

ORIGINAL

Decision No. 76285

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
UNION PACIFIC STAGE COMPANY, a cor- )  
poration of the State of California, )  
for an Order amending that certain )  
Certificate of Public Convenience )  
and Necessity issued to it under )  
authority of Decision No. 68997, )  
dated May 4, 1965. )

Application No. 51300  
(Filed August 5, 1969)

O P I N I O N

Applicant transports passengers and their baggage between the Union Pacific Railroad Company station at East Los Angeles and/or the Los Angeles Union Passenger Terminal, and several of the ticket offices maintained by Union Pacific Railroad Company in outlying communities. Since the date of issuance of applicant's certificate of public convenience and necessity (Decision No. 68997 dated May 4, 1965 in Application No. 47391), Union Pacific Railroad Company has made or is about to make certain changes in the operation of and location of some of its outlying ticket offices, which require applicant to modify its operations.

Applicant seeks authority to modify original Page 3 of its certificate by eliminating the reference to San Pedro in the description of Route No. 1. Applicant proposes to terminate Route No. 1 at its city office in Long Beach and to discontinue service between Long Beach and San Pedro, a distance of 10

miles. Union Pacific Railroad Company will move the location of its San Pedro ticket office effective August 16, 1969 into a modern office building in San Pedro. The new office will not be on the street level and will not have facilities available to accommodate bus passengers. During calendar year 1968 there was an average of 6.6 passengers either to or from San Pedro each day. During the first six months of 1969 the average daily figure declined to 5.2 passengers. Applicant will achieve a savings of approximately \$6,000 per year in operating costs by eliminating this 10 mile segment. The completion of the Vincent Thomas Bridge and the Gerald Desmond Bridge now makes it possible for applicant's patrons in the San Pedro area to utilize the proposed Long Beach terminus without unreasonable driving time and expense.

Applicant seeks authority to modify original Page 3 of its certificate by eliminating the reference to Glendale in the description of Route No. 2. Applicant proposes to terminate Route No. 2 at its city office in Pasadena and to discontinue service between Pasadena and Glendale, a distance of 6.5 miles. Union Pacific Railroad Company closed its city ticket office in Glendale on April 9, 1969. Since that date, applicant has been providing its service to Glendale patrons at the city bus stop located at the intersection of Lexington and Brand Avenues in Glendale. During calendar year 1968 there was an average of 8.8 passengers per day either to or from Glendale. During the first six months of 1969 the daily average declined to 5.4 passengers. Applicant would achieve a savings of approximately \$4,000 per year in operating costs by eliminating this 6.5 mile segment.

This matter was considered by the City Council of Glendale at its meeting on March 18, 1969. The Council has no objection to this proposed discontinuance.

Applicant is of the opinion that the discontinuance of service to Glendale will not result in any diversion of passenger traffic from Union Pacific Railroad Company's railroad trains. Because the present service is coordinated with Union Pacific train movements, it is not feasible to attempt to continue the service proposed herein to be discontinued by joint effort with another stage line or with Southern Pacific Company.

Applicant seeks authority to modify original Page 4 of its certificate by eliminating the references to the Cities of Montebello, Whittier, and La Habra in the description of Route No. 3. Applicant does not now make any passenger stop within Montebello. Applicant does at present make a stop in Whittier at the Whittier station of Union Pacific Railroad Company. Discontinuance of agency service at the Whittier station was authorized by the Commission on May 9, 1969. During calendar year 1968 there was a daily average of 2.9 passengers either to or from Whittier. During the first six months of 1969 the average figure declined to 2.3. Applicant now performs service for passengers to and from La Habra by stopping at the corner of Euclid and Whittier Streets in La Habra upon request. This service has been averaging 1 passenger every two or three months in recent years, and the total number of passengers is included in the passenger count shown above for service to Whittier.

Applicant proposes to operate Route No. 3 nonstop between the East Los Angeles station and the ticket office in the City of Fullerton via the Santa Ana Freeway instead of by city streets through Montebello, Whittier, and La Habra as at present. Applicant would not achieve any savings of operating costs by making the route change but would provide improved service to the majority of patrons using Route No. 3, since the transit time between East Los Angeles and Fullerton, Anaheim, Disneyland, and Orange would be reduced by approximately 30 minutes each way.

All cities affected by this decision, and possible interested bodies, were served with copies of this application. Publication of the Application was made in the Commission's Daily Calendar. The only response was from the City of Glendale which said it had no objection.

Applicant does not propose any alteration of fares or equipment operated. No protests have been received. A public hearing is not necessary. We agree with applicant that the proposed discontinuances will not result in any diversion of passenger traffic from its railroad trains. After consideration the Commission finds that public convenience and necessity require that the proposed changes be made. 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 Union Pacific Stage Company, a corporation, authorizing it to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix A, First Revised Page 2, First Revised Page 3 and First Revised Page 4 attached hereto and made a part hereof.

2. Appendix A of Decision No. 68997 is further amended by incorporating therein First Revised Page 2 attached hereto canceling Original Page 2; First Revised Page 3 canceling Original Page 3; and First Revised Page 4 canceling Original Page 4.

3. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations. Failure so to do may result in a cancellation of the operating authority granted by this decision.

- (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-C.
- (b) Within one hundred twenty 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 ten days after the effective date of this order on not less than ten 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.

- (e) Applicant shall maintain its accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

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

Dated at Los Angeles, California, this 21st day of OCTOBER, 1969.

William J. ...  
President  
...  
...  
...  
Commissioners

SECTION 1: General Authorizations, Restrictions,  
Limitations, and specifications.

\*Union Pacific Stage Company, a corporation, is authorized to transport passengers and their baggage between East Los Angeles, (Union Pacific Station) and/or Los Angeles Union Passenger Terminal, on the one hand, and Pasadena, Anaheim, Orange, and Long Beach, on the other hand, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following provisions:

- (a) When route descriptions are given in one direction, they apply to operation in either direction, unless otherwise indicated.
- (b) Motor vehicles may be turned at termini or 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.
- (c) When service is rendered on an "on-call" basis, tariffs and timetables of Union Pacific Stage Company shall show the conditions under which the "on-call" service will be rendered.

\*Changed by California Public Utilities Commission.

Decision No. 76285, Application No. 51300.

SECTION 2: Route Descriptions

Subject to the authority of this Commission to change or modify such at any time, Union Pacific Stage Company shall conduct its passenger stage operations between the following points and over and along the following routes:

\*Route 1 - East Los Angeles to Long Beach

Commencing at 5454 Ferguson Drive, Los Angeles (East Los Angeles, Union Pacific Station), then via the most direct or appropriate route or routes through the Cities of Maywood, Bell, South Gate, Lynwood, Paramount, Lakewood, and Long Beach to the Union Pacific City Office in Long Beach.

\*Route 2 - East Los Angeles to Pasadena

Commencing at 5454 Ferguson Drive, Los Angeles (East Los Angeles, Union Pacific Station), thence via the most direct or appropriate route or routes through the Cities of Monterey Park, Alhambra, South Pasadena, San Marino, and Pasadena, to the Union Pacific City Office in Pasadena.

\*Changed by California Public Utilities Commission.

Decision No. 76285, Application No. 51300.



\*Route 3 - East Los Angeles to Anaheim-Orange

Commencing at 5454 Ferguson Drive, Los Angeles (East Los Angeles, Union Pacific Station), thence via the most direct or appropriate route or routes through the Cities of Commerce, Downey, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton, Anaheim to 79 Town and Country, City of Orange.

ALSO:

Authority is granted to operate any of the above named services from the East Los Angeles Union Pacific Station via the most direct and appropriate route or routes to the Los Angeles Union Passenger Terminal, on an "on-call" basis, subject to a minimum of 18 passengers.

\*Changed by California Public Utilities Commission.

Decision No. 76285, Application No. 51300.