

Decision 25741

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
the LOS ANGELES RAILWAY CORPORATION)
for a certificate of public conven-)
ience and necessity to operate motor) Second Supplemental
coaches for the transportation of) Application No. 10973
passengers between the cities of Los)
Angeles and Inglewood, via Hyde Park)
Boulevard, etc.)

BY THE COMMISSION.

ORIGINAL

SECOND SUPPLEMENTAL OPINION AND ORDER

In this Second Supplemental Application, filed by the Los Angeles Railway Corporation, authority is requested to amend a portion of the route of its motor coach line operating between Los Angeles and Inglewood, between Slauson Avenue and 60th Street in the City of Los Angeles, County of Los Angeles.

A certificate of public convenience and necessity for the operation of applicant's Los Angeles-Inglewood Motor Coach Line was granted by this Commission's Decision No. 15100, dated June 25, 1925, on Application No. 10973. The certificate was amended by Decision No. 21377, dated July 18, 1929, on Supplemental Application No. 10973, as follows:

Commencing at the intersection of 54th Street and Mesa Drive in the City of Los Angeles; thence westerly on 54th Street to its intersection with Rimpau Boulevard; thence south on said Rimpau Boulevard to its intersection with 60th Street; thence west on said 60th Street to its intersection with Gay Street; thence southerly on said Gay Street to its intersection with Hyde Park Boulevard; thence southwesterly and westerly on said Hyde Park Boulevard to its intersection with Commercial Street; thence southerly on said Commercial Street to its intersection with Regent Street; thence easterly on said Regent Street to its intersection with Market Street; thence southerly on said Market Street to its intersection with Queen Street; thence westerly on said Queen

Street to its intersection with Commercial Street; and thence northerly on said Commercial Street to its intersection with Regent Street in the City of Inglewood.

Applicant now proposes to change the route of said line to the following:

Commencing at the intersection of 54th Street and Crenshaw Boulevard (formerly Angeles Mesa Drive) in the City of Los Angeles; thence via 54th Street, Rimpau Boulevard, Slauson Avenue, Kenniston Avenue and its continuation Gay Street, Hyde Park Boulevard, Florence Avenue, Centinella Avenue, Commercial Street, Queen Street to Market Street (in the City of Inglewood).

Applicant alleges that Rimpau Boulevard, from Slauson Avenue to 60th Street, and 60th Street from Rimpau Boulevard to Kenniston Avenue are not improved with a permanent type of paving and have become too rough for motor coach operation; that Slauson Avenue, between Rimpau Boulevard and Kenniston Avenue, is paved with permanent paving; and that, in order to operate on better paving, applicant proposes to move its route from Rimpau Boulevard one block westerly to Kenniston Avenue between Slauson Avenue and 60th Street.

The Board of Public Utilities and Transportation of the City of Los Angeles has signified, in writing, that it has no objection to the change in route of said line as proposed herein.

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

The RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity require that the route of applicant's Los Angeles-Inglewood Motor Coach Line, as authorized by this Commission's Decision No. 15100, dated June 25, 1925, and Decision No. 21377, dated July 18, 1929, on Application No. 10973, be changed so as to provide for operation of said line over and along the following route:

Commencing at the intersection of 54th Street and Crenshaw Boulevard (formerly Angeles Mesa Drive) in the City of Los Angeles; thence via 54th Street, Rimpau Boulevard, Slauson Avenue, Kenniston Avenue and its continuation Gay Street, Hyde Park Boulevard, Florence Avenue, Centinella Avenue, Commercial Street, Queen Street to Market Street (in the City of Inglewood).

IT IS HEREBY ORDERED that the Los Angeles Railway Corporation be, and it is, hereby authorized to amend the route of its Los Angeles-Inglewood Motor Coach Line, as granted by this Commission's Decisions Nos. 15100 and 21377, in accordance with the route as set forth above, subject to the following conditions:

- (1) Applicant shall afford the public at least five (5) days' notice of the change in route of said motor coach line, by posting notices in all busses operating on said line.
- (2) Applicant shall notify the Commission, in writing, within thirty (30) days after said rerouting has become effective.
- (3) Applicant is authorized to turn its motor vehicles at termini in the intersection of streets or by operating around a block contiguous to such intersection, in either direction, and to carry passengers thereon and thereover.
- (4) The Commission reserves the right to issue such other and further orders in this matter, as to it may appear just and proper, or as may be required by public convenience and necessity.

In all other respects, this Commission's Decisions Nos. 15100 and 21377 shall remain in full force and effect.

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

Dated at San Francisco, California, this 20th day of March, 1933.

C. C. [Signature]
Leon [Signature]
W. J. [Signature]
W. B. [Signature]
W. H. [Signature]
Commissioners.