

ORIGINAL

Decision No. 76167

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of BLUE & WHITE BUS CO. of WATTS, INC. for an order granting permission to abandon certain portions of its passenger stage lines within Los Angeles County.

Application No. 51244
(Filed July 14, 1969)

Herbert B. Atkinson, for applicant.
R. L. Thompson, in propria persona, protestant.
R. W. Russell, by K. D. Walpert, for the City of Los Angeles; W. F. Hibbard, for Business and Transportation Agency, State of California; Mrs. Lucille Cole, in propria persona; Joe Woodford, for Gardena Municipal Bus Lines; and Theon L. Scott, Jr., Mrs. Dewiller Jackson, Mrs. Elray Lewis, Nolia Pierce, L. P. Whitney, Mrs. Willa Mae Armstrong, Mrs. Dochia Norwood, and Mrs. Beatrice C. Jones, for South Main Street Multi-purpose Center, interested parties.
Lloyd C. Young, for the Commission staff.

O P I N I O N

Applicant, a passenger stage corporation, requests authority to abandon service via its Route No. 1 described as follows:

Commencing at the intersection of Manchester Avenue and Broadway, thence along Manchester Avenue, Main Street and 135th Street to Avalon Boulevard. Return the reverse of the going route to the point of beginning.^{1/}

^{1/} Decision No. 72641, dated June 20, 1967, in Application No. 49368. This authority was issued to South Los Angeles Transportation Company, a corporation, and subsequently acquired by applicant by authority of Commission Resolution No. L-45, dated December 19, 1967.

A public hearing was held before Examiner Rogers in Los Angeles on August 25, 1969, and the matter was submitted. Prior to the hearing, notice thereof was served and posted as required by this Commission.

The applicant alleges that since the civil disturbance of August, 1965, the former business district in the vicinity of 110th and Main Streets, served by Route No. 1, has been greatly decimated with the loss of: (a) the Bank of America branch; (b) the Mark Twain Branch of the Los Angeles City Library; (c) the branch office of the Los Angeles Department of Water and Power; (d) the local Southern California Gas Company office; and (e) many retail outlets and service establishments. This has caused a serious decrease in riders on Route No. 1. Applicant further alleges that there is a service by the Southern California Rapid Transit District's Line No. 7 along South Broadway to 116th Street, and a service by the Gardena Municipal Bus Lines along Main Street to 120th Street. The application alleges that serious financial impact upon applicant will result from further operation of this route.

Applicant further alleges that an analysis of the results of operation of Route No. 1 indicates that an out-of-pocket loss of approximately \$20 per day will continue if service on this line is maintained; that since applicant is a private corporation with no subsidy or financial assistance in any form, this loss will jeopardize all of the operations of applicant if it continues; and that passengers carried on Route No. 1 constitute approximately three to four percent of the total passengers carried by applicant.

Applicant alleges that it is not in the public interest to continue service to this segment as it places in jeopardy the local transit services now provided by applicant.

The applicant stated that the average daily revenue on Route No. 1 is \$51, the average number of miles daily is 160, and that the average number of driver-hours per day is 12.1.

The application alleged that based on an actual per mile cost of operation for the type vehicle being used at 16 cents (does not include depreciation or overhead expenses) and a driver cost of \$3.70 per hour, the present daily loss is computed as follows:

160 miles @ \$.16 =	\$25.60
12.1 hrs. @ \$3.70 =	<u>44.77</u>
Total out-of-pocket Cost	\$70.37

The application stated that difference between the daily out-of-pocket cost and the daily revenue thus derived is \$19.37; that service is presently operated six days per week with no service on Sundays and holidays; and that the result is a direct operating loss of \$6,000 annually.

Applicant's manager appeared as a witness at the hearing and stated that the foregoing facts are true.

No evidence was offered by the other parties.

Findings and Conclusion

We find that:

1. Since the service on Route No. 1 was inaugurated, many businesses served by the line discontinued business due to riots in 1965.

2. The average daily revenue on the line is \$51 and the daily out-of-pocket cost is \$70.37.

3. There are three parallel lines serving a major portion of the area served by Route No. 1. The Gardena Municipal Bus Line has a service on Main Street between Manchester Boulevard and 120th Street. The Southern California Rapid Transit District has a line on Broadway ending at 116th Street. The applicant has a service on Avalon Boulevard between Manchester Boulevard and Compton Boulevard.

4. Public convenience and necessity no longer require that applicant provide passenger service on Main Street and 135th Street between Manchester Boulevard and Avalon Boulevard.

We conclude that the application should be granted.

The original authority authorized to be cancelled was granted to South Los Angeles Transportation Company. By Public Utilities Commission Resolution No. L-45, dated December 19, 1967, the applicant, Blue & White Bus Company of Watts, was authorized to acquire the operating rights of South Los Angeles Transportation Company. Inasmuch as Blue & White Bus Company of Watts is actually operating all services, an in lieu certificate of public convenience and necessity will be granted to said company.

O R D E R

IT IS ORDERED that:

1. Blue & White Bus Company of Watts may discontinue and abandon service via its Route No. 1 between the points set forth in the opinion herein.

2. Within 120 days after the effective date hereof and not less than five days prior to the discontinuance of services authorized in paragraph 1 hereof, applicant shall post notice of discontinuance of service pursuant to the authority herein granted in each of its buses used on said Route No. 1 and file a copy of said notice with this Commission within five days after discontinuance of service. Applicant shall also amend its tariffs and the timetables to reflect the authority herein granted not earlier than the date of discontinuance of said service on not less than two days' notice to the Commission and to the public.

3. In order to clarify applicant's operating rights, all outstanding certificates issued to Blue & White Bus Company of Watts and its predecessors, Atkinson Transportation Company and South Los Angeles Transportation Company, are hereby revoked and in lieu thereof, a new certificate will be issued to Blue & White Bus Company of Watts in appendix form. Said appendix is attached hereto as Appendix A and made a part hereof.

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

Dated at San Francisco, California,
this 10th day of SEPTEMBER, 1969

William J. Lyons, Jr.
President

Commissioners

SW

Appendix A

BLUE & WHITE BUS COMPANY OF WATTS
(a corporation)

Original Page 1

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY

Showing passenger stage operative rights, restrictions,
limitations, exceptions, and privileges applicable thereto.

All changes and amendments as authorized by the Public
Utilities Commission of the State of California will be
made as revised or added original pages.

Issued under authority of Decision No. 76167
dated Sept. 10, 1969, of the Public Utilities
Commission of the State of California in Application No. 51244.

SW/gf *

Appendix A BLUE & WHITE BUS COMPANY OF WATTS
(a corporation)

Original Page 2

	<u>INDEX</u>	<u>Page No.</u>
SECTION 1.	GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS	3
SECTION 2.	ROUTE DESCRIPTIONS	
	* (1) South Main Street	4
	(3) Manchester-Avalon-Compton	4
	(4) Manchester-Central-Compton	4
	(5) Huntington Park	5
	(6) Manchester-Central	5
	(8) Compton Avenue	5
	(A) George Washington- Bret Harte Schools	6
	(B) Bret Harte- George Washington Schools	6
	(C) Henry Clay Junior High School	6
	(D) Henry Clay Junior High School	6

Issued by California Public Utilities Commission.

Decision No. 76167, Application No. 51244.

*Canceled by Decision No. 76167.

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS, AND SPECIFICATIONS.

The certificate hereinafter noted supersedes all operative authority heretofore granted to South Los Angeles Transportation Company, or to Atkinson Transportation Company, predecessors of Blue & White Bus Company of Watts.

Blue & White Bus Company of Watts, by the decision noted in the margin, is authorized to transport passengers between certain sections of the City of Los Angeles, on the one hand, the City of Huntington Park, the City of Compton and certain unincorporated territories of Los Angeles County, on the other hand, over and along the routes hereinafter described, subject to the conditions and restrictions hereinafter set forth:

- (a) Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- (b) When route descriptions are given in one direction, they apply to operations in either direction unless otherwise indicated.
- (c) No passengers shall be transported having point of origin along Manchester Avenue between Central Avenue and Stanford Avenue, both points inclusive, and having point of destination along Manchester Avenue between Avalon Boulevard and Broadway, both points inclusive.
- (d) Service over special school routes shall be limited to the transportation of school children only.

Issued by California Public Utilities Commission.

Decision No. 76167, Application No. 51244.

SECTION 2. ROUTE DESCRIPTIONS

Subject to the authority of this Commission to change or modify such at any time, Blue & White Bus Company of Watts shall conduct passenger stage operations over and along the following described routes:

Route No. 1 - South Main Street - Canceled*

Route No. 3 - Manchester-Avalon-Compton

Commencing at the intersection of Manchester Avenue and Broadway, thence along Manchester Avenue, Avalon Boulevard and Compton Boulevard to Willowbrook Avenue. Return via Palm Avenue and Oleander Avenue to Compton Boulevard, thence the reverse of the going route to point of beginning.

Route No. 4 - Manchester-Central-Compton

Commencing at Manchester Avenue and Broadway, thence along Manchester Avenue, Central Avenue and Compton Boulevard to Willowbrook Avenue. Return via Palm Avenue and Oleander Avenue to Compton Boulevard, thence the reverse of the going route to point of beginning.

Issued by California Public Utilities Commission.

Decision No. 76167, Application No. 51244.

*Canceled by Decision No. 76167.

SECTION 2. ROUTE DESCRIPTIONS (Continued)

Route No. 5 - Huntington Park

Commencing at the intersection of Imperial Highway and Main Street, thence along Imperial Highway, Central Avenue, 103rd Street, Grape Street, 97th Street, Anzac Avenue, Fir Street, 83rd Street, Crocket Boulevard, Nadeau Street, Santa Fe Avenue, and Randolph Street to Pacific Boulevard.

Return along Pacific Boulevard and Florence Avenue to Santa Fe Avenue, thence the reverse of the going route to the intersection of Imperial Highway and Main Street.

Route No. 6 - Manchester-Central

Commencing at the intersection of Firestone Boulevard, and Central Avenue, thence along Firestone Boulevard, Hooper Avenue, 92nd Street, Zamora Avenue, 96th Street, Compton Avenue, 103rd Street, and Gorman Avenue to Santa Ana Boulevard.

Return along Santa Ana Boulevard and Juniper Street to 103rd Street, thence the reverse of the going route to point of beginning.

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.

Decision No. 76167, Application No. 51244.

SECTION 2. ROUTE DESCRIPTIONS (Continued)

Route A - George Washington-Bret Harte Schools

Commencing at the intersection of 120th Street and San Pedro Street, thence via 120th Street, Vermont Avenue, Imperial Highway, Denker Avenue, Century Boulevard, Hoover Street, 94th Street and Vermont Avenue to Century Boulevard.

Route B - Bret Harte-George Washington Schools

Commencing at the intersection of 92nd Street and San Pedro Street, thence via 92nd Street, Hoover Street, Century Boulevard, Denker Avenue, 108th Street, Gramercy Place, Century Boulevard, Hoover Street and 94th Street to Bret Harte Junior High School.

Route C - Henry Clay Junior High School

Commencing at the intersection of 108th Street and Denker Avenue, thence via Denker Avenue, Imperial Highway, Normandie Avenue, 124th Street, Western Avenue, 122nd Street to Normandie Avenue.

Route D - Henry Clay Junior High School

Commencing at the intersection of 108th Street and Van Ness Avenue, thence via Van Ness Avenue, Imperial Highway, Western Avenue, 124th Street, Denker Avenue and 122nd Street to Western Avenue.

Issued by California Public Utilities Commission.

Decision No. 76167, Application No. 51244.