

ORIGINAL

Decision No. 70747

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of
ATKINSON TRANSPORTATION COMPANY,
a California corporation, for an
order granting permission to
abandon, re-route and extend
certain portions of its passenger
stage lines within Los Angeles
County.

Application No. 48302
(Filed March 11, 1966)

O P I N I O N

Applicant operates as a passenger stage corporation in Los Angeles County. It seeks to abandon portions of its Wilmington Avenue Line No. 7; modify its Compton Avenue Line No. 8; and combine the remainder of Line No. 7 with Line No. 8, as modified.

The present route of Wilmington Avenue Line No. 7 is:

Commencing at Stockwell Street and Wilmington Avenue in the City of Compton, thence northerly along Wilmington Avenue to 103rd Street (Los Angeles), thence westerly along 103rd Street to Compton Avenue. Return over said route is via Compton Avenue to 103rd Place, easterly on 103rd Place to Grandee Avenue and thence northerly on Grandee to its intersection with 103rd Street. From this point the route is reversed to the point of origin at Wilmington Avenue and Stockwell Street.

The present route of Compton Avenue Line No. 8 is:

Commencing at 124th Street and Wilmington Avenue thence westerly on 124th Street to Slater Avenue, northerly on Slater Avenue to 121st Street, easterly on 121st Street to Compton Avenue, northerly on Compton Avenue to 104th Street, easterly on 104th Street to Grandee Avenue, northerly on Grandee Avenue to 103rd Street, thence westerly on 103rd Street to Compton Avenue and then northerly on

Compton Avenue to a terminal at 58th Street and Central Avenue in Los Angeles. Return via 58th Street, Compton Avenue and reverse above route to 124th Street and Grandee Avenue, thence via Grandee Avenue, 123rd Street, and Wilmington Avenue to point of beginning.

If applicant's proposal is granted the route of Compton Avenue Line No. 8 would be:

Commencing at Wilmington Avenue and Stockwell Street thence northerly along Wilmington Avenue to 124th Street, thence westerly on 124th Street to Compton Avenue, thence northerly along Compton Avenue to Slauson Avenue, thence westerly on Slauson Avenue to Central Avenue, thence northerly on Central Avenue to the terminal at 58th Street and Central Avenue. Return over 58th Street easterly to Compton Avenue thence southerly along Compton Avenue reversing the above-described route to a terminal at Wilmington Avenue and Stockwell Street.

Regarding Line No. 7, applicant proposes to discontinue service along Wilmington Avenue, between 124th Street and 103rd Street, and along 103rd Street between Wilmington Avenue and Compton Avenue. The remaining portion of the line along Wilmington Avenue between Stockwell Street and 124th Street is to be combined with Line No. 8.

Regarding Line No. 8 applicant proposes to discontinue service around a short four-block loop from Compton Avenue, along 124th Street, Slater Street, and 121st Street, back to Compton Avenue and, in lieu thereof, operate along Compton Avenue between 124th Street and 121st Street. Applicant proposes to extend service along Line No. 8 from 121st Street along Compton Avenue to 124th Street, easterly along 124th Street to Wilmington Avenue, and southerly along Wilmington Avenue to Stockwell Street. The major portion of this proposed extension is now a part of Line No. 7.

Applicant avers that the proposed changes are in the public interest for the following reasons:

(a) Relinquishment of operating rights along Wilmington Avenue between 124th Street and 103rd Street will allow the Southern California Rapid Transit District (SCRID) to establish local stops along this portion of Wilmington Avenue and provide a much desired through service into downtown Los Angeles.

(b) Extension of the present Compton Avenue Line No. 8 to Stockwell Street will provide a through service from the North Compton Area to Willowbrook, Watts, and to 58th Street and Central Avenue in Los Angeles where connection will be made with the SCRID Line No. 3 at the single-fare zone limit.

(c) The minor changes requested along the remaining portion of the Compton Avenue Line No. 8 are in the interests of public safety because it eliminates operation along primarily residential streets.

SCRID Line No. 33 operates between the cities of Compton and Los Angeles. A portion of Line No. 33's run is along Wilmington Avenue in applicant's service area. SCRID is now restricted from hauling local passengers in this service area and no transfers are issued. By this application applicant will relinquish its rights along Wilmington Avenue between 103rd Street and 124th Street and SCRID has agreed to lift the restriction on Line No. 33, changing it from an interurban line to a local line.

Passengers who now utilize applicant's Line No. 7 on trips to downtown Los Angeles must transfer to an SCRID bus to

reach their destination. With the SCRFD restriction removed these passengers will have a through service to and from downtown Los Angeles. SCRFD will issue transfers to all of its connecting lines north of 103rd Street and make stops at all points. The result will be a new through service with fares for some passengers being reduced from 74 cents to 49 cents, and an increase from 48 cents to 49 cents for others. Passengers who now utilize, for local service, that portion of Line No. 7 proposed to be abandoned pay applicant's fare of 15 cents; the same local ride will cost 25 cents on an SCRFD bus.

The extension of Line No. 8, combined with portions of Line No. 7, will result in better service for patrons with a substantial reduction in fare for most patrons. A through line will be created from Stockwell Street and Wilmington Avenue to 58th Street and Central Avenue. At present Line No. 7 passengers must transfer at 103rd Street.

No changes in fares on any of applicant's lines is proposed.

No protests have been received. A public hearing is not necessary. After consideration the Commission finds that public convenience and necessity (a) no longer require a continuation of applicant's service on its Line No. 7, and (b) require an extension and modification of applicant's service on its Line No. 8 as set forth in the following order.

The Commission concludes that the application should be granted.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is hereby granted to Atkinson Transportation Company, a corporation, authorizing it to operate as a passenger stage corporation as defined in Section 226 of the Public Utilities Code, for the transportation of passengers between the North Compton Area and 58th Street and Central Avenue in the City of Los Angeles as set forth in First Revised Page 5 and First Revised Page 6, attached hereto, as an extension and enlargement of and consolidation with, and subject to all the limitations and restrictions set forth in, its current authority.

2. Appendix A of Decision No. 62999 is amended by incorporating therein First Revised Page 5 and First Revised Page 6, attached hereto, in revision of Original Page 5 and Original Page 6.

3. 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. Applicant is placed on notice that, if it accepts the certificate of public convenience and necessity herein granted, it will be required, among other things, to comply with and observe the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-A and insurance requirements of the Commission's General Order No. 101-A. Failure to comply with and observe the safety rules, or the provisions of General Orders Nos. 98-A or 101-A, may result in a cancellation of the operating authority granted by this decision.

- (b) Within sixty days after the effective date hereof, applicant shall establish the service herein authorized and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than three days after the effective date of this order on not less than three days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98-A.

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

Dated at San Francisco, California, this 22nd day of MAY, 1966.

Fredrick B. Holbrook
President
George E. Crowe
Augustus
Commissioners

Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.

BR

ATKINSON TRANSPORTATION COMPANY
(a corporation)

First Revised Page 5
Cancels
Original Page 5

APPENDIX A
(Decision No. 62999)

SECTION 2. ROUTE DESCRIPTIONS (contd.)

* Route No. 7 - canceled.

Issued by California Public Utilities Commission.

* Canceled by Decision No. 70747, Application No. 48302.

ATKINSON TRANSPORTATION COMPANY
(a corporation)

First Revised Page 6
Cancels
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APPENDIX A
(Decision No. 62999)

SECTION 2. ROUTE DESCRIPTIONS (contd.)

*Route No. 8 - COMPTON AVENUE

Commencing at the intersection of Wilmington Avenue and Stockwell Street, thence along Wilmington Avenue, 124th Street, Compton Avenue, Slauson Avenue, and Central Avenue to 58th Street.

Return along 58th Street to Compton Avenue, thence the reverse of the going route to the point of beginning.

Issued by California Public Utilities Commission.

*Added by Decision No. 70747, Application No. 48302.