

ORIGINALDecision No. 51220

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 ATKINSON TRANSPORTATION COMPANY, a)
 corporation, for an order granting)
 permission to abandon certain portions) Application No. 35803
 of its WATTS - EAST IMPERIAL line, to)
 extend service on Wilmington Avenue in)
 the Willowbrook area to Stockwell)
 Street, and to make other changes.)

Newell & Chester by Robert M. Newell, for applicant.
Thomas N. Bristow for Metropolitan Coach Lines; T. M. Chubb and Clark H. Sturm for the Department of Public Utilities and Transportation of the City of Los Angeles; and Cora B. Motten, Rev. L. E. Williams, Fanny Leonard, Edna G. White, Rosa Perez, and Esther Pope, interested parties. Wm. F. Hibbard of the Commission's staff.

OPINION AND ORDER ON REHEARING

By Decision No. 50787, dated November 23, 1954, applicant was authorized to discontinue portions of its Watts Avenue - East Imperial No. 4 Line (hereafter referred to as the "Watts Avenue Loop") and Palm Lane No. 2 Line, and to extend the present service on Wilmington Avenue south to Stockwell Street. Applicant was also authorized to extend its Manchester-Central No. 6 Line service, a distance of approximately one-half mile, in order to accommodate some of the patrons now using the "Watts Avenue Loop" service. Applicant did not apply for an extension of the No. 6 Line.

On December 3, 1954, in time to stay the order in Decision No. 50787, applicant filed a petition for rehearing — objecting to that part of the order which authorized the extension of service on Line No. 6 from the intersection of 106th Street and Gorman Avenue to the intersection of Watts Avenue and Santa Ana

Boulevard, on the grounds that (1) the proposed extension is not in the interest of public convenience and necessity; (2) the streets are narrow and unsafe and, therefore, not in the interest of public safety, and (3) the extension would impose an undue financial burden upon applicant because it would be required to place one additional bus in service if present schedules are to be maintained.

A rehearing having been granted, the matter was heard at Los Angeles before Examiner Mark V. Chiesa. Additional oral and documentary evidence having been adduced, the matter was resubmitted for decision.

No additional material evidence was presented concerning the proposed discontinuance of the "Watts Avenue Loop", the Palm Lane segment of the No. 2 Line or the extension along Wilmington Avenue to Stockwell Street.

Herbert B. Atkinson, Vice President and General Manager of applicant, testified that the present 30-minute schedules on Line No. 6 cannot be maintained if the line is extended to Santa Ana Boulevard; that service would have to be reduced to a 40-minute schedule using present equipment; that passenger revenue would consequently diminish; that said line is now operating at a loss; that any additional revenue that may be derived from the proposed route extension would not compensate either for losses resulting from a decrease in schedules or the increased costs of operating an additional bus; that the patrons who would be served by the proposed extension are not entirely without public transportation as the Metropolitan Coach Lines operates along Santa Ana Boulevard through the same area; and that economies resulting from the discontinuance of the "Watts Avenue Loop" service would be offset by the additional cost of operating an adequate service on Line No. 6.

By Exhibit No. 8 applicant has shown that it would save \$3,802.99 annually, exclusive of operating taxes and licenses, if it were permitted to discontinue the "Watts Avenue Loop" service. At the rehearing evidence was presented (Exhibit No. 14) showing that with the addition of one bus the Manchester-Central Line No. 6 would operate at an estimated loss of \$6,625.30 annually. On the basis of present schedules and route, it is estimated that Line No. 6 will operate at an annual out-of-pocket loss of \$560.60.⁽¹⁾

A Commission transportation engineer testified that he checked present schedules and investigated the No. 6 Line route between the present terminus and Santa Ana Boulevard; that present schedules cannot be maintained with the one bus now used; that said streets are narrow, not well paved, without sidewalks, and not desirable for bus travel; that only a small number of patrons would be inconvenienced by the elimination of the "Watts Avenue Loop" and that they would not be left entirely without public transportation.

The Commission having reviewed the record in this proceeding, is now of the opinion and finds that the extension of service between the intersection of 108th Street and Gorman Avenue, and the intersection of Watts Avenue and Santa Ana Boulevard is not economically justified and would not be in the interest of the large majority of the persons using the Manchester-Central Line No. 6.

The order in Decision No. 50787, dated November 3, 1954, will be amended as hereinbelow set forth.

O R D E R

A rehearing having been held, the Commission being fully advised in the premises, and good cause appearing,

(1) At the original hearing it was shown that for the first eight months of 1954, applicant operated at a loss of \$12,157.77. (Exhibit No. 5)

IT IS ORDERED that paragraphs (1) and (2) of Decision No. 50787, on Application No. 35803, be and they hereby are amended to read as follows:

(1) That a certificate of public convenience and necessity be, and it hereby is granted to Atkinson Transportation Company, a corporation, authorizing the establishment and operation of a passenger stage service, as defined in Section 226 of the Public Utilities Code, for the transportation of persons along Wilmington Avenue between 124th Street and Stockwell Street, as an extension and enlargement of and to be consolidated with its present operating rights.

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

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty days after the effective date hereof, and upon not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Atkinson Transportation Company shall conduct said passenger stage operations over and along the following described routes:
 1. Beginning at the intersection of 124th Street and Wilmington Avenue, thence along Wilmington Avenue to its intersection with Stockwell Street.

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 intersections, or in accordance with local traffic rules.

That except as herein amended said Decision No. 50787
be, and it hereby is, affirmed.

The effective date of this order shall be twenty days
after the date hereof.

Dated at Los Angeles, California, this
21st day of March, 1955.

[Signature]
President

[Signature]

[Signature]

[Signature]

COMMISSIONERS