

**ORIGINAL**Decision No. 41286

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of LANDIER TRANSIT CO., INC., for ) Application No. 24301  
authority to extend its passenger ) Amended 8th Supplemental  
stage operations in the vicinity ) and  
of Watts, in the City of Los Angeles, ) Amended 9th Supplemental  
and County of Los Angeles. )

In the Matter of the Application )  
of SIMON N. JAIME and SAMUEL W. )  
TAYLOR, doing business as WATTS )  
RAPID TRANSIT CO., for an order ) Application No. 28936  
granting a certificate of public )  
convenience and necessity to )  
operate a passenger stage service )  
in Watts and vicinity. )

Spray, Gould, Duckett & Bowers, by C. W. Bowers, for  
Landier Transit Co., Inc., and as protestant in Application No.  
28936; Rayfield Lundy, for Watts Rapid Transit Co., and as pro-  
testant in Application No. 24301-8th & 9th Supplementals; Vernon  
P. Spencer, for South Los Angeles Transportation Co., protestant  
in Applications No. 28936 and No. 24301, 8th Supplemental; K Charles  
Bean and H. S. Payne, for the Department of Public Utilities and  
Transportation of the City of Los Angeles, by Robert Houseman,  
E. L. H. Bissinger, for the Pacific Electric Railway Company,  
Albert J. Signer, for Florence Chamber of Commerce, and Pete Sanchez,  
for Community Protective Association, interested parties.

O P I N I O N

The above-entitled proceedings having been consolidated  
for hearing and decision, were heard on February 4, 5, and 9, in  
Los Angeles, before Examiner Chiesa. Evidence, oral and documen-  
tary, having been adduced, the matters were submitted for decision.

Landier Transit Co., Inc., a California corporation, is now engaged in performing a passenger stage service in Watts<sup>(1)</sup> and vicinity and between Watts and the City of Huntington Park.

This applicant is the principal local operator, its predecessor having pioneered public transportation in the Watts area. In addition to the service provided by Landier Transit Co., Inc., other passenger stage operators rendering some service in said territory are South Los Angeles Transportation Co., which operates in the southwesterly portion of the Watts area along Avalon Boulevard and Central Avenue, Los Angeles Transit Lines, which operates in the northerly portion of the district, Crosstown Bus Lines, operating along Imperial Highway, and the Pacific Electric Railway Company, which operates a rail service through said area in a northerly and southerly direction.

Watts Rapid Transit Co. is a copartnership consisting of Samuel W. Taylor and Simon N. Jaime. This firm, according to the record, was recently organized by said partners for the purpose of engaging in the bus transportation business in the Watts area. It appears from the evidence of record that Samuel W. Taylor is in the real estate and taxicab business in Watts, and Simon N. Jaime is a doctor of medicine there. Neither partner has had experience in the operation of a public bus transportation service. The partnership, as such, has no assets or liabilities although the record shows that each of the partners is financially

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(1) Watts is a residential and small business community situated generally between Manchester Avenue (Firestone Boulevard) on the north, El Segundo Boulevard on the south, Avalon Boulevard on the west, and Alameda Avenue on the east. The area lies partially within the City of Los Angeles and partially in the County of Los Angeles.

responsible. There is no written partnership agreement nor has a fictitious name certificate been filed. Testimony of one of the partners indicates that the partnership is a temporary set-up, dependent upon the outcome of its application for a certificate of public convenience and necessity. If such certificate is granted it is the intention of the partners to form a corporation for the purpose of acquiring the partnership's operative rights and of financing the proposed operation, in which event an unnamed third person would also become financially interested in the corporation.

Application No. 24301, 8th Supplemental, as amended, of Landier Transit Co., Inc., requests authority to (1) extend service to the Jordan Downs district, easterly along 103rd Street to Gorman Avenue, thence southerly along Gorman Avenue to 108th Street and return via 108th Street and Juniper Avenue, (2) reroute and extend its service along 124th Street and along Wilmington Avenue in the Willowbrook district<sup>(2)</sup>, and (3) extend its service southerly along Central Avenue from Imperial Highway to 121st Street.

Application No. 24301, 9th Supplemental, as amended, of Landier Transit Co., Inc., requests authority to (1) extend service to the intersection of Watts Avenue & Imperial Highway, in the East Imperial Highway district, (2) establish a new line northerly along Compton Avenue between Watts and the intersection of 58th Street & Central Avenue.

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(2) As part of this rerouting applicant proposes to discontinue service along 118th Street between Compton and Wilmington Avenues and along 123rd Street and Compton Avenue, between the intersection of 123rd Street & Slater Avenue and the intersection of 121st Street & Compton Avenue.

Application No. 28936, of Watts Rapid Transit Co., requests authority to establish a new service (1) from the business district of Watts easterly to the Jordan Downs district, thence southerly to the intersection of Watts Avenue & 111th Street (Route No. 1), (2) southerly along Wilmington Avenue, thence southeasterly along various streets to the intersection of 120th Street & Willowbrook Avenue (Route No. 2), (3) southwesterly along various streets to the intersection of Avalon Boulevard & 135th Street. (Route No. 3).

Other than applicants' protests, the applications are not opposed by other carriers except that the South Los Angeles Transportation Co. is protesting any proposal by either applicant to establish new, or extend present, routes southerly of Imperial Highway along or between Avalon Boulevard and/or Central Avenue because, it contends, a proposed transfer arrangement with Landier Transit Co., Inc. will provide adequate service between said area and the Watts business section by use of their existing lines.

Route maps and other evidence of record show that the service proposed by Watts Rapid Transit Co. would be highly competitive along considerable portions of routes now operated by Landier Transit Co., Inc. and South Los Angeles Transportation Co. The competitive character of the service proposed by Watts Rapid Transit Co. is indicated by the restrictions against local transportation services which this applicant proposes to observe<sup>(3)</sup>.

Proposed Route No. 1 of the Watts Rapid Transit Co. and the proposed Jordan Downs service of Landier Transit Co., Inc. serve the same districts easterly and southeasterly of the Watts

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(3) Application and "Clarification of proposed restrictions" filed by Watts Rapid Transit Co.

business district. Landier Transit Co., Inc. is now performing service in this area pursuant to Decision No. 41078, on Application No. 24301, 8th Supplemental, granted on December 22, 1947. This Commission, by its order dated January 28, 1948, is herein reconsidering said application. In the Jordan Downs district there is no material difference in the routes proposed by the two applicants. Easterly of the Watts business district and southerly of 103rd Street the routes are practically the same except that the Watts Rapid Transit Co. routes would continue southerly from 108th Street to the intersection of Watts Avenue & 112th Street, approximately an additional quarter of a mile. The Watts Avenue area would also be served by Route No. 2 of the Watts Rapid Transit Co. and by the proposed East Imperial Highway extension of the Landier Transit Co., Inc. The latter two routes are also practically the same except that the Watts Rapid Transit Co. route would extend southerly from Imperial Highway to 120th Street. Incidentally, either the Santa Ana or San Pedro rail service of the Pacific Electric Railway Company is available to most of the residents of the said Watts Avenue and East Imperial Highway areas proposed to be served by applicants. However, there is no bus service to Watts from these areas and the Pacific Electric Railway Company is not protesting either application.

Proposed Route No. 3 of Watts Rapid Transit Co. would operate southwesterly from Watts in direct competition with one of Landier's present lines as far as Imperial Highway and from that point would be competitive with the services now provided by South Los Angeles Transportation Co. except that the said

Route No. 3 would serve several streets situated between the lines of South Los Angeles Transportation Co., now operating along Avalon Boulevard and Central Avenue, which are parallel to, and approximately two-thirds of a mile distant from each other. The route proposed by Watts Rapid Transit Co. to this area, known as Carver Manor, is so competitive with existing services that the restrictions which said applicant is willing to accept would adversely affect this applicant's revenues. There is no evidence in this record that such a service would be compensatory. The manager of South Los Angeles Transportation Co. testified that he had recently attended a meeting in Carver Manor which was called to discuss the residents' transportation needs and that no requests were made to him for a direct service into the Watts business area.

Public witnesses testified that a need exists for bus transportation in the Jordan Downs, Imperial Highway, and Compton Avenue districts. However, the record lacks support for the proposed Route No. 3 of the Watts Rapid Transit Co. and the proposed extension by the Landier Transit Co., Inc., along Central Avenue between Imperial Highway and 121st Street. Although most witnesses who were residents of the Jordan Downs and Imperial Highway communities testified that they would patronize either applicant, the majority favored the proposed operations of Landier Transit Co., Inc.

The evidence also shows that Landier Transit Co., Inc. has the equipment and facilities to immediately establish the additional service it proposes to render in said areas and that it is ready, able, and willing to do so. Evidence was presented by this applicant showing that said proposed additional operations

would bring additional revenues to at least meet out-of-pocket costs. A partner of Watts Rapid Transit Co. testified that this applicant now has no commitment for equipment and that it would take approximately 90 days to obtain buses. No estimates of revenues or operating costs were offered by this applicant.

In order to provide improved transportation facilities between the Carver Manor area, served by South Los Angeles Transportation Co., and the Watts business district, served by Landier Transit Co., Inc., these carriers proposed to file an application requesting this Commission's approval to a joint fare and transfer agreement whereby passengers desiring transportation between said points will be carried for a one-way fare of 10 cents with free transfer. Schedules will be arranged so as to afford convenient transfer service at junction points on Imperial Highway. Landier Transit Co., Inc. also will request that it be permitted a further extension of its present service along Imperial Highway between Stanford Avenue and Avalon Boulevard. This will provide a second convenient transfer point between the aforementioned districts.

The schedules proposed by Landier Transit Co., Inc. or the various extensions will conform to present base headways which vary from 15 minutes to 30 minutes, depending on the time of day. The schedule for the proposed Compton Avenue line will be on a 20-minute headway between 6:00 a.m. and 12:00 o'clock midnight. Fares will be established in conformity with its tariffs now on file with this Commission, or as proposed in its application, now pending, for an increase in fares (Application No. 28957).

Without reciting the record in detail, there is substantial evidence therein, and we find, that public convenience

and necessity require the establishment and operation by applicant, Landier Transit Co., Inc., of a passenger stage service, as hereinabove described, between Watts, on the one hand, and the Jordan Downs, Imperial Highway, and Compton Avenue areas, on the other hand. We also find that public convenience and necessity do not require the establishment and operation, by Landier Transit Co., Inc., of the proposed extension along Central Avenue between Imperial Highway and 121st Street. The application of Landier Transit Co., Inc., therefore, will be granted in part and denied in part.

We find, also, that public convenience and necessity do not require the establishment and operation of the passenger stage service as proposed by applicant, Watts Rapid Transit Co., and its application will be denied.

Application No. 24301, 8th Supplemental, as amended, having been reconsidered in this proceeding, the Commission will grant to applicant, Landier Transit Co., Inc., certain operating rights, as hereinafter set forth, in the place and stead of the certificate heretofore granted by Decision No. 41078, dated December 22, 1947. Authority to discontinue operations along 118th Street between Wilmington and Compton Avenues, and between the intersection of 121st Street & Compton Avenue, and the intersection of 123rd Street & Slater Avenue, will also be granted. Said discontinuance of service is necessary because of the proposed rerouting and will not inconvenience the public. Applicant, Landier Transit Co., Inc., will also be permitted to discontinue service along Imperial Highway between Compton and Central Avenues,



as requested in its 2nd amendment to its 8th Supplemental Application.

O R D E R

A public hearing having been held in the above-entitled proceedings, and upon the Commission's findings in the foregoing opinion that public convenience and necessity so require,

IT IS ORDERED as follows:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Landier Transit Co., Inc., a corporation, authorizing it to establish and operate a service as a "passenger stage corporation" as defined in Section 2 $\frac{1}{4}$  of the Public Utilities Act, for the transportation of persons (1) between the intersection of 123rd Street & Slater Avenue, and the intersection of 121st Street & Wilmington Avenue, and intermediate points; (2) between the intersection of 103rd Street & Grape Street and the intersection of 108th Street & Gorman Avenue, and intermediate points; (3) between the intersection of 103rd Street & Grandee Avenue and the intersection of 58th Street & Central Avenue, and intermediate points; (4) between the intersection of 103rd Street & Graham Avenue and the intersection of Imperial Highway & Watts Avenue, and intermediate points, as an extension and enlargement of, and to be consolidated with, applicant's present operative rights.

(2) That in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

- (a) 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.
- (b) Applicant shall, within sixty (60) days from the effective date hereof and upon not less than 10 (10) days' notice to the Commission and the public, establish the service herein authorized and 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.
- (c) Subject to the authority of this Commission to change or modify such at any time, Landier Transit Co., Inc. shall conduct said passenger stage operation over and along the following described routes:

Compton Avenue Line

Beginning at the intersection of 103rd Street & Grandee Avenue, thence westerly along 103rd Street to Compton Avenue, thence northerly along Compton Avenue to 58th Place, thence westerly along 58th Place to Central Avenue, thence northerly along Central Avenue to 58th Street, thence easterly along 58th Street to Compton Avenue, thence southerly along Compton Avenue to 58th Place. Also, beginning at the intersection of 103rd Street & Compton Avenue, thence southerly along Compton Avenue to 103rd Place, thence easterly along 103rd Place to Grandee Avenue, thence northerly along Grandee Avenue to 103rd Street.

East Imperial Line

Beginning at the intersection of 103rd Street & Graham Avenue, thence easterly on 103rd Street to Wilmington Avenue, thence southerly on Wilmington Avenue to 113th Street, thence easterly on 113th Street, southerly on Mona Boulevard, easterly on 113th Street to Watts Avenue, thence southerly on Watts Avenue to Imperial Highway, thence westerly on Imperial Highway to Croesus Avenue, thence northerly on Croesus Avenue to 114th Street, thence westerly on 114th Street to Wilmington Avenue, thence northerly on Wilmington Avenue to 113th Street. Also, beginning at the intersection of Wilmington Avenue & 105th Street, thence westerly on 105th Street to Graham Avenue, thence northerly on Graham Avenue to 103rd Street.

- (3) That service regulation 3, subparagraph (a), appearing on page 9 of Decision No. 34663, as amended by paragraph (2),

subparagraph (a) of the Order in Decision No. 39344, is hereby further amended to read as follows:

(a) Watts Line - "Line A"

Beginning at the intersection of 103rd Street & Graham Avenue, thence westerly along 103rd Street to Compton Avenue, thence southerly along Compton Avenue to 121st Street, thence westerly along 121st Street to Slater Avenue, thence southerly along Slater Avenue to 124th Street, thence easterly along 124th Street to Wilmington Avenue, thence northerly along Wilmington Avenue to 103rd Street, thence westerly along 103rd Street to Graham Avenue. Also, beginning at the intersection of 120th Street & Compton Avenue, thence easterly along 120th Street, East Palm Lane Street, 121st Street to Wilmington Avenue.

(4) That service regulation 3, subparagraph (b) appearing on page 9 of Decision No. 34663 be amended to read as follows:

(b) Manchester Line - "Line B"

Beginning at the intersection of Central Avenue & Manchester Avenue, thence easterly to Hooper Avenue, thence southerly to 92nd Street, thence easterly to Zamora Avenue, thence southerly to 96th Street, thence easterly to Compton Avenue, thence southerly to 103rd Street, thence easterly to Gorman Avenue, thence southerly to 108th Street, thence westerly to Juniper Street, thence northerly to 103rd Street.

Applicant, Landier Transit Co., Inc., is authorized to turn its motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersection, or in accordance with local traffic rules.

(5) That applicant, Landier Transit Co., Inc., be, and it hereby is, authorized to discontinue and abandon operation of its passenger stage service along Imperial Highway between Compton and Central Avenues, along 118th Street between Compton Avenue and Wilmington Avenue, and along 123rd Street and Compton Avenue between

the intersection of 123rd Street & Slater Avenue and the intersection of Compton Avenue & 121st Street.

(6) That in all other respects Decisions Nos. 34663 and 39344 shall remain in full force and effect.

(7) That the certificate of public convenience and necessity granted in Decision No. 41078, dated December 22, 1947, on Application No. 24301, 8th Supplemental, as amended, be, and it hereby is, annulled and revoked, effective as of the effective date of this Order.

(8) That in all other respects the applications of Landier Transit Co., Inc., No. 24301, 8th and 9th Supplementals, as amended, be, and they hereby are, denied.

(9) That Application No. 28936, of Watts Rapid Transit Co., be, and it hereby is, denied.

The effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 9<sup>th</sup> day of March, 1948.

R. T. [Signature]  
Justin F. [Signature]  
[Signature]  
Harold P. [Signature]  
[Signature]  
COMMISSIONERS