

ORIGINAL

Decision No. 35586

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)	Application No. 19179
of the LOS ANGELES RAILWAY)	FORTY-FOURTH SUPPLEMENTAL
CORPORATION for an in lieu certi-)	(Rerouting of motor coach lines
ficcate for its motor coach lines.))	in the cities of South Gate and
	Lynwood, including Hollydale
	Motor Coach Line No. 51, Man-
	chester-Firestone-Santa Ana
	Motor Coach Line No. 54, and
	State-Southern Motor Coach Line
	No. 59 to be renamed as "Calif-
	ornia Motor Coach Line No. 59")

GIBSON, DUNN and CRUTCHER, by
Max Eddy Utt, for applicant.

BY THE COMMISSION:

O P I N I O N

Los Angeles Railway Corporation has filed its application requesting authority to reroute and rename certain motor coach lines within the cities of South Gate and Lynwood, now being operated over the routes described in paragraph II of said application.

A public hearing on the application was held by Examiner Gannon at Los Angeles on June 16, 1942, at the conclusion of which the matter was submitted.

At the hearing applicant requested permission to amend its application so as to substitute the name "Manchester Motor Coach Line No. 54" for "Manchester-Firestone-Santa Ana Motor Coach Line No. 54." The request was granted. The application also requests authority to rename the "State-Southern Motor Coach Line No. 59" so that henceforth the same will be known as the

"California Motor Coach Line No. 59."

Filed at the hearing were Exhibits Nos. 1 and 2, showing, respectively, the present and proposed routes above described, together with other existing services within the general area, and indicating the territory covered by what is known as the "service area," or territory within one-quarter mile of the proposed routes.

Service over the proposed routes will be substantially similar to that now operated, except that the new California Motor Coach Line No. 59 will have a 15-minute base headway, as compared with the present 20-minute base headway on the State-Southern Motor Coach Line No. 59. There will be some increase in the frequency of the rush hour headways, particularly on the Hollydale Motor Coach Line No. 51.

Exhibits "C," "D" and "E," attached to the application, set forth information relative to routes, running time, equipment requirements and approximate headways, with comparative summaries of coach hours and coach miles under present and proposed operations.

Exhibit "F" indicates that the total of coaches required to provide service over the proposed routes will exceed the present requirements by one, and that the coach miles per year will be increased by 27,732.

No change in the present fare is proposed, except in the fare-breaking point on the Hollydale Motor Coach Line No. 51. Formerly the fare-breaking point between Zone 2 - South Gate, and Zone 3 - Atlantic, was located on that route at the intersection of Otis Street and Tweedy Boulevard. Under the proposed plan of

rerouting, there will be no route through this intersection, so that this fare-break will be removed to the intersection of Alexander Avenue and Tweedy Boulevard, which is the nearest practical point to the former fare-breaking point. It is represented by applicant that this change will not materially affect any substantial number of passengers and, if they are affected, a majority will be benefited by a decrease in fare.

Applicant alleges that the proposed rerouting is the result of an extended study made by it in conjunction with various organizations within the city of South Gate.

The operation as presently conducted over the three routes in question has not been a profitable one. According to the testimony of applicant's sole witness, the operating income for the year 1941 showed a loss of \$31,753.03, and for the first four months of 1942 the figure aggregated \$9,383.12. His testimony further indicates that the company's estimate as to the probable financial results of the rerouted service would show an operating income of substantially what it is at present, but that, with a more satisfactory coverage of the area and the elimination of duplicated service, the situation would be improved.

The record shows that the matter of the proposed rerouting has been under consideration for some time and that an informal conference had been held at the office of the Commission on April 8, 1942, at which were present the applicant and representatives of the various cities involved.

The record shows that the city of South Gate is a fast growing community, with an increase in population of 74 per cent in the last two years. Approximately 3,000 new homes were

constructed during 1941. There appears to be no question as to the need for additional service in the area but certain differences of opinion exist as to the proper routing of such service. The city of South Gate has offered a plan which would result in considerable duplication of operation. Even under normal circumstances, it has been the policy of the Commission to direct the elimination of duplicating operations if no serious inconvenience to the traveling public results therefrom. Under present-day conditions, it is most essential that all unnecessary duplications be eliminated. The proposal of the applicant for the rerouting will result in the establishment of service to 778 homes in the area which are not now being adequately served.

It is concluded from the record herein that the new routes proposed will result in a more adequate coverage of the area involved and will also have the effect of eliminating duplication of service in certain areas. The proposed rerouting appears to be in the public interest and the application will be granted.

O R D E R

IT IS ORDERED that a certificate be and it is hereby granted to Los Angeles Railway Corporation for the operation of an automotive passenger stage service, as that term is defined in section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers between points within and immediately adjacent to the city of Los Angeles, to be consolidated with the remainder of its operating rights.

IT IS FURTHER ORDERED that in the operation of said passenger stage service, Los Angeles Railway Corporation 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 effective date hereof.
2. 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 five (5) days' notice to the Commission and the public.
3. Subject to the authority of this Commission to change or modify such at any time by further order, said passenger stage operation shall be conducted over and along the following described routes:

(a) Hollydale Motor Coach Line No. 51.

From off-street terminal at Seville Avenue and Palm Place (City of South Gate), thence via Seville Avenue, Liberty Boulevard, Otis Street, Firestone Boulevard, Annette Avenue, Southern Avenue, Alexander Avenue, Tweedy Boulevard, Bryson Avenue, Michigan Avenue, Washington Avenue, Tweedy Abbot Road, Pine Avenue, Imperial Highway, Michigan Avenue, Garfield Avenue, Main Street, Paramount Boulevard, Consuelo Street, Descanso Street, Eucalyptus Avenue, Imperial Highway, Pine Avenue, Tweedy Abbot Road, Washington Avenue, Michigan Avenue, Bryson Avenue, Tweedy Boulevard, Alexander Avenue, Southern Avenue, Annette Avenue, Firestone Boulevard, Otis Street, Liberty Boulevard and Seville Avenue to point of commencement;

(b) Manchester Motor Coach Line No. 54.

Commencing at the intersection of Market Street and Queen Street (City of Inglewood), thence via Market Street, Manchester Avenue, Firestone Boulevard, Long Beach Boulevard, Seville Avenue to off-street terminal at Seville Avenue and Palm Place (City of South Gate). Return via reverse of route;

(c) California Motor Coach Line No. 59.

From Palm Place and Seville Avenue, thence via Seville Avenue, Long Beach Boulevard, Firestone Boulevard, California Avenue, Tweedy Boulevard, San Luis Avenue, Michigan Avenue, San Miguel Avenue, Tenaya Avenue to San Luis Avenue, thence via San Luis Avenue, Tweedy Boulevard and reverse of above route to point of commencement;

instead of over the routes authorized by Decision No. 31730, dated February 6, 1939, in this proceeding.

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

Dated at San Francisco, California, this 14th day of July, 1942.

Justice J. Peewee
Ray H. Riley
H. C. BARK
Francis D. Havens
Richard L. ...
COMMISSIONERS