

ORIGINALDecision No. 52447

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 INGLEWOOD CITY LINES, a California
 corporation, for authority to abandon
 operation upon certain public highways
 in the City of Inglewood, County of
 Los Angeles, State of California, to
 wit: Regent Street between Market
 Street and Locust Street, Locust Street
 between Regent Street and Manchester
 Blvd., and for certificate of public
 convenience and necessity authorizing
 applicant to operate over and along
 Hillcrest Blvd. between Manchester Blvd.
 and Grace Street, Grace Street between
 Hillcrest and Prairie, Prairie between
 Grace Street and Manchester Blvd.

Application No. 37400

Spencer & Harris, by P. H. Harris, for applicant.
Charles T. Poulson and J. R. Palazzo, protestants.

O P I N I O N

Inglewood City Lines is authorized by this Commission to render service as a passenger stage corporation in and around the City of Inglewood, California. By Decision No. 46502, dated December 4, 1951, in Application No. 32799, et al, it received authority to serve via a route described as follows:

Between the intersection of Manchester Avenue and La Brea Avenue, in Inglewood, and the intersection of Fairview Boulevard and La Brea Avenue, over La Brea Avenue, Regent Street, Florence Avenue, Hyde Park Boulevard, Venice Way, Acacia Street, Inglewood Avenue, Ellis Avenue, Beach Street and Fairview Boulevard.

Also over La Brea Avenue between Fairview Boulevard and Ellis Avenue, and over Ellis Avenue between La Brea Avenue and Inglewood Avenue.^{1/}

^{1/} Page 11, Decision No. 46502.

By Decision No. 49443, dated December 15, 1953, in Application No. 34847, applicant was given authority to serve along Regent Street between La Brea Avenue and Locust Street and along Locust Street between its intersection with Manchester Boulevard and Regent Street. Applicant also has authority to render service along Manchester Boulevard between La Brea Avenue and Locust Street.^{2/} The above-described rights are used by applicant to render service via a single line which it designates as its Route No. 4 (a portion of the route is also traversed by applicant's Route No. 1). Among other places, Route No. 4 extends from the intersection of Florence Avenue and Regent Street, via Regent Street, Locust Street, Manchester Boulevard and La Brea Avenue to Regent Street.

By the application herein, filed on October 13, 1955, applicant seeks authority to abandon operations along Regent Street between Market Street and Locust Street, and along Locust Street between Regent Street and Manchester Boulevard, and in lieu thereof to extend its Route No. 4 from the intersection of Locust Street and Manchester Boulevard via Manchester Boulevard, Hillcrest Boulevard, Grace Street, Prairie Avenue and Manchester Boulevard to Hillcrest Boulevard.

A public hearing on the application was held in Inglewood on November 17, 1955, before Examiner Kent C. Rogers. Prior thereto notice thereof was posted in all of applicant's buses as required by this Commission.

^{2/} See Decision No. 46502, supra.

Applicant's president described applicant's Route No. 4 as above set out. The reasons for the proposal are, he said, that such routing will enable applicant to provide service to and from the Daniel Freeman Hospital on Prairie Avenue about one block south of Grace Street and a parochial school on Grace Street near Hillcrest. The Chamber of Commerce, the hospital directors and other interested groups, he said, have asked that the applicant extend service as proposed in the application.

If the application is granted no additional equipment will be needed. The witness said that service is now rendered from 7:20 a.m. to 5:50 p.m. on a 1/2 hourly basis; that service on the proposed extension will be 1/2 hourly from 7:20 a.m. to 9:00 a.m. and on 40 minute headways from 9:00 a.m. to 5:50 p.m. The new terminal loop, he said, will add about one mile to the length of the existing line. The witness further testified that the only stops on the present loop are at the intersections of Market Street with Regent Street and Manchester Boulevard, respectively, and that the next stop west of La Brea Avenue is at Grevillea Avenue and Regent Street, two short blocks west of La Brea Avenue. No stops, he said, are made on La Brea Avenue or on Locust Street. Hillcrest Boulevard, a portion of the proposed route, is one short block east of Locust Street. The witness said that if the authority is granted, passengers now boarding or alighting at the intersection of Manchester Boulevard and Market Street will still be able to board or alight at that point, and passengers now boarding or alighting at the intersection of Regent Street and Market Street will be required to walk less than 1/8 of a mile in addition to that now traveled in order to use the applicant's rerouted services.

Two medical doctors appeared as protestants. They have offices on Locust Street one block north of Regent Street. They testified that there are many physicians and dentists on Locust Street between Manchester Boulevard and the witnesses' offices who have elderly or disabled patients, and that they believed the present service should be continued. One of the doctors said that he contacted several of the doctors concerning the hearing here involved. Only two appeared. Both of these doctors stated that they thought the service should be extended as proposed to serve the hospital on Prairie Avenue but that they desired the service to remain on Locust Street instead of being moved to Hillcrest Boulevard (one block east of Locust Street). Both conceded that it is closer from their respective offices to the intersection of Hillcrest Boulevard and Grace Street on the proposed route than it is to the present stop at Regent and Market Streets.

We have fully considered the record herein and are of the opinion and find that public convenience and necessity require that applicant be authorized to extend service as requested in the application herein, and that the proposed abandonments of service are not adverse to the public interest. The request will be granted. As applicant's existing authority does not require that particular routes be followed by particular lines, an in lieu certificate will be issued setting forth all of applicant's routes, including those authorized by this decision.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises, having made the findings set forth

above, and based on said findings,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Inglewood City Lines, a California corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as defined by Section 226 of the Public Utilities Code, for the transportation of passengers between the points and over the routes as more particularly set forth in Appendix A attached hereto and made a part hereof in lieu of the routes specified in Paragraph 8 (a) of the Order of Decision No. 46502, dated December 4, 1951, and in lieu of the authority granted by Decision No. 49443, dated December 15, 1953, in Application No. 34847, which decisions, in so far as they specify routes, are hereby cancelled.

(2) That in providing service pursuant to the certificate herein granted, applicant 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. By accepting the certificate of public convenience and necessity herein granted, applicant is placed upon notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.

(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 and time schedules satisfactory to the Commission.

(3) That prior to the discontinuance of service as authorized herein applicant shall post plainly visible notices in all of its stages and terminals used in providing service on the route it designates as Route No. 4 and at all stops along said Route No. 4. Such notices shall describe the changes in routing which are to be effected and shall remain posted for at least ten days prior to the inauguration of such changes.

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

Dated at San Francisco, California, this 14th day of January, 1952.

[Signature]
President
[Signature]
[Signature]
[Signature]
Commissioners

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Inglewood City Lines, a California corporation, by the certificate of public convenience and necessity granted by the above-numbered decision, is authorized to transport passengers to, from and between points on the routes set out below:

- (1) Between the intersection of Manchester Avenue (Boulevard) and La Brea Avenue in Inglewood and the intersection of Fairview Boulevard and La Brea Avenue, over La Brea Avenue, Regent Street, Florence Avenue, Hyde Park Boulevard, Venice Way, Acacia Street, Inglewood Avenue, Ellis Avenue, Beach Street and Fairview Boulevard.

Also over La Brea Avenue between Fairview Boulevard and Ellis Avenue, and over Ellis Avenue between La Brea Avenue and Inglewood Avenue.

Also between the intersection of La Brea Avenue and Manchester Avenue (Boulevard) and the intersection of Hillcrest Boulevard and Manchester Avenue (Boulevard) via Manchester Avenue (Boulevard), Hillcrest Boulevard, Grace Street, Prairie Avenue and Manchester Avenue (Boulevard).

Also over Regent Street between La Brea Avenue and Market Street.

- (2) Between the intersection of La Brea Avenue and Regent Street and the Los Angeles International Airport, over and along Regent Street, Market Street, Manchester Avenue (Boulevard), Oak Street, Arbor Vitae Street, Inglewood-Redondo Road, Century Boulevard and Avion Drive.

Also along Century Boulevard between Inglewood-Redondo Road and Freeman Boulevard, and along Freeman Boulevard between Century Boulevard and Arbor Vitae Street.

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- (3) Between the intersections of Manchester Avenue (Boulevard) and Oak Street and the intersection of McConnell Avenue and 77th Street in Los Angeles, over and along Manchester Avenue (Boulevard), Sepulveda Boulevard and 77th Street.
- (4) Between the intersection of Lincoln Boulevard and 83rd Street, and the intersection of Sepulveda Boulevard and Manchester Avenue (Boulevard), over and along Sepulveda Boulevard, 88th Street, Emerson Avenue and 83rd Street.

Also between the intersection of Lincoln Boulevard and Manchester Avenue (Boulevard) and the intersection of Lincoln Boulevard and 83rd Street via Lincoln Boulevard.

- (5) Between the Douglas Aircraft, Inc. plant in El Segundo and the intersection of Manchester Avenue (Boulevard) and Eucalyptus Avenue in Inglewood, over and along Douglas Street, Imperial Highway, Inglewood Avenue, Arbor Vitae Street and Eucalyptus Avenue.

Also between the intersection of Imperial Highway and Aviation Boulevard and the intersection of Felton Avenue and Imperial Highway over Aviation Boulevard, 119th Street, and Felton Avenue;

- (6) Between the intersection of Market Street and Manchester Avenue (Boulevard) in Inglewood, and the intersection of 108th Street and Wilton Place in Los Angeles Territory, over and along Manchester Avenue (Boulevard), Fifth Avenue, Century Boulevard and Wilton Place.
- (7) Between the intersection of Manchester Avenue (Boulevard) and Prairie Avenue and the intersection of Imperial Highway and Crenshaw Boulevard, over and along Prairie Avenue and Imperial Highway.

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Also between the intersection of Prairie Avenue and 110th Street and the intersection of Imperial Highway and Crenshaw Boulevard over 110th Street and Crenshaw Boulevard.

- (8) Along Manchester Avenue (Boulevard) between its intersection with Lincoln Boulevard and Hastings Avenue, in the City of Los Angeles.

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.