

ORIGINALDecision No. 54244

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 FRANK MANNINO and DOMINIC MANNINO)
 to operate passenger bus service)
 between Redondo Beach, California,)
 and Santa Anita Race Track in)
 Arcadia, California, and certain)
 intermediate points.)

Application No. 37845

In the Matter of the Application of)
 SOUTHERN CITIES TRANSIT, INC., for)
 authority to operate passenger bus)
 service between Compton-Lynwood-)
 Hollydale-Downey-Paramount-)
 Bellflower-Norwalk and Santa Anita)
 Race Track in Arcadia, California,)
 and certain intermediate points.)

Application No. 37878

George M. Stephenson, for applicant in Application
 No. 37845 and protestant in Application No. 37878.
James Carson, for applicant in Application
 No. 37878 and protestant in Application
 No. 37845.
Dale Harlan, for Metropolitan Coach Lines, and
Dale Palfreyman, for Charter Bus Transporta-
 tion Company, protestants in Applications
 Nos. 37845 and 37878.
Fred C. Ballenger, of the Commission's staff.

O P I N I O N

A public hearing was held in the above-entitled matters in Los Angeles before Examiner Mark V. Chiesa. The applications were heard on a consolidated record. Oral and documentary evidence having been adduced, the matters were submitted for decision.

As each applicant is seeking a certificate of public convenience and necessity to operate a passenger stage service

1/ By applicant's amendment to this application the proposed route was revised eliminating several of the communities originally proposed to be served.

to the Santa Anita Race Track along routes, portions of which are the same, and as some of the testimony benefits both applicants, the Commission deems it advisable to render its decision on both matters as herein set forth.

In Application No. 37845, as amended, Frank and Dominic Mannino (hereinafter referred to as the Manninos) have asked for a route beginning at Redondo Beach, California, and serving the following intermediate communities: Torrance, Gardena, and Compton. The Manninos are now authorized to operate a race track bus service to Santa Anita Race Track from San Pedro and Wilmington, and they also operate between San Pedro, Wilmington and the Hollywood Park Race Track (Decisions Nos. 50042 and 50400). The proposed route from Redondo Beach would be along Torrance Boulevard, Western Avenue, 174th Street, Vermont Avenue, Redondo Beach Boulevard, Compton Boulevard, Atlantic Avenue and Huntington Drive, as more fully described in the application. This applicant also proposes an alternate route along Avalon Boulevard between Sepulveda Boulevard and Compton Boulevard, to connect with its present Santa Anita route from San Pedro, for the purpose of operating economy in the event that overloads develop on the proposed Redondo Beach service. Equipment of the same type as is now being operated, to wit, 37-passenger intercity aerocoach buses, will be used. Round-trip fares, including tax, will be \$2.50 from Redondo Beach, \$2.35 from Torrance, \$2.20 from Gardena and \$2.00 from Compton. Schedules will be operated to meet the convenience of the patrons beginning at approximately 10:40 a.m. from Redondo Beach, and returning 15 minutes after the last race.

The proposed route through the Compton area will be along Compton Boulevard where it is proposed to make pickups at Central Avenue, Wilmington Avenue, Willowbrook Avenue, Tamarind Avenue,^{2/} Long Beach Boulevard and at the intersection of Atlantic Avenue and Compton Boulevard, the last point of service. The schedule along Compton Boulevard is approximately between 11:15 a.m. and 11:30 a.m. The distance between Central Avenue and Atlantic Avenue is approximately 3-1/3 miles, and the one-way distance between Redondo Beach and Santa Anita Race Track is approximately 39 miles.

In Application No. 37878, as amended, Southern Cities Transit, Inc., a corporation (hereinafter referred to as Southern Cities) seeks authority to operate a bus service for horse racing patrons between Lynwood, California, and the Santa Anita Race Track serving the following intermediate communities: Compton, Paramount, Bellflower and Norwalk. Southern Cities now operates a regular passenger stage service in and between several Los Angeles County communities such as South Gate, Lynwood, Compton, Paramount, Bellflower, Norwalk, Downey and others as more specifically set forth in Decisions Nos. 53588 and 53722, and a race track service from the Lynwood-Compton areas to the Hollywood Park Race Track, as set forth in said decisions.

The proposed route to the Santa Anita Race Track is, generally, along Imperial Highway, Alameda Street, Compton Boulevard, Paramount Boulevard, Flower Street, Bellflower Boulevard, Rosecrans Boulevard, Pioneer Boulevard, Imperial Highway, Firestone Boulevard, Lakewood Boulevard and Huntington Drive to said track,

^{2/} At the suggestion of local authorities, Tamarind Avenue was substituted for the Alameda Street stop.

as more specifically set forth in the application. The type of equipment proposed to be used is 27-passenger intercity Ford buses. Round-trip fares from all points proposed to be served will be \$2.00 plus federal transportation tax. Schedules are between 11 a.m. at the first point of service, Long Beach Boulevard and Imperial Highway, and 11:45 a.m. at the last point of service, Imperial Highway and Firestone Boulevard. There are three pick-up points along Compton Boulevard, at Willowbrook Avenue, Long Beach Boulevard, and Atlantic Boulevard, the proposed schedule for said points being 11:10 a.m., 11:15 a.m., and 11:18 a.m., respectively. The distance between Willowbrook Avenue and Atlantic Boulevard is approximately 1-2/3 miles.

The proposed services of the two applicants are not competitive except along a short portion of their respective routes, not exceeding 1-2/3 miles, along Compton Boulevard between Willowbrook and Atlantic Avenues.

Dominic Mannino and James Carson for Southern Cities testified in support of their respective applications. Their testimony shows that the authorities of several communities proposed to be served do not oppose the application, although they were unwilling to take formal steps approving the operations. Seven public witnesses testified for applicants and several letters from civic, fraternal and business organizations favoring one or both services as proposed were presented in evidence. Without reviewing the record in detail, the Commission is satisfied that there is substantial evidence justifying the proposed operations.

The protestants, excepting applicants, did not present any evidence. It was the position of Metropolitan Coach Lines that an additional service in Compton was not necessary as its regular rail line service between Long Beach and Los Angeles serves

the Compton area and that race patrons now use this service to some extent by transferring to race track buses at protestant's Los Angeles terminal. The services are not comparable. The Metropolitan Coach Lines route requires a transfer in each direction, and the return trip schedules, due to a 20-minute headway from Los Angeles to Long Beach, are not as convenient as the proposed direct service. Also, Metropolitan Coach Lines has only one point of pickup that could be considered competitive with the applicants' proposed route along Compton Boulevard. Metropolitan Coach Lines operates in a northerly-southerly direction through the Compton area, whereas applicants' routes are easterly and westerly.

Charter Bus Transportation Company's service now operates a race track service from the Watts area situated north of Lynwood to the Santa Anita Race Track. Its nearest point of pickup to the proposed route of Southern Cities is at Tweedy Boulevard and Long Beach Boulevard, a distance of approximately one mile from the latter's Lynwood point of origin at the intersection of Imperial Highway and Long Beach Boulevard. In our opinion this is not a competitive situation and in our opinion the protest is not sound.

Having considered the evidence of record, we find that public convenience and necessity require that each of the applicants establish and operate their respective proposed passenger stage services as hereinafter authorized. The protests of the applicants will be denied in view of the over-all service proposed and the limited area of conflict as indicated. The applications will be granted.

O R D E R

A public hearing having been held, 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 Frank Mannino and Dominic Mannino, authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of persons between the points and along the routes as set forth in Appendix A, attached hereto and made a part hereof, subject to the limitations or restrictions, if any, as set forth in said Appendix A.

(2) That a certificate of public convenience and necessity be, and it hereby is, granted to Southern Cities Transit, Inc., a corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of persons between the points and along the routes as set forth in Appendix A, attached hereto and made a part hereof, subject to the limitations or restrictions, if any, as set forth in said Appendix A.

(3) That in providing service pursuant to the certificates herein granted, Frank Mannino and Dominic Mannino, and Southern Cities Transit, Inc., shall each comply 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 on not less than five days' notice to the Commission and to the public,

applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, appropriate tariffs and timetables.

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

Dated at San Francisco, California, this 11th day of DECEMBER, 1956.

John E. Mitchell
 President

Raymond L. ...

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C. L. Fox
 Commissioners

Frank and Dominic Mannino, by certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport persons between Redondo Beach, Torrance, Gardena and Compton, on the one hand, and the Santa Anita Race Tract in Arcadia, on the other hand, along routes as hereinbelow set forth and subject to the following conditions:

- (a) The transportation herein authorized shall be rendered only when thoroughbred horse racing is conducted at Santa Anita Race Track.
- (b) Passengers shall be picked up or discharged, in accordance with local traffic rules, only at the intersections or points listed in the application, as amended, excepting that in the City of Compton one of the pickup points shall be at the intersection of Tamarind Avenue and Compton Boulevard instead of Alameda Street and Compton Boulevard.

Route:

Beginning in the City of Redondo Beach at the intersection of Pacific Avenue and Emerald Street, thence along Pacific Avenue, Torrance Boulevard, Western Avenue, 174th Street (Artesia Avenue), Vermont Avenue, Redondo Beach Boulevard, Compton Boulevard, Atlantic Avenue, Huntington Drive, to the authorized entrance to Santa Anita Race Track.

Alternate Route:

To be used only in providing a supplemental service on the Redondo Beach-Santa Anita Route and not in lieu of the present regular service between San Pedro and Santa Anita.

Over the present San Pedro-Santa Anita route to the intersection of Avalon Boulevard and Sepulveda Boulevard, thence continuing along Avalon Boulevard to Compton Boulevard.

End of Appendix A

Issued by California Public Utilities Commission.

Decision No. 54244, Application No. 37845.

Southern Cities Transit, Inc., by certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport persons between Lynwood, Compton, Paramount, Bellflower, Norwalk (including Norwalk Square and Norwalk Bowl), on the one hand, and the Santa Anita Race Track, in Arcadia, on the other hand, along routes as hereinbelow set forth, and subject to the following conditions:

- (a) The transportation herein authorized shall be rendered only when thoroughbred horse racing is conducted at Santa Anita Race Track.
- (b) Passengers shall be picked up or discharged only at the following intersections or points in accordance with local traffic rules:

Long Beach Boulevard and Imperial Highway
Willowbrook Avenue and Compton Boulevard
Long Beach Boulevard and Compton Boulevard
Atlantic Avenue and Compton Boulevard
Paramount Boulevard and Center Street
Bellflower Boulevard and Center Street (Bellflower Depot)
Rosecrans Avenue and Pioneer Boulevard (Norwalk Square)
Imperial Highway and Firestone Boulevard (Norwalk Bowl)

Route:

Beginning at applicant's depot at the intersection of Long Beach Boulevard and Imperial Highway in the City of Lynwood, thence along Imperial Highway, Alameda Street, Palm Avenue (in Compton), Willowbrook Avenue, Compton Boulevard, Paramount Boulevard, Flower Street, Bellflower Boulevard, Rosecrans Avenue, Pioneer Boulevard, Imperial Highway, Firestone Boulevard, Lakewood Boulevard (Rosemead Boulevard), Huntington Drive to the authorized entrance to Santa Anita Race Track.

End of Appendix A

Issued by California Public Utilities Commission.

Decision No. 59234, Application No. 37878.