

Decision No. 25527

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
LOS ANGELES RAILWAY CORPORATION, a  
corporation, and PACIFIC ELECTRIC  
RAILWAY COMPANY, a corporation for  
a certificate of public convenience  
and necessity to operate motor coach  
passenger service under the name of  
LOS ANGELES MOTOR COACH COMPANY, be-  
tween Rimpau Boulevard and Washington  
Boulevard and 54th Street and Crenshaw  
Boulevard, in the City of Los Angeles,  
California.

APPLICATION NO. 17187

**ORIGINAL**

BY THE COMMISSION.

SECOND SUPPLEMENTAL OPINION AND ORDER

In this Second Supplemental Application, filed by the Los Angeles Railway Corporation and the Pacific Electric Railway Company, operating under the name of the Los Angeles Motor Coach Company, authority is requested to amend the route of their Crenshaw-Vine-La Brea Motor Coach Line so as to provide motor coach service between the intersection of La Brea Avenue and Washington Boulevard and the intersection of Adams Street and La Brea Avenue, in the City of Los Angeles, County of Los Angeles.

A certificate of public convenience and necessity for the operation of applicants' Crenshaw-Vine-La Brea Motor Coach Line was granted by this Commission's Decisions Nos. 23433 and 24437 on Application No. 17187, over and along the following route:

Commencing at the intersection of Vineyard Avenue and Washington Boulevard, west on Washington Boulevard to La Brea Avenue, north on La Brea Avenue to Hollywood Boulevard, east on Hollywood Boulevard to Vine Street, south on Vine Street and Rossmore Avenue to Wilshire Boulevard, east on Wilshire Boulevard to Crenshaw Boulevard, south on Crenshaw Boulevard to 54th Street; returning via the reverse of the above route.

Applicants now propose to change the route of said line to the following:

Commencing at the intersection of Adams Street and La Brea Avenue, north on La Brea Avenue, east on Hollywood Boulevard, south on Vine Street and Rossmore Avenue, east on Wilshire Boulevard, south on Crenshaw Boulevard to 54th Street; returning via reverse of above route.

Applicants allege that La Brea Avenue has recently been opened as a major traffic artery between Washington Street and Adams Street and that numerous requests have been received for the establishment of the service as herein proposed, so as to provide a more rapid and direct transportation service between the area south of Washington Street and the West Wilshire and Hollywood Districts.

Applicants do not propose any change in the time schedule of said line and propose no change in fares other than to discontinue Washington Boulevard and Vineyard Avenue as the southerly fare limit of said line and apply fares to the intersection of La Brea Avenue and Adams Street.

The Board of Public Utilities and Transportation of the City of Los Angeles has advised, in writing, that it has no objection to the proposed plan of rerouting said motor coach service.

It appearing that a public hearing is not necessary herein and that the application should be granted, subject to certain conditions,

IT IS HEREBY ORDERED that the route of applicants' so-called Crenshaw-Vine-La Brea Motor Coach Line, as authorized by this Commission's Decision No. 23433, dated February 24, 1931, and Decision No. 24437, dated February 1, 1932, on Application No. 17187, be changed so as to provide for the operation of said line over and along the following route:

Commencing at the intersection of Adams Street and La Brea Avenue, north on La Brea Avenue, east on Hollywood Boulevard, south on Vine Street and Rossmore Avenue, east on Wilshire Boulevard, south on Crenshaw Boulevard to 54th Street; returning via reverse of above route,

and subject to the following conditions:

1. Applicants shall afford the public at least five days' notice of the change in route of said motor coach line, by the posting of notices in all busses operating on said line.
2. Applicants shall notify the Commission, in writing, within thirty (30) days after said rerouting has become effective.
3. Applicants shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days from date hereof, on not less than five days' notice to the Commission and the public, time schedules covering the service herein authorized, in a form satisfactory to the Railroad Commission.
4. Applicants are authorized to turn their motor vehicles at termini either in the intersection of the streets or by operating around a block contiguous to such intersection in either direction, and to carry passengers as traffic regulations of the municipality may require.

For all other purposes the effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 9<sup>th</sup> day of January, 1933.

C. L. Deasy  
Leon Whittell  
W. J. Lee  
M. B. Lewis  
W. L. Chapman  
Commissioners