

ORIGINAL

Decision No. 51266

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of LOS ANGELES TRANSIT LINES, a corporation, for authority to modify, reroute and consolidate its Maple-South Figueroa Street Line No. 49 and its San Pedro Street Line No. 42, and extend the modified line southerly on San Pedro Street from Manchester Avenue to 135th Street.

Application No. 35471

- Gibson, Dunn and Crutcher, by Max Eddy Utt, for applicant.
- Newell and Chester, by Robert M. Newell, for South Los Angeles Transportation Company and Atkinson Transportation Company, protestants.
- T. M. Chubb, Chief Engineer and General Manager, Board of Public Utilities and Transportation of the City of Los Angeles, by Charles H. Sturm, interested party.
- Glenn Newton, for the Commission's staff.

O P I N I O N

Applicant has authority from this Commission to operate its San Pedro Motor Coach Line No. 42 and its Maple-South Figueroa Street Motor Coach Line No. 49, as follows:

Line No. 42. (Decision No. 35604, dated July 21, 1942, in 45th Supplemental Application No. 19179)

From the intersection of Avalon Boulevard and Gage Avenue in the city of Los Angeles; thence via Gage Avenue and San Pedro Street to the intersection of San Pedro Street and Manchester Avenue. Return via San Pedro Street, Sixty-fourth Street and Avalon Boulevard to the point of commencement.

Line No. 49. (Decision No. 47866, dated October 28, 1952, in Application No. 33746)

From Florence Avenue and Main Street, thence

via Main Street, San Pedro Place, Woodlawn Avenue, Maple Avenue, Fifth Street, Flower Street, Twenty-third Street, and Figueroa Street to Century Boulevard. Return via Figueroa Street, Twenty-third Street, Flower Street, Sixth Street, Maple Avenue, Woodlawn Avenue, San Pedro Place, and Main Street to Florence Avenue.

By the application herein, Los Angeles Transit Lines seeks permission (1) to abandon that portion of its Line No. 49 on Main Street between Gage Avenue and Florence Avenue; (2) to abandon those portions of its Line No. 42, (a) on Gage Avenue between San Pedro Street and Avalon Boulevard, (b) on Sixty-fourth Street between San Pedro Street and Avalon Boulevard, and (c) on Avalon Boulevard between Gage Avenue and Sixty-fourth Street; (3) to extend service along Gage Avenue between its intersections with Main Street and San Pedro Street; and (4) to consolidate the remaining portions of Line No. 49 and Line No. 42 into one line to be known as the San Pedro-South Figueroa Street Motor Coach Line No. 49.

In addition, applicant seeks a certificate of public convenience and necessity authorizing it to serve along San Pedro Street between Manchester Avenue and 135th Street, as an extension of the proposed Line No. 49.

A public hearing on the application was held in Los Angeles on August 31, 1954, before Examiner Kent C. Rogers, evidence was presented, and the matter was submitted. It is ready for decision. Prior to the hearing notice thereof was posted as required by this Commission.

There was no opposition to the proposed consolidation of Line No. 42 and Line No. 49, with the resulting abandonments heretofore referred to. Applicant requests that these portions

of the application be granted even though authority to extend service on San Pedro Street between Manchester Avenue and 135th Street is denied.

The record shows that the consolidation of Line No. 42 and Line No. 49 will result in an expedited and improved service for applicant's patrons now using the Line No. 42 in conjunction with another of applicant's lines to reach downtown Los Angeles, inasmuch as a transfer is required at present and a through service will be provided under the proposal. The abandonments will not cause any patron to walk over one-fourth of a mile in addition to the distance he presently walks to secure through transportation to downtown Los Angeles.

The proposed extension and abandonments are in the city of Los Angeles. The City was represented at the hearing, but made no objection to the foregoing changes.

Passenger fares will remain the same as at present.

We find that public convenience and necessity require that applicant be given authority to serve along Gage Avenue between Main Street and San Pedro Street, and that the abandonment of service (1) on Main Street between Gage Avenue and Florence Avenue, (2) on Gage Avenue between San Pedro Street and Avalon Boulevard, (3) on Avalon Boulevard between Gage Avenue and Sixty-fourth Street, and (4) on Sixty-fourth Street between Avalon Boulevard and San Pedro Street, is not adverse to the public interest and should be authorized.

By the same application, Los Angeles Transit Lines requests authority to extend service via the above-described

and herein authorized San Pedro-South Figueroa Street Motor Coach Line No. 49 on San Pedro Street from Manchester Avenue to 135th Street.

The South Los Angeles Transportation Company serves on Main Street between Manchester Avenue and 121st Street, and on Avalon Boulevard and Central Avenue between Manchester Avenue and Compton Boulevard (south of 135th Street). Avalon Boulevard is slightly over one-fourth of a mile east of and parallel to San Pedro Street, Central Avenue is approximately three-fourths of a mile east of and parallel to San Pedro Street, and Main Street is about one-fourth of a mile west of and parallel to San Pedro Street.

The South Los Angeles Transportation Company has filed an application, this day denied (see Decision No. 51273 in Application No. 35259), for authority to render an express type service along Avalon Boulevard to downtown Los Angeles.

Public witnesses appeared in support of the application herein and South Los Angeles Transportation Company's application above referred to. Some of the witnesses appeared in support of both applications. The witnesses herein desired a faster service than was rendered by the applicant's No. 7 rail line, which operated from 116th Street and Broadway via Broadway past its intersection with Manchester Avenue, a terminus of all three of South Los Angeles Transportation Company's lines, into downtown Los Angeles; its S rail line which operated from Manchester Avenue and Central Avenue into downtown Los Angeles; and the combination of the Line No. 42 shuttle bus, which operated from San Pedro Street and

Manchester Avenue via San Pedro Street to Gage Avenue; and also the S rail line, referred to above, which operated from Gage Avenue to downtown Los Angeles. In addition to desiring quicker service, the witnesses complained of the old open-ended rail cars serving the area.

Since this matter was submitted, Los Angeles Transit Lines has been given authority to substitute buses for rail cars on its Line No. 7 (Decision No. 50734, dated November 3, 1954, in Application No. 35728), and the order herein authorizes Los Angeles Transit Lines to provide a passenger stage service from the intersection of Manchester Avenue and San Pedro Street to downtown Los Angeles.

It appears that the service which will be authorized herein, or the passenger stage service proposed for Line No. 7 which is involved in the show cause order referred to below, in combination with the services of the South Los Angeles Transportation Company described above, will provide an improved service between the area south of Manchester Avenue and downtown Los Angeles and, on the record herein, it appears that these services will be adequate to serve the area involved. We find, therefore, that public convenience and necessity do not require that Los Angeles Transit Lines be authorized to extend service along San Pedro Street south of Manchester Avenue, and for that reason that portion of this application is denied.

Applicant will be required to make a study and submit a plan of express or limited stop service on the No. 49 Line, as provided in the order herein, together with supporting data, to enable this Commission to determine whether or not applicant shall be required to render an express or limited type of service between Manchester Avenue and the downtown terminus.

The matter of bus substitution for rail service on the No. 7 Line is still pending, since an order to show cause has been issued by this Commission to the parties involved to show cause why the order in Decision No. 50734 should not be made mandatory. If the outcome of

this further proceeding results in bus substitution on the No. 7 Line, applicant will be required to make a study and submit a plan of express or limited stop service on the No. 7 Line, together with supporting data, to enable the Commission to determine whether or not applicant shall be required to render such an express or limited type of service between Manchester Avenue and downtown Los Angeles.

O R D E R

The Commission having found that public convenience and necessity require that applicant be authorized to extend its service as hereinafter in this order set forth, that the abandonment of service, as hereinafter in this order set forth, should be authorized, and that applicant should be required to make certain traffic counts,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Los Angeles Transit Lines, authorizing the establishment and operation of a service as a passenger stage operation, as defined in Section 226 of the Public Utilities Code, for the transportation of passengers along Gage Avenue between its intersections with Main Street and San Pedro Street, including intermediate points, in the City of Los Angeles, as an extension of and to be consolidated with applicant's existing rights.

(2) That in providing service pursuant to the certificate herein granted, Los Angeles Transit Lines shall comply with and observe 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.

(3) That the Los Angeles Transit Lines be, and it hereby is, authorized to abandon those portions of its San Pedro Motor Coach Line No. 42, (a) on Gage Avenue between San Pedro Street and Avalon Boulevard, (b) on Avalon Boulevard between Gage Avenue and 64th Street, and (c) on 64th Street between Avalon Boulevard and San Pedro Street, and that portion of its Maple-South Figueroa Street Line No. 49 on Main Street between Gage Avenue and Florence Avenue.

(4) That prior to discontinuing service as authorized by ordering paragraph (3) above, applicant shall post clearly visible notices in all of its buses and terminals used on its Line No. 42 and Line No. 49. Such notices shall advise patrons of the changes authorized by this order and shall remain posted for at least five days prior to the abandonment of service as herein authorized.

IT IS FURTHER ORDERED that Los Angeles Transit Lines may consolidate the remaining portions of its San Pedro Motor Coach Line No. 42, the remaining portions of its Maple-South Figueroa Street Motor Coach Line No. 49, and the extension authorized by ordering paragraph (1) of the order herein, into one line to be known as the San Pedro-South Figueroa Street Motor Coach Line No. 49, which shall operate via the following route:

From Manchester Avenue and San Pedro Street; thence via San Pedro Street, Gage Avenue, Main Street, San Pedro Place, Woodlawn Avenue, Maple Avenue, Fifth Street, Flower Street, 23rd Street and Figueroa Street to Century Boulevard; return via Figueroa Street, 23rd Street, Flower Street, Sixth Street, Maple Avenue, Woodlawn Avenue, San Pedro Place, Main Street, Gage Avenue and San Pedro Street to Manchester Avenue.

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.

IT IS FURTHER ORDERED that except as in this order specifically granted, the application is denied.

IT IS FURTHER ORDERED that within sixty days after the inauguration of service as herein authorized, Los Angeles Transit Lines shall make a study and submit to the Commission a plan, together with supporting data, which provides for express or limited type service on Line No. 49 between Manchester Avenue at San Pedro Street and downtown Los Angeles.

IT IS FURTHER ORDERED that within sixty days after the inauguration of substitute bus service on Line No. 7, as authorized by Decision No. 50734 in Application No. 35728 or by further order of this Commission, Los Angeles Transit Lines shall make a study and submit to the Commission a plan, together with supporting data, which provides for express or limited type service on the No. 7 Line between Manchester Avenue and downtown Los Angeles.

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

Dated at San Francisco, California, this 19th day of March, 1955.

John E. Mitchell
President
Justin J. Callahan
Royce W. Williams
Commissioners

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Commissioner Matthew J. Dooley, being necessarily absent, did not participate in the disposition of this proceeding.