

ORIGINALDecision No. 39638

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of
 INGLEWOOD CITY LINES, a California
 corporation, for authority to (a)
 extend its motor coach service in
 vicinity of Manchester and Sepulveda
 Boulevards, Los Angeles, and (b) dis-
 continue service over a portion of
 motor coach Route No. 5, and consoli-
 date the remainder of Route No. 5 with
 Routes Nos. 1 and 6, in and near the
 City of Hawthorne; as described herein.)

Application No. 27207

Vernon P. Spencer for applicant; George E. Lindelof
 for City of Hawthorne, interested party.

HULS, COMMISSIONER:

O P I N I O N

By this application Inglewood City Lines seeks author-
 ity (1) to extend its Route No. 2 line between the intersection
 of Manchester Avenue and Wiley Post Avenue and the intersection
 of 89th Street and Centinela Boulevard, and also between the
 intersection of Sepulveda Boulevard and 83rd Street and the
 intersection of 83rd Street and Chase Street, discontinuing
 operations along Sepulveda Boulevard between 83rd Street and
 Manchester Avenue; (2) to extend its Route No. 1 line between
 the intersection of Imperial Highway and Felton Avenue and the
 intersection of 118th Street and Inglewood-Redondo Road; (3)
 to extend its No. 6 line along El Segundo Boulevard between

Prairie Avenue and Hawthorne Boulevard; (4) to discontinue operation of its Route No. 5 as a separate cross-town line by abandoning service between the intersection of Inglewood-Redondo Road and 118th Street and the intersection of Hawthorne and El Segundo Boulevards.

A public hearing was held at Los Angeles on April 18, 1946, and evidence having been adduced the matter was submitted for decision.

The evidence clearly supports a finding that there is a public need for the establishment of additional service along applicant's Route No. 2 line as proposed. New residential communities have recently been developed along the proposed extensions and continued development is foreseen. It was testified that approximately 8,000 persons reside within convenient walking distance of the proposed extension along 83rd Street, and approximately 5,000 persons live along the Wiley Post Avenue and 89th Street extension. The latter service will also provide transportation to and from a new business district located in the vicinity of Sepulveda and La Tijera Boulevards.

The discontinuance of service along Sepulveda Boulevard between Manchester Avenue and 83rd Street, a distance of approximately one-third mile, will inconvenience a very few residents who will be required to walk two or three blocks to the bus line instead of one or two blocks as at present.

Applicant proposes a 40-minute headway between 6:00 a.m. and 6:00 p.m. daily, except Sundays and holidays. Alternate schedules will be operated after 6:00 p.m. along the 83rd Street extension, with additional service along Wiley Post Avenue

extension to be provided as need arises. No fare change is proposed and the present fare limits will be retained, as the fare-break points along said extensions will be established at Sepulveda Boulevard.

The present rate of residential development along and adjacent to 83rd Street, west of Chase Street, indicates a possible need in the near future for further extension of the proposed 83rd Street extension to Loyola Boulevard. It is suggested that applicant give serious consideration to this situation.

The record shows that, due to recent curtailment of employment at the aircraft factories, located at or near the intersection of Imperial Highway and Inglewood-Redondo Road, patronage on Route No. 5--Alondra Park and Hawthorne Airport Line--has declined to such an extent that the line is operated at a loss. Applicant proposes to consolidate the easterly portion of said line with its Route No. 6 line--the Prairie Avenue Line--operating between the Cities of Inglewood and Hawthorne, and to serve the westerly portion of said Route No. 5 by its Route No. 1 line extension.

It was shown that applicant operates 11 round-trip schedules over Route No. 5, between the City of Hawthorne and

(1) Average monthly operating results on the Route No. 5 line for the nine months of June, 1945, to February, 1946, inclusive, were as follows:

Revenue	Miles Operated	Revenue per Mile Operated	Out-of-Pocket Cost per Mile	Total Operating Expense per Mile
\$1,427.91	8,186	17.4¢	19.2¢	27.8¢

Applicant's Vice President and General Manager testified that the over-all operating loss for this line for the first two months of 1946 was in excess of \$4,000.

the aircraft factories located in the vicinity of the Los Angeles Municipal Airport. A traffic check conducted on April 3, 4, and 5, 1946, disclosed that an average of 6.4 passengers was carried on the outbound trips and an average of 7 passengers on inbound trips. A later check conducted on April 19, 22, and 23 shows an average of 4 passengers carried outbound and 7 inbound. Heaviest outbound traffic occurred on the 7:00 a.m. and 7:30 a.m. schedules when an average of 12.8 passengers was carried and inbound the peak travel was at 4:15 p.m. and 4:45 p.m., with an average of 17.8 passengers per trip. Operations at the Douglas Aircraft Company's El Segundo plant have been practically discontinued and employment at the North American plant has been greatly curtailed since the war's end.

Although the evidence supporting the establishment of Route No. 5 (Decision No. 36351, dated May 11, 1943) was that it would serve a section in which were situated government rationing and other boards, business establishments, a residential area near Gardena, the Northrup plant in Hawthorne, and the Douglas and North American aircraft plants, the service was primarily inaugurated to transport war workers between their homes and the aircraft plants. As hereinabove indicated, public interest in the operation of this line has decreased to such an extent that applicant's request for its discontinuance appears justified.

The City of Hawthorne, although objecting to the proposed discontinuance of service along a portion of said Route No. 5, offered no evidence in support of its position. The City of Los Angeles has no objection to the granting of the application.

Upon consideration of the entire record, we are of the opinion and find that both the establishment of additional transportation service and the discontinuance of Route No. 5 as a separate cross-town line, as proposed, appear justified and, therefore, the application will be granted as provided for in the following order.

O R D E R

A public hearing having been held in the above-entitled matter, the Commission now being fully advised in the premises, and finding that public convenience and necessity so require,

IT IS ORDERED as follows:

(1) That the route described in service regulation Section III, paragraph (3), subparagraph c of Decision No. 36351, as heretofore amended by Decisions Nos. 38020 and 38520, is hereby supplemented by adding thereto the following language:

Over and along 83rd Street between its intersection with Sepulveda Boulevard and Chaso Street; also, beginning at the intersection of Manchester Boulevard and Wiley Post Avenue, thence along Wiley Post Avenue, Will Rogers Street, Sepulveda Boulevard, 88th Street, El Manor Avenue, 89th Street to its intersection with Continola Boulevard.

(2) That the route described in service regulation Section III, paragraph (3), subparagraph a of Decision No. 36351, as heretofore amended by Decision No. 37523, is hereby supplemented by adding thereto the following language:

Also, beginning at the intersection of Imperial Highway and Felton Avenue, thence along Felton Avenue, 119th Street, Inglewood-Redondo Road to its intersection with 116th Street.

(3) That the route described in service regulation Section III, paragraph (3), subparagraph e of Decision No. 36351, is hereby amended to read as follows:

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 to its intersection with Prairie Avenue.

(4) That Inglewood City Lines be, and it hereby is, authorized to discontinue its service over and along the following described streets:

Beginning at the intersection of El Segundo Boulevard and Hawthorne Avenue, thence along El Segundo Boulevard, Ramona Avenue, 118th Street to its intersection with Inglewood-Redondo Road.

Also, along Sepulveda Boulevard between 23rd Street and Manchester Avenue.

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.

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

Dated at San Francisco, California, this 5th day of June, 1946.

Richard Anderson
Justin F. Craven
Francis Egan
Walter J. Dwyer
Harold P. Huls
COMMISSIONERS