

Decision No. 32316 . . .

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the)
LOS ANGELES RAILWAY CORPORATION for an) 28th Supplemental
in lieu certificate for its motor coach) Application No. 19179.
lines.)

In the Matter of the Application of the)
LOS ANGELES RAILWAY CORPORATION for)
authority to place in effect certain)
discontinuances of service on and cer-) Application No. 22875.
tain reroutings and extensions of its)
rail lines in the City of Los Angeles.)

S. M. Haskins, General Counsel, and Woodward M. Taylor, General Attorney, by Woodward M. Taylor, for applicant.

P. H. Lester, for Better Transportation Association and for himself, protestants (protest later withdrawn).

Ray L. Chesebro, City Attorney; Frederick Von Schrader, Assistant City Attorney; Stanley M. Lanham, Assistant Chief Engineer of the Board of Public Utilities and Transportation of the City of Los Angeles, by Charles E. Soothill, interested parties.

R. T. Dorsey, Traffic Engineer for the City of Los Angeles, for the City of Los Angeles, interested party.

Mrs. B. A. Warner, en propria persona,
1442 Kellam Avenue, Los Angeles, California.

Mrs. L. A. Blake, en propria persona,
225 Loma Drive, Los Angeles, California.

Mrs. M. Rosenthal, en propria persona,
417 East Avenue 43, Los Angeles, California.

Mrs. Ruth Welch, en propria persona,
717 West 75th Street, Los Angeles, California.

Mrs. Gertrude Heywood,
4415 Cimarron, Los Angeles, California.

BY THE COMMISSION:

O P I N I O N

The above entitled proceedings deal with proposed changes in operation on Los Angeles Railway Corporation's rail and motor

coach lines in the City of Los Angeles.

Public hearing was conducted on these applications before Commissioner Craemer and Examiner Gorman at Los Angeles on August 11th, 1939, at which time they were taken under submission, and they are now ready for determination. The above applications were consolidated for the purpose of hearing and decision.

The record shows that the changes sought herein have been the subject of discussion for a considerable period of time, having had their inception at the time the Joint Transportation Committee⁽¹⁾ was considering the general transportation problem in and about the City of Los Angeles. As the street traffic problem has become increasingly acute, the necessity for making these changes has become more urgent. Plans are now being formulated for a separation of grades at Figueroa and Temple Streets, the widening of First Street between Broadway and Glendale Boulevard and numerous other changes in the city street layout of a major nature. Arrangements have been perfected whereby Los Angeles Railway Corporation will use jointly with Pacific Electric Railway Company the latter company's tunnel on Hill Street between First Street and Temple Street, thereby eliminating, if Application No. 22875 receives favorable consideration by this Commission, the turning movements of the "A," "I" and "2" car lines at First and Hill Streets, at First and Broadway and at Temple and Broadway. This application also proposes that the "2" car line, which now turns into Hill Street at Fifth Street, shall continue east over Fifth Street to a new terminal in the vicinity of Fifth Street and Central Avenue, thereby eliminating the turn at

(1) The Joint Transportation Committee was composed of representatives of Los Angeles Railway Corporation, Pacific Electric Railway Company, the Board of Public Utilities and Transportation of the City of Los Angeles, various civic organizations in the city and this Commission's engineering staff, and was formulated for the purpose of attempting to work out, without the necessity of formal proceedings, various phases of transportation dealing with fares, service, equipment, etc., in and about the metropolitan area.

Fifth and Hill Streets. All told, the granting of this application will result in the elimination of 1218 turning movements daily in the downtown district of Los Angeles, with the consequent elimination of traffic difficulties at these turning points.

Service on the "I" line is proposed to be discontinued entirely but, in lieu of this rail service, it is intended that the existing No. 55 motor coach line shall be extended from its present terminus at Temple and Hill Streets, through the Hill Street Tunnel to First Street, thence over the identical route now served by the "I" rail line, so that persons residing on this line will lose none of the service which they are now afforded. It is intended that that portion of the No. 9 line between Second and Broadway and the terminus near Santa Fe Avenue and First Street shall be discontinued but this discontinuance will not leave the area entirely without service, since the "P" line is parallel to and one block north of the "9" line between these points.

No changes in headways, fares or types of equipment operated are proposed.

The granting of these applications is strongly urged by the Traffic Department of the City of Los Angeles and favorable consideration has been given by the Board of Public Utilities and Transportation of the City of Los Angeles. No opposition to the granting of the applications was expressed at the hearing and careful consideration of the entire record leads us to the conclusion that the interests of all concerned will be best served by affirmative action on the part of the Commission.

The following form of Order is recommended:

O R D E R

Public hearing having been held and the Commission being fully advised;

IT IS HEREBY ORDERED that Los Angeles Railway

Corporation is hereby authorized to change the name of its "Temple-Beaudry line" to "Beaudry-West First line" and to re-route and extend same over the following route:

From the intersection of Sunset Boulevard and Beaudry Avenue, thence via Beaudry Avenue, Alpine Street, Figueroa Street, Boston Street, Bunker Hill Avenue, California Street, Hill Street Tunnel, First Street, Beverly Boulevard, Bonnie Brae Street, Second Street, and Westlake Avenue to Beverly Boulevard, returning via same route to the intersection of Figueroa Street and Alpine Street, thence via Alpine Street, Centennial Street and Sunset Boulevard to the point of beginning;

instead of over the route authorized by Decision No. 30616, dated February 14th, 1938, on 19th Supplemental Application No. 19179, and included as part of the in lieu certificate granted by Decision No. 27052, dated May 14th, 1934, in Application No. 19179.

IT IS HEREBY FURTHER ORDERED that Los Angeles Railway Corporation is hereby authorized to place in effect the following changes in its rail operations in the City of Los Angeles:

1. On Rail Line "A"

- (a) Discontinue service from First and Hill, via First, Broadway and Temple, to Temple and Hill.
- (b) Reroute and extend service from First and Hill, via Hill Street Tunnel, to Temple and Hill.
- (c) Discontinue service from Temple and East Edgeware, via East Edgeware, and Douglas to Kensington. Service to this area will be rendered by the rerouting and extension of rail line "10" as set forth in 6 (b) below.
- (d) Reroute and extend service from Temple and East Edgeware, via Temple, Hoover, Clinton, Virgil and Fountain, to Edgemont.

2. On Rail Line "L"

- (a) Discontinue service from Eleventh and Hill, via Hill, First, Broadway, Temple, Hoover, Clinton, Virgil and Fountain, to Edgemont. Service to this area will be rendered by the rerouting and extension of rail line "A" as set forth in 1 (d) above.
- (b) Reroute and extend service from Eleventh and Hill, via Eleventh, Main, and Spring, to Sunset.

3. On Rail Line "I"

- (a) Abandon the entire line, viz., from First and Hill, via First and Beverly Boulevard to Bonnie Brae. Service to this area will be rendered by the rerouting and extension of coach line #65, as authorized herein.

4. On Rail Line "2"

- (a) Discontinue service from Fifth and Hill, via Hill, First, Broadway, Pasadena Avenue, Avenue 26, and Griffin Avenue, to Montecito Drive. Service to this area will be rendered by the rerouting and extension of rail line "9" as set forth in 5 (b) below.
- (b) Reroute and extend service from Fifth and Hill, via Fifth Street and Central Avenue, to cross over on Central Avenue just south of Fifth.

5. On Rail Line "9"

- (a) Discontinue service from Second and Broadway, via Second, Traction, Third and Santa Fe Avenue, to First Street. Service to this area will be rendered by existing rail line "P" on First Street, and by existing rail line "F" on Third Street.
- (b) Reroute and extend service from Second and Broadway, via Broadway to Pasadena Avenue, thence (1) via Pasadena Avenue, Avenue 26, and Griffin Avenue to Montecito Drive, and (2) via North Broadway and Lincoln Park Avenue to Mission Road.

6. On Rail Line "10"

- (a) Discontinue service from Grand and Pico, via Pico, Broadway, and Lincoln Park Avenue, to Mission Road. Service to this area will be rendered by the rerouting and extension of rail line "9" as set forth in 5 (b)-(2) above.
- (b) Reroute and extend service from Grand and Pico, via Grand, Eleventh, Hill, Temple, East Edgeware Road, and Douglas, to Kensington Road.

This entire Order is subject to the following conditions:

- (1) Applicant shall afford the public at least five (5) days' notice of the changes in service

authorized herein, by posting notices in all cars and coaches operating on the lines involved.

- (2) Applicant shall notify the Commission, in writing, within twenty (20) days after the effective date of this Order, of the placing in effect of the changes authorized herein.

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

Dated at San Francisco, California, this 12th day of September, 1939.

Raymond
Brassfield
Ray C. Rice
H. H. K. M.
Justus F. Cannon
Commissioners.