street, east on Nadeau to Santa Fe Avenue, north on Santa Fe Avenue to Gage Street, east on Gage to Pacific Avenue, south on Pacific Avenue to Zoe Street, the second terminal.

2nd Terminal: Beginning at Pacific Avenue and Zoe Street, west on Zoe Street to Santa Fe Avenue, south on Santa Fe to Nadeau, west on Nadeau to Crockett, south on Crockett to 83rd Street, west on 83rd Street to Fir Street, south on Fir and Anzac to 97th Street, east on 97th Street to Grape Street, south on Grape to 103rd Street, west on 103rd Street to Central Avenue, south on Central to Lanzit, thence southwesterly on Lanzit and 112th Street to Stanford Street, and south on Stanford Street to Imperial Highway, the first terminal.

4. Applicant shall commence the new service herein authorized within sixty (60) days from the effective date of this order.

5. Applicant shall comply with the provisions of General Order No. 93-A, in so far as they are applicable to the type of service herein authorized.

IT IS FURTHER ORDERED that all operative rights heretofore granted to Landier Transit Co., Inc. or to its predecessors in interest by Decision No. 31599 of December 27, 1938, Decision No. 30884 of May 23, 1938, and Decision No. 30363 of November 29, 1937, be and they are hereby revoked and cancelled.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 17th day of October, 1941.

W. L. Kelly
Arthur J. Coenen
Frank L. Havens
Richard H. ...

COMMISSIONERS