

ORIGINALDecision No. 41590

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 SUNSET STAGES, a corporation, to alter)
 and extend existing service and for)
 certificate of public convenience and) Application No. 28626
 necessity to operate passenger service) First Supplemental
 as a common carrier within the County)
 of Los Angeles (Prairie Avenue Exten-)
 sion).)

Ratzer & Bridge, by Collamer A. Bridge, for applicant;
Vernon P. Spencer for Inglewood City Lines, and Frank E. Wilson
 for City of Hawthorne, interested parties.

O P I N I O N

By Decision No. 40646, in Application No. 28626, applicant was authorized, by an ex parte order, to extend one of its bus lines from the intersection of Hawthorne Avenue & 138th Street, thence easterly along 138th Street to Prairie Avenue, thence southerly along Prairie Avenue to its intersection with Redondo Beach Boulevard. Applicant now requests that it be permitted to reroute said extension via Rosecrans Avenue (143rd Street) instead of 138th Street.

A public hearing was held at Los Angeles on May 4, 1948, before Examiner Chiesa.

Inglewood City Lines, a certificated carrier, not having been served with a copy of applicant's original Application No. 28626, and not knowing of applicant's proposal to extend its service along Prairie Avenue and 138th Street until after service

was actually established, has objected to said service on the ground that it is competitive with one of its lines which operates in said area southerly along Prairie Avenue to 135th Street, thence easterly along 135th Street to Crenshaw Boulevard.

The record shows, and we find, that a segment of applicant's present route, approximately three blocks in length, (from the intersection of 139th Street & Prairie Avenue to a point just westerly of 138th & Emerson Streets) is within a quarter of a mile of the Inglewood City Lines' route at the intersection of Prairie Avenue & 135th Street; that applicant transports to and from the area in the vicinity of said intersection not more than four passengers per trip in each direction; that applicant's present route in said area serves a thickly settled residential community and is more convenient for a greater number of persons than its proposed route along Rosecrans Avenue; that applicant's present route is not materially competitive with that of the Inglewood City Lines; that applicant operates on an hourly schedule between approximately 6:30 a.m. and 6:00 p.m., as compared with Inglewood City Lines' 40-minute schedule between approximately 6:00 a.m. and 11:00 p.m.; that applicant's fares between the area in question and Hawthorne and Inglewood are seven cents and ten cents, respectively, as compared with Inglewood City Lines' fares of ten cents or three tokens for twenty-five cents and fifteen cents, respectively.

Applicant's Traffic Manager testified that the present route operates through a more thickly populated area than the proposed route and that it was established to meet the needs and convenience of the residents. This witness's testimony indicates that

applicant is not eager to reroute its line and the record clearly shows that this application was filed primarily as a conciliatory favor to the Inglewood City Lines.

The President of Inglewood City Lines testified that his line, as a whole, has been showing a deflection in revenue of approximately 15 to 20 per cent but did not attribute the decrease to applicant's operation, although he believed that some business was being lost to applicant. His position was not supported by tangible evidence showing that applicant's line was the cause of any material loss in revenue.

The City Manager of the City of Hawthorne testified that the city is opposed to the proposed change because the present route is more convenient and serves a greater number of persons who desire to travel to and from places of business along Hawthorne Avenue, some of which are not served by Inglewood City Lines.

Upon full consideration of the matter and the evidence of record, we are of the opinion and find that continuation of applicant's service along the existing route is in the public interest and that this application should be denied. It will be so ordered.

O R D E R

A public hearing having been held in the above-entitled proceeding, the matter having been duly submitted, the Commission being fully advised in the premises, and findings and conclusions having been made as set forth in the foregoing opinion,

IT IS HEREBY ORDERED:

That the application of Sunset Stages, a corporation, Application No. 28626, First Supplemental, 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 18th day of May, 1948.

R. J. [Signature]
Justus J. [Signature]
[Signature]
[Signature]
[Signature]
COMMISSIONERS