

ORIGINAL

Decision No. 40071

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 INGLEWOOD CITY LINES, a California
 corporation, for authority to (a)
 extend its motor coach service in the
 vicinity of Manchester and Crenshaw
 Boulevards in the City of Inglewood,
 said extensions affecting the opera-
 tions of Line 2 A; (b) to extend the
 operation of Line 2 on 83rd Street from
 Chase Avenue to Fordham Road; (c) to
 extend the operation of Line 6 in the
 vicinity of 110th Street and Yukon Avenue;
 (d) to abandon a portion of the opera-
 tion of Line 6 along Yukon Avenue between
 110th Street and Imperial Highway; and (e)
 to abandon a portion of the operation of
 Line 2 A between Manchester Boulevard and
 Crenshaw Boulevard and 90th Street and
 Second Avenue, all as more particularly
 described herein.

Application No. 28225

O P I N I O N

Applicant operates a passenger stage transportation system in and near the Cities of Inglewood, Hawthorne, El Segundo, and Los Angeles under authority of certificates of public convenience and necessity heretofore granted by this Commission.

By this application, as amended, authority is requested to (1) extend its present service along 83rd Street between Chase Street and Fordham Road, a distance of approximately a half mile, (2) curtail its service in the Morningside Park area north of Manchester Avenue, (3) reroute its service in the Morningside Park area south of Manchester Avenue along 5th and 2nd Avenues to

Century Boulevard, a distance of approximately one mile, (4) extend its service along 110th Street and Imperial Highway between Yukon Street and Crenshaw Boulevard, a distance of approximately a half mile, and (5) discontinue its present service along Crenshaw Boulevard between 135th Street and the Gardena Park area.

As justification for the proposed extensions and reroutings as outlined in (1), (3), and (4) hereinabove, applicant states that the residential areas proposed to be served have recently experienced a rapid and substantial increase in population. Many residents and several civic organizations have requested this service. The areas are not now served by other carriers.

The curtailment of service in the Morningside Park area north of Manchester appears justified as this community is also served by the Van Ness Avenue line of the Los Angeles Transit Lines. The latter company operates schedules on 15- and 20-minute headways between 5:30 a.m. and 9:30 p.m. daily except Sunday. Applicant's service is not operated after 6:30 p.m. Transportation to Inglewood will be available by transferring, on Manchester Avenue, to Los Angeles Transit Lines' Manchester Avenue line. Applicant will continue to operate morning and afternoon trips along this route for the convenience of school children. Because of the limited patronage and the competitive condition existing along this portion of its present Morningside Park line, applicant states that the proposed curtailment will prevent operating losses. The public will not be materially affected by the proposed curtailment. The City of Inglewood, the Morningside Park Improvement Association, and the Morningside Park section of the Inglewood Chamber of Commerce, do not oppose this change.

As justification for the proposed discontinuance of service south of the intersection of 135th Street and Crenshaw Boulevard, applicant states that adequate transportation will be provided by the new Crenshaw route of the Sunset Stages (Application No. 28031), and that there is insufficient patronage to and from the Gardena Park area to justify the operation of competitive lines and that the present route from Gardena Park to Inglewood is a circuitous one via Hawthorne, whereas the operation of Sunset Stages along Crenshaw Boulevard will furnish a more direct means of transportation with adequate facilities for transfer to applicant's line, at 135th Street and Crenshaw Boulevard, for passengers desiring to go to Hawthorne. Applicant also states that the proposed abandonment will enable it to render a more efficient and economical service on other portions of the line.

Other than the curtailment of service proposed in the Morningside Park area, there will be no material change in the frequency of applicant's schedules. Sufficient equipment is available and no increase in fares is contemplated.

There is no opposition to any of applicant's proposals.

Having fully considered this matter we are of the opinion and find that the proposed changes are justified and in the public interest. The application will be granted. A public hearing is not necessary.

O R D E R

Application therefor having been filed, the Commission being duly advised and good cause appearing,

IT IS ORDERED:

(1) That the routes described in Service Regulation III, Paragraph 3, Subparagraphs c, e, and f of the Order in Decision No. 36351, as heretofore amended and/or supplemented by the Orders in Decisions Nos. 38020, 38520, and 39038, be, and they hereby are, further amended to read as follows:

- c. Beginning at the intersection of Manchester Avenue and Loyola Boulevard, thence along Loyola Boulevard (across the Loyola University campus), Fordham Road, Manchester Avenue, 5th Avenue, Hardy Street, 7th Avenue, Century Boulevard, 2nd Avenue, Manchester Avenue, Byrd Avenue, 84th Place, 3rd Avenue, 81st Street, 5th Avenue, 77th Street, 6th Avenue, Crenshaw Boulevard to its intersection with Manchester Avenue. Also, along Manchester Avenue between 5th Avenue and 2nd Avenue. Also, beginning at the intersection of Manchester Avenue and Truxton Avenue, thence along Truxton Avenue, 79th Street, Sepulveda Boulevard, 83rd Street to its intersection with Fordham Road. Also, beginning at the intersection of Manchester Avenue and Wiley Post Avenue, thence along Wiley Post Avenue, Will Rogers Street, Sepulveda Avenue, 88th Street, El Manor Avenue, 89th Street to its intersection with Centinela Boulevard.
- e. Beginning at the intersection of Crenshaw Boulevard and 135th Street, thence along 135th Street, Prairie Avenue, El Segundo Boulevard, Hawthorne Boulevard, Broadway to its intersection with Prairie Avenue.
- f. Beginning at the intersection of Manchester and Prairie Avenues, thence along Prairie Avenue to its intersection with Broadway (Hawthorne). Also, beginning at the intersection of Prairie Avenue and Imperial Highway, thence along Imperial Highway, Crenshaw Boulevard, 110th Street to its intersection with Prairie Avenue.

(2) That applicant be, and it hereby is, authorized to discontinue its service over and along the following described streets:

Beginning at the intersection of 135th Street and Crenshaw Boulevard, thence along Crenshaw Boulevard, 154th Street, Spinning Avenue, 157th Street, Atkinson Avenue, 156th Street, Crenshaw Boulevard to its intersection with 154th Street.

Also, along Prairie Avenue between Broadway and El Segundo Boulevard.

Also, along Yukon Avenue between 110th Street and Imperial Highway.

Also, along Crenshaw Boulevard between Manchester Avenue and 90th Street and along 90th Street between Crenshaw Boulevard and 2nd Avenue.

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

Dated at San Francisco, California, this 17th day of March, 1947.

Harold P. Hills

Justus F. Craven

Joseph H. Kavello

R. F. Johnson

Harold P. Hills

COMMISSIONERS