

**ORIGINAL**

Decision No. 39087

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

WENDELL H. TAYLOR, D.D.S., MRS. WENDELL H. )	
TAYLOR, NATHAN SCUDDER, MRS. NATHAN SCUDDER, )	
HARRY KUFUS, MRS. HARRY KUFUS, MRS. LOIS )	
BAY, ROBERT W. BATES, MRS. ROBERT W. BATES, )	
WILLIAM F. MYERS, MRS. WILLIAM F. MYERS, )	
KENNETH C. POWERS, MRS. KENNETH C. POWERS, )	
CAPT. C. A. GRIFFITHS, LOUIS ERHARDT, MRS. )	
LOUIS ERHARDT, BURTON LARSON, MRS. BURTON )	
LARSON, JOHN P. LETHAM, MRS. JOHN P. LETHAM, )	
MRS. W. B. KEMPERER, W. J. RICHARDS, LEWIS )	Case No. 4814
J. SMITH, MRS. LEWIS J. SMITH, )	
	complainants, )
	)
vs. )	
	)
JESSE ANDERSON, Owner and Operator of Bay )	
Cities Transit Company, )	
	defendant. )

WENDELL H. TAYLOR, MRS. WENDELL H. TAYLOR, for complainants.  
 HECTOR P. BAIDA, JESSE ANDERSON, for defendants.

**O P I N I O N**

In this proceeding, Wendell H. Taylor and 25 other residents of the Santa Monica area complain against Bay Cities Transit Company alleging, in effect, that the defendant company refuses to route its bus service in such a manner as to offer convenient transportation service to said defendants and others. A public hearing was held before Examiner Gannon on May 8, 1946.

The Lincoln Boulevard route of the Transit Company terminates at Montana Avenue and Wellesly Avenue. The request of complainants is that the service be extended from that point along Montana Avenue to Gretna Green Way and that the buses turn left at Gretna Green Way to permit school children to get off the bus at

Brentwood School, a distance of approximately three blocks<sup>(1)</sup>. It is claimed that there is no sidewalk on these three blocks<sup>(2)</sup>. Approximately 28 children would be affected by the proposed extension in routing.

Doctor Taylor, representing the group of complainants, testified that the plan is to have the school children picked up and discharged at the corner of Gretna Green Way and Montana Avenue, which would reduce the extension requested to only two blocks instead of three. A private bus line delivers pupils at the entrance to the school on a fare basis of \$4 per pupil per month. No criticism was made of this facility except that it imposed a hardship on pupils who might not be able to pay the fare.

The extension is opposed by defendant company on the ground that to extend the operation of this route from Wellesly Avenue to Gretna Green Way and the Brentwood School entrance, including a turn-around, would require one additional route mile and the addition of one more bus to the present schedules of that route. School classes begin at 8:30 a.m., 9:30 a.m. and 12:30 p.m. and are dismissed at 12:10 p.m., 3:10 p.m., and 4:10 p.m. Defendant company

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- (1) The entire route proposed is from the junction of Wellesly and Montana to Bundy, to San Vicente, to Gretna Green, and return to point of commencement, an added distance of 8 blocks per round trip.
  - (2) The route over which defendant company now operates is known as Route 3-Lincoln Boulevard Line. It was pointed out at the hearing that the Commission in Decision No. 36042 declared that "the service between Stanford Avenue and West Los Angeles is not necessary to meet the public transportation needs and should be abandoned. With the inauguration of skip-stops, it may be possible to extend the operation of this route as far as Wellesly Drive without the use of an additional unit, in which case it would be desirable from the public standpoint to so extend this route."

This decision was rendered in December 1942, and the district involved in this proceeding has undoubtedly grown in population.

contends that the special service, if initiated, would require three round trips daily between 26th Street and Montana Avenue to the Brentwood School. <sup>(3)</sup> In addition, two shuttle trips would be required between said school and the intersection of 26th Street and Montana Avenue. It is further contended that 5½ hours of drivers' time would be used in such a service, and the necessary route miles would be 30.5. It is finally contended that neither the service furnished by the addition of one bus to the present schedule, nor the special service outlined in the preceding paragraph could be operated except at a substantial loss.

The defendant company filed an exhibit purporting to show that the estimated total operating cost of the requested service is \$15.06 per day, including drivers' wages.

Reviewing the testimony in this record, and having in mind the reasonable transportation needs of this area, we are not convinced that the extension of service requested by complainants is necessary. In the light of present day transportation difficulties the service now rendered appears to be reasonably adequate and satisfactory.

The complaint will be dismissed.

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(3) Twenty-sixth Street is approximately seven blocks south of Wellesly Avenue and is close to a number of residences. According to an exhibit of the Transit Company there are 56 houses in the area bounded by 26th Street, Montana Avenue, Baltic Avenue and Burlingame Avenue, all of which are afforded service to the school by the Pacific Electric Railway on San Vicente Boulevard. There are 51 residences in the area bounded by 26th Street, Baltic Avenue, Burlingame Avenue and San Vicente Boulevard, the majority of which are closer to Pacific Electric Railway service than they are to that of Bay Cities Transit Company.

O R D E R

A public hearing having been held in the above-entitled proceeding. evidence having been received, the matter having been duly submitted and the Commission now being fully advised,

IT IS ORDERED that Case No. 4814 be, and it hereby is, dismissed.

Dated at San Francisco, California, this 11<sup>th</sup> day of June, 1946.

David Anderson  
Justin J. Casner  
Robert Langley  
Harold P. Kuls  
COMMISSIONERS