

Decision No. 25810

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 automobile stage service under the name of LOS ANGELES MOTOR COACH COMPANY between the intersection of Talmadge Street and Price Street and the intersection of Beverly Boulevard and Vermont Avenue, and to change and extend the route of the Vermont-Hillhurst-Griffith Park Motor Coach Line, in the City of Los Angeles, State of California.

ORIGINAL

Application No. 18204

BY THE COMMISSION.

FIRST SUPPLEMENTAL OPINION AND ORDER

The Los Angeles Railway Corporation and the Pacific Electric Railway Company, operating under the name of the Los Angeles Motor Coach Company, filed the above entitled supplemental application requesting authority to extend the route and modify the off-peak schedule of their Silver Lake-Hyperion-Talmadge Motor Coach Line, and to abandon a portion of the route of their Vermont-Rowena-Riverside Drive Motor Coach Line in the City of Los Angeles, County of Los Angeles.

As the result of a conference held by the Engineering Department of this Commission with representatives of applicants, City of Los Angeles and the districts involved, an amended supplemental application was filed on March 13, 1933.

By Decision No. 24903, dated June 20, 1932, the Commission authorized applicants to operate motor coach service over and along the following route:

Vermont-Rowena-Riverside Drive Line:

From the intersection of Vermont Avenue and Monroe Street, north on Vermont, east on Los Feliz Boulevard, southeasterly on Rowena Avenue and Griffith Park Boulevard to St. George Street, north on St. George Street to Rowena Avenue, east on Rowena Avenue to Glendale Boulevard, southeasterly on Glendale Boulevard to Allesandro Street.

Also from the intersection of Los Feliz Boulevard and Rowena Avenue, east on Los Feliz Boulevard, southeast on Riverside Drive and south on Allesandro Street to Whitmore Street.

Under authority of a permit issued by the Board of Public Utilities and Transportation of the City of Los Angeles, applicants now operate motor coach service over and along the following route:

From the intersection of San Fernando Road and North Figueroa Street, west on North Figueroa Street, northwesterly along Riverside Drive to Allesandro Street, thence south along Allesandro Street to Whitmore Street.

Applicants now propose to discontinue that portion of their Vermont-Rowena-Riverside Drive Line between the intersection of Rowena Avenue and Los Feliz Boulevard and the intersection of Allesandro Street and Whitmore Street and to extend the remaining portion of said line from the intersection of Glendale Boulevard and Allesandro Street, along Allesandro Street to Whitmore Street, joining same at that point with the present Riverside Drive Line and operating through via Allesandro Street, Riverside Drive and North Figueroa Street to San Fernando Road. The proposed route will be designated as Vermont-Glendale-Riverside Drive Line and will be as follows:

From the intersection of Vermont Avenue and Monroe Street, north on Vermont Avenue, east on Los Feliz Boulevard, southeast on Rowena Avenue and Griffith Park Boulevard, north on St. George Street, east on Rowena Avenue, southeast on Glendale Boulevard, north on Allesandro Street, southeast on Riverside Drive, east on North Figueroa Street to San Fernando Road.

Applicants allege that the proposed change in service is the result of the fact that revenues derived from the operation of their Vermont-Rowena-Riverside Drive Line are only approximately fifty per cent of the operating expenses; that a traffic check taken on

January 5 and 8, 1933, shows that patronage in the territory where the route is to be abandoned is very light and does not justify continuation of service, and that the proposed discontinuance of that portion of the route will effect a saving of approximately \$550.00 per month.

The consolidation of the Vermont-Glendale Boulevard service with the present Riverside Drive service, east of Allesandro Street, will afford the Riverside Drive district direct service to the Vermont Avenue district and Hollywood with only one transfer, where two transfers are required at present.

Applicants also propose to extend their Silver Lake-Hyperion-Talmadge Line, a certificate of public convenience and necessity for which was granted by this Commission's Decision No. 24903, from the intersection of Price Street and Talmadge Street, west on Price Street and south on Hillhurst Avenue to Sunset Boulevard. The route of the proposed line will be as follows:

From the intersection of Sunset Boulevard and Hillhurst Avenue, north on Hillhurst, east on Price Street, south on Talmadge Street, west on Sunset Drive and Sunset Boulevard to Virgil Avenue, south on Virgil, east on Fountain Avenue, southeast on Sunset Boulevard, north on Sanborn Avenue, east on Fountain Avenue, north on Hyperion Avenue, northwest on Tracy Street, north on St. George Street, east on Griffith Park Boulevard, north on Hyperion Avenue, east on Rowena Avenue, south on West Silver Lake Boulevard, Silver Lake Boulevard, Parkman Avenue and Silver Lake Boulevard, southwest on John Street, south on Hoover Street, west on Temple Street and on Beverly Boulevard to Vermont Avenue.

Applicants allege that prior to July 1, 1932, service was operated on Hillhurst Avenue, and subsequent to that time a petition has been received requesting restoration of such service by operation over the proposed loop via Talmadge Street, Price Street and Hillhurst Avenue.

Applicants further propose to reduce the frequency of service on the off-peak hours on their Silver Lake-Hyperion-Talmadge Line by increasing the headway of service from fifteen minutes to twenty

minutes. Applicants allege that it is necessary to effect economy in the operation of said line, since revenues are less than fifty per cent of operating expenses, and that the proposed reduction in service will result in a saving of approximately \$750.00 per month.

The Board of Public Utilities and Transportation of the City of Los Angeles has signified that it has no objection to the proposed changes in service.

It appearing that a public hearing is not necessary herein and that applicants' request is reasonable, therefore,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity require the operation of automobile stage service over and along the following described routes:

Vermont-Glendale-Riverside Line:

From the intersection of Vermont Avenue and Monroe Street, north on Vermont Avenue, east on Los Feliz Boulevard, southeast on Rowena Avenue and Griffith Park Boulevard, north on St. George Street, east on Rowena Avenue, southeast on Glendale Boulevard, north on Allesandro Street, southeast on Riverside Drive, east on North Figueroa Street to San Fernando Road.

Silver Lake-Hyperion-Talmadge Line:

From the intersection of Sunset Boulevard and Hillhurst Avenue, north on Hillhurst, east on Price Street, south on Talmadge Street, west on Sunset Drive and Sunset Boulevard to Virgil Avenue, south on Virgil, east on Fountain Avenue, southeast on Sunset Boulevard, north on Sanborn Avenue, east on Fountain Avenue, north on Hyperion Avenue, northwest on Tracy Street, north on St. George Street, east on Griffith Park Boulevard, north on Hyperion Avenue, east on Rowena Avenue, south on West Silver Lake Boulevard, Silver Lake Boulevard, Parkman Avenue and Silver Lake Boulevard, southwest on John Street, south on Hoover Street, west on Temple Street and on Beverly Boulevard to Vermont Avenue.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for such service be, and the same is, hereby granted to Los Angeles Railway Corporation and Pacific Electric Railway

Company, operating under the name of the Los Angeles Motor Coach Company, subject to the following conditions:

- (1) That the service herein authorized be operated in lieu of the service heretofore authorized by this Commission's Decision No. 24903, dated June 20, 1932, on Application No. 18204.
- (2) Applicants shall file their written acceptance of the certificate herein granted, within a period of not to exceed fifteen (15) days from date hereof.
- (3) Applicants shall file, in triplicate, and make effective within a period of not to exceed thirty (30) days from the date hereof, on not less than ten (10) days' notice to the Commission and the public, a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates and rules which shall be satisfactory to the Commission and shall conform to the certificate herein granted.
- (4) 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 (5) days' notice to the Commission and the public, time schedules, according to form provided in General Order No. 83, covering the service herein authorized, in a form satisfactory to the Railroad Commission.
- (5) The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.
- (6) No vehicle may be operated by applicants herein unless such vehicle is owned by said applicants or is leased by them under a contract or agreement on a basis satisfactory to the Railroad Commission.
- (7) 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.

IT IS HEREBY FURTHER ORDERED that applicants be, and they are, hereby authorized to reduce the frequency of off-peak service on their so-called Silver Lake-Hyperion-Talmadge Line in accordance

with the proposed time schedule attached to the amended supplemental application and marked Exhibit "C."

The Commission reserves the right to make such other and further orders in this matter as may be just and reasonable, and to revoke its permission if, in its judgment, public convenience and necessity demand such action.

The effective date of this order shall be the date hereof.

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

April, 1933.

C. L. Seaver
Leon E. Whittell
M. J. Case
W. B. Harris
M. H. ...
Commissioners