

ORIGINAL

Decision No. 36351

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 INGLEWOOD CITY LINES, a California)
 corporation, for authority to extend)
 its service, abandon portions of)
 presently authorized services, to re-) Application No. 25483
 route its service and for consolida-)
 tion of operating rights and for)
 certificate of public convenience and)
 necessity as to certain operations.)

VERNON P. SPENCER, for applicant.

CLYDE WOODWORTH, City Attorney, for City of Inglewood, interested party.

GIBSON, DUNN and CRUTCHER, by MAX EDDY UTT, for Los Angeles Railway Corporation, protestant.

JAMES GUNN, for Board of Public Utilities and Transportation, City of Los Angeles, interested party.

MRS. N. W. GARRISON, for North Side Property Owners Association, interested party.

H. E. CROZIER, Mayor, for City of Hawthorne, interested party.

B. C. POINDEXTER, for Post Office Service of Inglewood, interested party.

MRS. MADELIN MOWERY, for North Inglewood Section, interested party.

MRS. E. D. VIOLETT, for Morningside Bus service, interested party.

MRS. SIGNE M. ANDERSON, MRS. J. B. POTTER, MRS. CORNELIA CICH, MRS. J. J. McDERMOTT, W. GRUENBERG, E. PRENTICE, MRS. D. LEROUS, for Morningside Park District, interested party.

MRS. R. C. PARMLEY, A. E. MERCHANT, MRS. E. L. THOMPSON, MRS. R. A. PROBST, MRS. J. W. CHAMBERS, MRS. J. K. SNYDER, for Westchester District, interested party.

MRS. H. M. GREMINGER, MRS. R. M. CRAFTON, MRS. T. B. WALLACE, MRS. J. WRIGHT, MRS. J. T. BARNET, GEORGE LEVEILLE, for Southwest District, interested party.

O P I N I O N

Inglewood City Lines, a corporation, is now providing a local passenger stage service in the Inglewood area including Hawthorne, El Segundo and other points in the general vicinity of Inglewood. In the proceeding herein considered it seeks authority:

- (a) to reroute certain lines presently operated;
- (b) to remove certain restrictions on its present routes of operation;
- (c) to consolidate all its present operative rights in order to establish a unified transportation system throughout the Inglewood area; and,
- (d) for a certificate de novo in lieu of its present operative rights.

A public hearing was held before Examiner Cameron at Inglewood on March 5 and March 8, 1943, and at Los Angeles on March 23, 1943, at the conclusion of which the matter was taken under submission.

The operative rights under which applicant is providing service in this area were acquired by it, respectively, from Thomas R. Carpenter and C. V. Bennett under the authority of the Commission's Decision No. 35990, rendered December 1, 1942, in Application No. 25340 and Decision No. 36001, rendered December 8, 1942, in Application No. 25373. The rights acquired from Carpenter authorize operation, in general, between Inglewood and nearby points including Greenwood Park, Loyola University, Hawthorne and El Segundo, while those acquired from Bennett authorize operation between Inglewood, Lawndale, Crenshaw Villa, Lennox and Hawthorne. The Commission's order authorizing

applicant to acquire these operative rights did not authorize their consolidation.

It is stated in the application that since the acquisition of the operative rights of Carpenter and Bennett above referred to applicant has acquired from E. T. Guseman certain equipment and operative rights granted by the city of Inglewood wholly within its corporate limits.

Under its proposal applicant plans to establish a transportation system over an integrated network of routes which will afford a rapid, reliable and more adequate service in general between the business district of Inglewood and the residential sections of North Inglewood, Morningside Park, Alandro Park and the district west of Gardena. The plan will also provide a similar service between these residential and business sections, and aircraft plants at Hawthorne and aircraft plants near Los Angeles Municipal Airport designed principally to meet the needs of workers. Under this plan it proposes to abandon service over some of the routes now used, establish service over certain new routes and reroute some of the present lines.

Testimony in support of the application was received from officials of the cities of Inglewood and Hawthorne, traffic representatives of the aircraft plants, chambers of commerce of the communities involved and representatives of various residential districts particularly the North Inglewood and Morningside districts,

It was contended that certification of operations in the North Inglewood and Morningside Park districts are definitely

needed to provide a comprehensive and adequate local transportation service for residents of these districts desiring transportation to the business section of Inglewood; for the transportation of school children between their homes and schools in these areas and for the transportation of workers between these districts and essential war industries referred to. One feature of the testimony develops the fact that dim-out regulations are in effect in this region. This regulation creates a more hazardous situation at night for women working in essential war industries who are required to make avoidable transfers or walk unreasonable distances to and from public transportation. Evidence was introduced that the North Inglewood and Morningside Park Lines for several years have been providing a local transportation service which is necessary for and meets the need of the residents of these districts.

Among applicant's proposals is one to abandon operations over El Segundo Boulevard and Inglewood Avenue between the intersection of El Segundo Boulevard and Ramona Avenue and the intersection of Inglewood Avenue and 118th Street in Hawthorne. In lieu of operation over this portion of its route it proposes to establish service along Ramona Avenue and 118th Street between the intersection of Ramona Avenue and El Segundo Boulevard and the intersection of 118th Street and Inglewood Avenue. The evidence in support of this proposed rerouting was that it would more effectively serve this section in which is situated government rationing and other boards and business establishments to and from which more adequate transportation is required. This proposed rerouting is an integral part of a through cross-town route which would serve the residential section near Gardena;

the Northrup plant, Hawthorne; and the Douglas and North American Aircraft plants situated near the Los Angeles Municipal Airport. The route would continue from the Municipal Airport to El Segundo. Representatives of these aircraft plants testified that there is a definite need for this service, as planned, to meet the needs of their employees. It was stated that the prevailing tendency of many of these employees is to discontinue the use of their private automobiles for transportation because of the supplemental gas rationing requirements which increases the need for more adequate public transportation service.

Applicant proposes to abandon operations over and along Hawthorne Avenue-Market Street between its intersection with Broadway (Hawthorne) and its junction with Manchester Boulevard (Inglewood) along which it is not permitted to provide local service. Los Angeles Railway Company provides a rail service over this route. Applicant presently provides service between Hawthorne and Inglewood over two other routes which parallel the Hawthorne-Market Street Line within a distance of approximately one-half mile. Minor modifications of these parallel routes are proposed in order to provide more adequate service.

Los Angeles Railway Company, the only protestant herein, now provides a passenger rail service between Los Angeles, Inglewood and Hawthorne terminating on Hawthorne Avenue near Broadway in Hawthorne. It also operates motor coach lines between Los Angeles and the section in Inglewood near the intersection of Queen and Market Streets. These coach lines operate through and serve the North Inglewood and Morningside Park districts more or less as feeders to the rail line.

Protestant opposes removal of the restriction now existing

on applicant's operation on Manchester Boulevard between Prairie Avenue and Market Street. It also opposes the proposed routing along Ramona Avenue. Its position was that the routing in this vicinity should be along Broadway between Prairie Avenue and Inglewood Avenue with a restriction along Broadway between its intersections with Ramona Avenue and Freeman Avenue. It also opposes certification of the proposed routes in the North Inglewood and Morningside Park districts even though local restrictions should be imposed. The opposition to the certification of these routes was based upon its contention that no certificate of public convenience and necessity therefor had been obtained from the Railroad Commission by applicant's predecessor in interest and that these operations therefore were illegal.

After a careful consideration of all the evidence and facts established in this record, it is our judgement that the request of the applicant is in the public interest and clearly shows that public convenience and necessity require granting of the authority prayed for. This applicant is providing a local service in these communities which is now designed to render an efficient, effective and adequate service. To impose the restrictions suggested by the Los Angeles Railway Company, in our opinion, would be prejudicial to the public interest in view of the nature of the region served and the type and class of traffic handled. Much of the traffic handled is composed of workers employed at the aircraft factories in the region involved which are highly essential war industries and the carrier should not be hampered in providing the best possible service. The plan of operation proposed was developed, as shown in the record, by applicant after consultation and in collaboration with various

city authorities and transportation executives of industries. The evidence clearly shows a general demand for the service applicant would provide under its proposed plan of operation, which is not now available.

Protestant contends that service on the North Inglewood Line and Morningside Park Line was established and conducted unlawfully, and they invoke the rule that evidence of operations of that character is not admissible to establish the existence of public convenience and necessity. On many occasions this rule has been applied as our decisions will disclose. However, where a real public need for the establishment of a transportation service has been shown, as is the case here, certification of the operation should not be withheld for this reason alone, since the interests of the public are paramount.

Based upon the foregoing conclusions the application will be granted as provided for in the following order.

ORDER

A public hearing having been held, testimony received, the matter submitted and the Commission being fully advised herein, and it being hereby found that public convenience and necessity so require,

IT IS ORDERED as follows:

I That a certificate of public convenience and necessity is hereby granted to Inglewood City Lines, a corporation, authorizing the establishment and operation of service as a passenger stage

corporation, as defined in section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers in and between Inglewood, Loyola University, Los Angeles Municipal Airport, El Segundo, Lennox, Hawthorne, Lawndale, Alandro Park and intermediate points, not in addition to but in lieu of all operative rights heretofore acquired under the authority of the Commission's Decision No. 35990, rendered December 1, 1942, on Application No. 25340, and Decision No. 36001, rendered December 8, 1942, on Application No. 25373, subject to the following condition:

Inglewood City Lines, its successors or assigns may never claim before this Commission or any court or other public body, a value, for any purpose, for the certificate herein granted in excess of the actual cost incurred by it in securing said operative authority.

II The operative rights heretofore created by or acquired under the authority of the following decisions are hereby revoked and annulled:

<u>DECISION</u>	<u>RENDERED</u>	<u>APPLICATION</u>
16213	March 17, 1926	12121
29020	July 27, 1936	20566
31268	September 19, 1938	22039
33476	September 10, 1940	23562
34046	December 25, 1941	23942
35990	December 1, 1942	25340
17285	August 27, 1926	12596
20943	April 10, 1929	"
24691	April 18, 1932	"
30943	June 6, 1938	21967
33321	July 9, 1940	23540
34046	March 25, 1941	23821
36001	December 8, 1942	25373

III Service provided pursuant to the foregoing certificate shall be in accordance with the following service regulations:

1. Applicant shall 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. Applicant shall comply with the provisions of 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 one (1) day's notice to the Commission and the public.
3. Applicant shall conduct said passenger stage operations over and along the following public streets, roads and highways subject to the authority of this Commission to change or modify them at any time by further order:
 - a. Beginning at the intersection of Queen Street and Market Street (Inglewood), thence southerly along Market Street to Manchester Boulevard, thence along Manchester Boulevard, Eucalyptus Avenue, Arbor Vitae Street, Inglewood Avenue, Imperial Highway, Main Street (El Segundo), Grand Avenue, Concord Street, Pine Street, terminating at its intersection with Main Street (El Segundo).
 - b. Beginning at the intersection of Queen Street and Market Street (Inglewood), thence along Queen Street, Oak Street, Arbor Vitae Street, Inglewood-Redondo Road, terminating at the intersection of Imperial Highway.
 - c. Beginning at the intersection of Manchester Avenue and Loyola Boulevard (Loyola University), thence along Loyola Boulevard, thence across University Campus to Fordham Road, thence along Fordham Road, Manchester Avenue, Manchester Boulevard, Crenshaw Boulevard, 90th Street, 2nd Avenue, Manchester Boulevard, Byrd Avenue, 84th Place, 3rd Avenue, 81st Street, 5th Avenue, 77th Street, 8th Avenue and Crenshaw Boulevard to its intersection with Manchester Boulevard. Beginning at the intersection of Manchester Avenue and Truxton Avenue, thence along Truxton Avenue, 82nd Street, Croydon Avenue, 79th Street, Truxton Avenue, 83rd Place, Naylor Street, 84th Place, Sepulveda Boulevard to its intersection with Manchester Avenue.
 - d. Beginning at the intersection of Queen Street and Market Street (Inglewood), thence along Market Street, Regent Street, Redondo Boulevard, Hyde Park Boulevard, Venice Way, Inglewood Avenue, Fairview Boulevard, Long Street, Redondo Boulevard and Market Street to its intersection with Queen Street.

- e. Beginning at the intersection of 154th Street and Crenshaw Boulevard (near Gardena), thence along 154th Street, Spinning Avenue, 157th Street, Atkinson Avenue, 156th Street, Crenshaw Boulevard, 135th Street, Prairie Avenue, Broadway (Hawthorne), Hawthorne Avenue, El Segundo Boulevard, Ramona Avenue, 118th Street to North American and Douglas Aircraft plants, over and along Inglewood-Redondo Road between 118th Street and Imperial Highway.
- f. Beginning at the intersection of Manchester Boulevard and Prairie Avenue, thence along Prairie Avenue to its intersection with Broadway (Hawthorne). Beginning at the intersection of Prairie Avenue and Imperial Highway, thence along Imperial Highway and Yukon Street to the intersection of 110th Street.
- g. Applicant is authorized to turn its motor vehicles at termini, either in the intersection of the street or by operating around blocks contiguous to such intersection in either direction.

The effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, this 11th day of May, 1943.

Francis J. Havenner
J. J. M.
Justin P. Calmes
Richard H. Halse
Thomas J. Brown
 COMMISSIONERS