

Decision No. 27052.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
the LOS ANGELES RAILWAY CORPORATION
for an in lieu certificate for its
motor coach lines.

Application No. 19179.

BY THE COMMISSION:

O R D E R

ORIGINAL

Los Angeles Railway Corporation, on November 8, 1933, filed its application seeking an in lieu certificate of public convenience and necessity covering all automotive passenger operations heretofore authorized by the Commission, together with certain other motor coach lines which it has operated under permit from the City of Los Angeles without a certificate of public convenience and necessity from this Commission.

Applicant's motor coach operations are coordinated with those of its street car system. This coordinated system serves the greater portion of the metropolitan area of the City of Los Angeles and certain sections of the adjacent territory. The local transportation service of the Los Angeles area is provided, in addition to the lines of applicant, by motor coach and street car lines of Pacific Electric Railway

Company and motor coach lines of Los Angeles Motor Coach Company, operated jointly by Los Angeles Railway Corporation and Pacific Electric Railway Company.

From time to time applicant has secured from the Commission certificates of public convenience and necessity covering various motor coach operations. In this proceeding the Commission is asked to issue an in lieu certificate covering applicant's entire bus operation to supersede the various certificates which have heretofore been issued and in addition include those certain motor coach lines which have not heretofore been covered with a certificate from the Commission.

The primary purpose of this in lieu certificate is first, to set forth in a single decision all of applicant's certificated operations by routes to replace the various certificated operations that have been granted by numerous decisions of the Commission, which should be a convenience to all interested parties, and second, to permit of a consolidation of applicant's routes into one system, which will permit a more elastic system operation and thereby result in a benefit to both applicant and its patrons. No changes are proposed in schedules or tariffs.

The Commission, in its Decision No. 26692, dated January 3, 1934, in Application No. 19092, granted to applicant a certificate of public convenience and necessity to operate certain lines and also to abandon certain other lines which were in part over practically the same routes.

The following tabulation shows the various routes now

operated by applicant under certificates of public convenience and necessity and record of certification:

Motor Coach Route	C e r t i f i c a t i o n		
	Application Number	Decision Number	Date of Decision
1. Airport Local	18879	26042	6--5-33
2. Air Races Express	18879	26042	6--5-33
3. Beverly Boulevard	18026	26200	7-31-33
		26545	11-20-33
		26644	12-11-33
		24495	2-15-32
4. Eagle Rock	17957	24495	2-15-32
5. East 9th & Whittier Blvd.	13268	25196	9-19-32
		23831	6-29-31
		22916	9-27-30
		19134	12-23-27
		18156	4--4-27
6. Fairview Heights	15309	20685	1-17-29
		25221	10--3-32
7. Hollydale	18980	26190	7-27-33
8. Inglewood	10973	26176	7-18-33
		25741	3-20-33
		21377	7-18-29
		18459	6--3-27
		15100	6-25-25
9. Melrose Avenue	18026	26200	7-31-33
10. Normandie Avenue	18374	26791	2-13-34
		25235	10--3-32
		26348	9-18-33
11. Slauson Avenue	18730	26120	6-30-33
		26348	9-18-33
		25724	3-13-33
		25540	1--9-33
		24296	12-11-31
12. Washington-Adams-Jefferson	15003	24278	12--7-31
		22363	4-23-30
		20196	9--6-28
		26692	1--3-34
13. Florence-Soto	19098	26811	2-19-34
14. Manchester-Firestone-Santa Ana	19098	26692	1--3-34
		26692	1--3-34
15. California-Southern	19098	26692	1--3-34
16. Maywood-Bell	19098	26692	1--3-34

all of which are more particularly described in Exhibit "A" attached hereto.

Applicant has for several years operated certain motor coach lines which have not been certificated by the Commission

but which have been operated under and by virtue of permits issued to applicant by the City of Los Angeles.

In its First Supplemental Application No. 19179, applicant requested permission to abandon its Olympic Boulevard Line, a line operating under a permit from the city. This request was granted in Decision No. 26931, dated April 9, 1934.

The following is a list of the lines which are now being operated only under permits from the City of Los Angeles and which are more particularly described in Exhibit "A" attached hereto:

17. Alvarado Street Line.
18. Avalon-San Pedro-Main Street Line.
19. Avenue 50 and El Paso Drive Line.
20. Figueroa Street Line.
21. Lincoln Park Avenue Line.
22. Van Ness Avenue Line.
23. Verdugo Road Line.
24. York Boulevard Line.

The Board of Public Utilities and Transportation of the City of Los Angeles has signified, in writing, (Exhibit "D" attached to the application), that it has no objection to the granting of this application.

It appears that a public hearing is not necessary in this matter and that the application is reasonable and should be granted.

Los Angeles Railway Corporation is hereby placed upon notice that "operative rights" do not constitute a class of property which should be capitalized or used as an element of value in determining reasonable rates. Aside from their purely permissive aspect they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the

State, which is not in any respect limited to the number of rights which may be given.

The Railroad Commission of the State of California Hereby Declares that public convenience and necessity require the operation by Los Angeles Railway Corporation of an automotive passenger service for the transportation of passengers in the City of Los Angeles and certain territory adjacent thereto, all of which is within the County of Los Angeles, State of California, and between termini and intermediate points, as shown on Exhibit "A" attached hereto and made a part hereof.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for such a service be and it is hereby granted to Los Angeles Railway Corporation, and said Los Angeles Railway Corporation is hereby authorized to operate said service as a merged, unified and consolidated system, the rights and certificate herein granted to be in lieu of operating rights and certificates heretofore acquired and shown hereinbefore and covering operations through the same general territory by Los Angeles Railway Corporation, which existing rights and certificates are hereby revoked and annulled, subject, however, to the following conditions and not otherwise:

- (1) Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from the date hereof.
- (2) Applicant shall amend its rate tariffs, rules and time schedules in conformity with the General Orders and Rules of this Commission to cover operations not heretofore authorized.

- (3) Applicant is authorized to turn its motor coaches around at the termini of any or all of the routes herein described, or at points where trips may terminate along said routes, by operating such motor coaches in either direction around a block at the termini of said routes, or at points where trips may be terminated along said routes, and to carry passengers thereon and thereover, provided, however, that such turn-around route shall not encompass more than one city block or the equivalent thereof at such termini or such points where trips may be terminated as traffic regulations may require.
- (4) Authority is hereby granted applicant to divert from its regular re-established routes, either on its regular schedules or on special schedules, for the purpose of transporting bona fide pupils attending an institution of learning between their homes and such institution of learning, provided that such divergence and the schedules therefor shall be filed as are other time schedules and whenever special rates are provided the schedule therefor shall also be filed.
- (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 applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

The Commission reserves the right to issue such other and future orders in this proceeding as to it may appear to be just and proper and as may be required by public convenience and necessity.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 14th day of May, 1934.

Cl. Severy
Leon Whidley
M. A. W.
M. B. K.
N. B. K.
 Commissioners.

EXHIBIT "A"

Description of Routes over which Los Angeles Railway Corporation is herein certificated to operate Automotive Passenger Stages:

1. AIRPORT LOCAL LINE:

Commencing at the intersection of Imperial Highway and Hawthorne Avenue, thence via Imperial Highway to the entrance to Los Angeles Municipal Airport, located just west of the intersection of Imperial Highway and Inglewood and Redondo Road, and return via the same route to the point of commencement.

2. AIR RACES EXPRESS LINE:

Commencing at the intersection of Fifth and Hill Streets (in the City of Los Angeles), thence via Hill Street, Eighth Street, Hope Street, Washington Boulevard, Figueroa Street, Manchester Avenue, Prairie Avenue, Imperial Highway, to the entrance to Los Angeles Municipal Airport, which is located approximately one-half mile west of the intersection of Imperial Highway and Inglewood and Redondo Road, and return over the same route to the intersection of Eighth and Olive Streets, thence via Olive Street and Fifth Street to the point of commencement.

3. BEVERLY BOULEVARD LINE:

Commencing at the intersection of Beverly Boulevard and La Cienega Boulevard, thence via Beverly Boulevard, Second Street, Hill Street, Sixth Street, Figueroa Street, Second Street and Beverly Boulevard, to the point of commencement;

And from the intersection of Second Street and Hill Street, via Second Street to the intersection of Second Street and Los Angeles Street, and return, via the same route.

4. EAGLE ROCK LINE:

From the intersection of Glen Arbor Avenue and Annandale Boulevard, thence via Annandale Boulevard, Oakgrove Avenue, Glacier Drive, Yosemite Drive, Eagle Rock Boulevard, Colorado Street, Broadway, Eagledale Avenue, Colorado Street, Eagle Rock Boulevard, Yosemite Drive, Glacier Drive, Oakgrove Avenue, North Figueroa Street and Glen Arbor Avenue to the point of commencement.

Exhibit "A" Cont'd.

5. EAST NINTH AND WHITTIER BOULEVARD LINE:

Commencing at the intersection of Whittier Boulevard and Simmons Avenue, thence via Whittier Boulevard, Ford Boulevard, East 9th Street, Mines Avenue, East 8th Street, Soto Street, East 9th Street, Central Avenue, East 8th Street, Los Angeles Street, East 7th Street, San Julian Street to East 8th Street, Central Avenue, East 9th Street, Soto Street, East 8th Street, Mines Avenue, East 9th Street, Ford Boulevard and Whittier Boulevard to the point of commencement.

6. FAIRVIEW HEIGHTS LINE:

Commencing at the intersection of West 54th Street and Crenshaw Boulevard (formerly Angeles Mesa Drive), thence along Crenshaw Boulevard, Slauson Avenue, Overhill Avenue and Fairview Boulevard to La Brea Avenue (formerly highland Avenue), and return via the same route to the point of commencement.

7. HOLLYDALE LINE:

Commencing at the intersection of Santa Ana Street and Seville Avenue, thence via Seville Avenue, Liberty Boulevard, State Street, Southern Avenue, California Avenue, Tweedy Road, Atlantic Avenue, Imperial Highway, Michigan Avenue and its continuation Garfield Avenue, Main Street to Paramount Boulevard, and return via Paramount Boulevard (College Avenue), Consuelo Street, Descanso Street, Eucalyptus Avenue, Imperial Highway, Atlantic Avenue, Tweedy Road, California Avenue, Southern Avenue, State Street, Liberty Boulevard, Mountain View Avenue, Santa Ana Street to Seville Avenue, the point of commencement.

8. INGLEWOOD LINE:

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), and return via the same route to the point of commencement.

9. MELROSE AVENUE LINE:

Along Melrose Avenue, between Western Avenue and La Cienega Boulevard.

Exhibit "A" Cont'd.

10. NORMANDIE AVENUE LINE:

Commencing at the intersection of Normandie Avenue and 106th Street, thence via Normandie Avenue, 45th Street, Denker Avenue, Vernon Avenue and Normandie Avenue to 106th Street, the point of commencement.

11. SLAUSON AVENUE LINE:

Commencing at the intersection of Slauson Avenue and Pacific Boulevard (in the City of Huntington Park), thence via Slauson Avenue, Broadway, 54th Street, Main Street and Slauson Avenue to Pacific Boulevard, the point of commencement.

12. WASHINGTON-ADAMS-JEFFERSON LINE:

Commencing at the intersection of Jefferson Boulevard and Ninth Avenue, thence via Jefferson Boulevard, La Brea Avenue, Adams Street, Hines Avenue and Washington Street to the intersection of Washington Street and Vineyard Avenue, and return via the same route to the point of commencement.

13. FLORENCE-SOTO LINE:

Commencing at the intersection of 67th Street and Crenshaw Boulevard, thence via Crenshaw Boulevard, Florence Avenue, Pacific Boulevard, Slauson Avenue, Soto Street, Marengo Street, State Street, Zonal Avenue, Griffin Avenue to the intersection of Griffin Avenue and North Main Street, and return via the same route to the point of commencement.

14. MANCHESTER-FIRESTONE-SANTA ANA LINE:

Commencing at the intersection of Market Street and Queen Street (in the City of Inglewood), thence via Market Street, Manchester Avenue, Firestone Boulevard, Alameda Street, Firestone Boulevard, Otis Street, Santa Ana Street to the intersection of Santa Ana Street and Seville Avenue, and return via the same route to the point of commencement.

15. CALIFORNIA-SOUTHERN LINE:

Commencing at the intersection of Pacific Boulevard and Florence Avenue, thence via Florence Avenue, State Street, Hope Street, California Street, Southern Avenue to the intersection of Southern Avenue and Alexander Avenue, and return via the same route to the point of commencement.

Exhibit "A" Cont'd.

16. MAYWOOD-BELL LINE:

Commencing at the intersection of Heliotrope Avenue and Gage Avenue, thence via Heliotrope Avenue, Heliotrope Circle, Slauson Avenue, Pacific Boulevard, Clarendon Avenue, Rugby Avenue, Gage Avenue, Atlantic Boulevard, Florence Avenue, Wilcox Avenue, Clara Street to Atlantic Boulevard and Florence Avenue, and return via Atlantic Boulevard, Gage Avenue, Pacific Boulevard, Slauson Avenue, Heliotrope Circle, Heliotrope Avenue to the intersection of Heliotrope Avenue and Gage Avenue, the point of commencement.

17. ALVARADO STREET LINE:

Commencing at the intersection of Washington Street and Hoover Street, thence via Hoover Street and Alvarado Street to the intersection of Alvarado Street and Sunset Boulevard, and return via the same route to the point of commencement.

18. AVALON-SAN PEDRO-MAIN STREET LINE:

Commencing at the intersection of Manchester Avenue and Avalon Boulevard, thence via Avalon Boulevard, 59th Place, San Pedro Street, Manchester Avenue, Main Street to the intersection of Main Street and 71st Street, and return via the same route to the point of commencement.

19. AVENUE 50 AND EL PASO DRIVE LINE:

Commencing at the intersection of Avenue 50 and Monte Vista Avenue, thence via Avenue 50, El Paso Drive, Toland Way, Mendota Street, El Paso Drive and Avenue 50 to Monte Vista Avenue, the point of commencement.

20. FIGUEROA STREET LINE:

Commencing at the intersection of 5th and Hill Streets, thence via Hill Street, 8th Street, Hope Street, Washington Street, Figueroa Street, to the intersection of Figueroa Street and Manchester Avenue, and return via Figueroa Street, Washington Street, Hope Street, 8th Street, Olive Street, 5th Street, to the intersection of 5th and Hill Streets, the point of commencement.

21. LINCOLN PARK AVENUE LINE:

Commencing at the intersection of North Broadway and Lincoln Park Avenue, thence via Lincoln Park Avenue, Flora Street, Sierra Street, to the intersection of Sierra Street and Borel Street, and return via the same route to the point of commencement.

Exhibit "A" Cont'd.

22. VAN NESS AVENUE LINE:

Commencing at the intersection of 54th Street and Second Avenue, thence via Second Avenue, Van Ness Avenue, 76th Street to the intersection of 76th Street and Fifth Avenue, and return via the same route to the point of commencement.

23. VERDUGO ROAD LINE:

Along Verdugo Road between Eagle Rock Boulevard and Plumas Avenue.

24. YORK BOULEVARD LINE:

Along York Boulevard, between Eagle Rock Boulevard and Avenue 50.