

Decision No. 22886

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

**ORIGINAL**

In the Matter of the Application  
of PACIFIC ELECTRIC RAILWAY COM-  
PANY, a corporation, for authority  
to readjust passenger stops on its  
Venice Short Line between Hauser  
Boulevard and Vineyard, in the  
City of Los Angeles.

APPLICATION NO. 16721

Frank Karr and R. E. Wedekind, for Applicant.

J. Ogden Marsh, for Board of Public Utilities  
& Transportation of the City of Los Angeles.

WHITSELL, Commissioner.

OPINION

This is an application, filed with the Commission by Pacific Electric Railway Company, seeking permission to readjust certain passenger stops on its Venice Short Line in the City of Los Angeles.

A public hearing in this matter was held at Los Angeles, on September 3, 1930, at which time, the matter was duly submitted.

The so-called Venice Short Line of the Pacific Electric Railway Company operates between Los Angeles and Venice via Culver City.

The following passenger stops are now maintained by Pacific Electric Railway Company on its Venice Short Line in the territory embraced in this application:

<u>Passenger Stops</u>	<u>Distance from Vineyard Station</u>	<u>Distance between Passenger Stops</u>
Vineyard, .....	0 Feet	
Longwood Ave. (Wildomar).....	2272 "	2272 Feet
Marne Ave., .....	4109 "	1237 "
Hauser Blvd., .....	6250 "	2141 "

The Railway Company proposes to establish new passenger stops at Rimpau Boulevard, La Brea Avenue and Redondo Boulevard, and to abandon the present stops at Longwood Avenue and Marne Avenue. Should this application be granted, the stops would be arranged as follows:

<u>Passenger Stops</u>	<u>Distance from Vineyard Station</u>	<u>Distance between Stations</u>
Vineyard, .....	0 Feet	
Rimpau Blvd., .....	2000 "	..... 2000 Feet
La Brea Ave., .....	3500 "	..... 1500 "
Redondo Blvd., .....	5000 "	..... 1500 "
Hauser Blvd., .....	6250 "	..... 1250 "

La Brea Avenue and Redondo Boulevard are two heavily traveled arteries in the City of Los Angeles, and the territory adjacent thereto has been well developed residentially, with some business development.

It may be seen that the establishment of the three new stops, together with the abandonment of two present stops, would more uniformly space the stops in this territory.

Mr. H. O. Marler, Assistant Passenger Traffic Manager of the Pacific Electric Railway Company, testified that this application was filed after an investigation by his Company, which investigation was initiated as a result of numerous requests during the past three years for the establishment of passenger stops at La Brea Avenue and Redondo Boulevard. He further testified that the establishment of the three proposed stops, together with the discontinuance of two present stops, would more adequately serve a greater number of people living in the territory adjacent to this line between Vineyard and Hauser Boulevard.

A large storm drain, known as the Sacatella Storm Drain, measuring approximately fifty feet wide and twenty feet deep, is constructed parallel to and along the southerly right-of-way line of applicant's Venice Short Line in this territory. Vehicular and

pedestrian bridges are constructed across this storm drain at La Brea Avenue and Redondo Boulevard. The record shows that the City of Los Angeles will immediately build a pedestrian bridge across said storm drain at Rimpau Boulevard. There is no bridge across said storm drain at Marne Avenue, one of the stops proposed to be abandoned.

The Board of Public Utilities and Transportation of the City of Los Angeles, the Redondo Boulevard Improvement Association, and the Pico Boulevard Chamber of Commerce were in favor of the granting of this application. No one appeared at the hearing in protest of the granting of this application.

At the present time, applicant has a fare break on its Venice Short Line at Marne Avenue, which stop is proposed to be discontinued. Applicant stipulated that the fare limit would be extended to Redondo Boulevard if this application were granted.

After considering all of the evidence in this proceeding, I am of the opinion that the readjustment of the passenger stops as proposed herein will more evenly divide such stops, and that public convenience and necessity will be accordingly subserved.

I recommend the following form of order:

O R D E R

IT IS HEREBY ORDERED that Pacific Electric Railway Company be, and it is, hereby authorized to readjust the passenger stops on its Venice Short Line in the City of Los Angeles, County of Los Angeles, as set forth in the above entitled application, subject, however, to the following conditions:

(1) Applicant shall post notices of the discontinuance of the passenger stops, and establishment of the new passenger stops,

in all trains on the Venice Short Line and at the stops affected, at least five (5) days prior to such discontinuance.

(2) Applicant shall extend its present fare limit now at Marne Avenue to Redondo Boulevard.

(3) If said readjustment of passenger stops authorized herein shall not have been effected within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 18<sup>th</sup> day of September, 1930.

Al Skamney

Leon Whitehall  
John C. Smith

Commissioners