

ORIGINAL

Decision No. 42334

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 INGLEWOOD CITY LINES, a corporation,)
 for authority to reroute, abandon,)
 and extend portions of its El Segundo-) Application No. 29654
 Oak Street, North Inglewood, and)
 Morningside Park Lines, and for author-)
 ity to operate a transportation service)
 for school children.)

Vernon P. Spencer for applicant; E. L. H. Bissinger
 for Pacific Electric Railway Company and Los Angeles Motor Coach
 Lines; Stanley M. Lanham for Los Angeles Transit Lines, interested
 parties.

O P I N I O N

This matter came up for hearing before Examiner Chiesa on the 8th day of December, 1948, at Los Angeles, at which time evidence was adduced and the application, as amended at said hearing, was submitted for decision.

At the hearing, applicant requested permission to withdraw its original request to reroute its North Inglewood (No. 4) Line and to establish a supplementary service for school children. It also amended its original proposal for extension of its Morningside Park (No. 2-A) Line from the intersection of 111th Street & Hobart Boulevard to the intersection of Cullivan Street & Wilton Place.

The Pacific Electric Railway Company, Los Angeles Transit Lines and their subsidiary company, the Los Angeles Motor Coach Lines, had protested the extension of the Morningside Line as originally proposed, but withdrew their objection following applicant's

amended proposal. The proposed rerouting of the North Inglewood (No. 4) Line had been protested by residents of the area but this proposal having been withdrawn the protests need not be considered.

The Cities of El Segundo, Inglewood, and Los Angeles did not oppose the granting of the application.

The application, as it now stands, concerns operational changes which, although minor in character, will provide an overall improved public service.

The proposed change in the El Segundo-Oak Street (No. 3) Line consists of rerouting, and an extension, in the City of El Segundo, to provide transportation for considerably more residents of that city. It is also proposed to terminate this line at the intersection of Aviation Boulevard & Imperial Highway (the location of the North American and Douglas Aircraft factories). Although the present through service between El Segundo and Inglewood will be discontinued, the record shows that the number of passengers traveling between said cities does not justify the continuation of a through intercity operation. The present headway between said cities, of one hour, will be increased to 40 minutes by a transfer arrangement with applicant's No. 1 Line at the intersection of Aviation Boulevard & Imperial Highway. The fare will not be changed.

The portion of applicant's present El Segundo-Oak Street (No. 3) Line north of Imperial Highway will be combined with the Morningside Park (No. 2-A) Line and will be operated through downtown Inglewood from the Los Angeles Airport to the proposed new terminal at Cullivan Street. The Morningside Park Line portion of this new line is to be rerouted and extended by eliminating a

loop operation in the central business district of Inglewood and by extending the line southeasterly from the intersection of 2nd Avenue & Century Boulevard to Cullivan Street, a distance of approximately a mile. The principal change in the present service on this line will be the discontinuance of its operation along 2nd Avenue between Manchester Avenue and Century Boulevard, the new route eliminating a portion of the present loop operation in that area. As service will be continued on 5th Avenue (three blocks westerly of 2nd Avenue) it does not appear that said change will materially inconvenience applicant's present patrons. The proposed schedule on this new combined line will be on a 30-minute headway during the base period with 20-minute service at peak periods. It is proposed to establish a single fare of 10 cents cash or one token (8-1/3 ¢) for travel between any two points on this line. This fare amounts to a reduction for some passengers as the crosstown fare on the present two lines requires a transfer in downtown Inglewood and a payment of an additional fare. Applicant also proposes to operate at least two morning and two afternoon schedules between Inglewood and the aircraft factories, using that portion of the present El Segundo-Oak Street route along Aviation Boulevard between Arbor Vitae Street and Imperial Highway.

The present loop in the business district of Inglewood will no longer be necessary as the new crosstown route will be along Manchester Boulevard where applicant is now authorized to operate. Applicant, however, operates other lines which will require retention of rights along the streets formerly used in said downtown loop operation.

Having fully considered the application and the evidence, we are of the opinion and find that public convenience and necessity

require the establishment and operation of a service as proposed at the hearing.

O R D E R

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

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Inglewood City Lines, a corporation, authorizing the establishment and operation of a service as a "passenger stage corporation", as defined in Section 2 of the Public Utilities Act, for the transportation of persons between the intersection of Main Street & Maple Avenue, and the intersection of Grand Avenue & Concord Street, and between the intersection of Main Street & Mariposa Avenue, and the intersection of Palm Avenue & Maryland Street, all in the City of El Segundo, and between the intersection of 2nd Avenue & Century Boulevard, in the City of Inglewood, and the intersection of Cullivan Street & Wilton Place, in the County of Los Angeles, 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, there shall be compliance with the following service regulations:

- (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 five (5) 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, Inglewood City Lines shall conduct said passenger stage operation over and along the following described routes:

In the City of El Segundo:

Beginning at the intersection of Main Street & Maple Avenue, thence along Maple Avenue, Virginia Street, Grand Avenue to its intersection with Concord Street. Also, beginning at the intersection of Main Street & Mariposa Avenue thence along Mariposa Avenue, Maryland Street, Palm Avenue, Sierra Street to its intersection with Mariposa Avenue.

In the City of Inglewood and County of Los Angeles:

Beginning at the intersection of 2nd Avenue & Century Boulevard, thence along Century Boulevard, Wilton Place, 108th Street, Cullivan Street, Wilton Place, 108th Street to its intersection with Wilton Place. Also, along 5th Avenue between Hardy Street and Century Boulevard.

Applicant 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.

- (3) That applicant be, and it hereby is, authorized to discontinue and abandon service over and along the following streets:

In the City of El Segundo:

Along Main Street between Mariposa and Maple Avenues;
along Pine Avenue between Main and Concord Streets;
along Concord Street between Pine and Grand Avenues.

In the City of Inglewood:

Along Hardy Street between 5th and 7th Avenues;
along 7th Avenue between Hardy Street and Century Boulevard; along Century Boulevard between 7th and 5th Avenues; along Manchester Avenue between 5th and 2nd Avenues; along 2nd Avenue between Manchester Avenue and Century Boulevard.

(4) The route descriptions appearing in paragraph (1), subparagraph (c), of the Order in Decision No. 40071, and in the Order in Decision No. 37523, are hereby further amended to conform with the authority, route descriptions, and abandonments hereinabove granted.

(5) That, except as herein amended, Decisions Nos. 40071 and 37523 shall remain in full force and effect.

(6) That, except as authorized by this Order, Application No. 29654 is hereby denied without prejudice.

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

Dated at San Francisco, California, this 21st day of December, 1948.

R. T. Johnson
Justice F. Garner
James H. Kull
Harold P. Kull
Herbert P. Patten
COMMISSIONERS