

Decision No. 32227

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
the BAY CITIES TRANSIT COMPANY, a cor-
poration, for authority to reroute its
Route No. 3-Lincoln Boulevard Line, re-
route its Route No. 4-Carlyle Avenue &
Crosstown Line and to abandon, in the
event Route No. 3-Lincoln Boulevard Line
is rerouted as herein designated, its
Route No. 7-Soldiers' Home Loop Line.

ORIGINAL

Application No. 23227

HECTOR P. BAIDA, for Applicant.

H. O. MARLER, for Pacific Electric Rail-
way Company, Interested Party.

BY THE COMMISSION:

O P I N I O N

By this application as amended, Bay Cities Transit Company, a corporation, seeks authority to reroute its so-called Routes 3-Lincoln Boulevard Line and 4-Carlyle Avenue and Crosstown Line, and contingent upon this authority being granted, to abandon its Route 7-Soldiers' Home Loop Line. All of the above rights were authorized by Decision No. 27934, dated May 6, 1935, on Application No. 19833. In addition, authority is sought to establish three alternate routes to be operated in conjunction with and supplementary to the proposed Route 3 or Lincoln Boulevard Line.

A public hearing in this proceeding was had before Examiner McGettigan in Los Angeles on Wednesday, March 6, at which time the matter was submitted and it is now ready for decision.

No protestants to the granting of the authority sought appeared. Pacific Electric Railway Company, operators of a service in the general area involved, entered an appearance as an interested party, but took no active part in the proceedings.

Present in the courtroom, but not called to testify, were approximately thirty residents of the general territory described in the application, the majority of whom, through certain spokesmen, indicated a favorable reaction to the proposal of Bay Cities Transit Company.

Jesse E. Anderson, president of applicant corporation, took the stand and testified in detail with respect to the authority sought, outlining the new routes and explaining the reasons therefor.

According to Mr. Anderson, the contemplated changes are the result of some two years of investigation and study in the territory and represent, to the best of his knowledge and experience, a practical solution of the transportation needs of the residents thereof.

Contemplated changes in the Lincoln Boulevard Line encompass establishment of service along Montana Avenue between Federal Avenue and Stanford Avenue and also on Wilshire Boulevard between Barry Street and Westwood Boulevard. Applicant also will establish alternate route No. 1 to be used after 10:00 P.M. and during such hours as the National Soldiers' Home is closed to his operations. Under this arrangement, the Soldiers' Home will receive service when needed and at other times the general public will be afforded, by means of the alternate route proposed, the benefit of a shorter and more direct route resulting therefrom.

With establishment of the rerouted Lincoln Boulevard Line, including alternate route No. 1, adequate service will still be available to the National Soldiers' Home at times prescribed by the Veterans' Administration which, according to applicant, has approved its proposal, including the abandonment of the Soldiers' Home Loop Line.

Alternate routes Nos. 2 and 3 are proposed for the particular benefit of Emerson High School students and service on these alternate routes will be given at times coinciding with the beginning and end of the school day to handle the additional traffic at such times.

Readjustment of the Carlyle Avenue and Crosstown Lines is limited to a rerouting of applicant's present "turnaround" at Pico Boulevard, whereby certain unnecessary mileage on Pico Boulevard, Clover Field Boulevard and Delaware Avenue will be eliminated.

By virtue of the proposals herein delineated, it is applicant's contention that a more direct, expeditious and comfortable service can be afforded to the travelling public with present equipment and at rates consistent with present tariff provisions. ⁽¹⁾ Daily except Sunday and Holiday schedules providing fifteen and twenty minute headways between 6:20 A.M. and midnight, plus special Sunday

(1) It is proposed that two five-cent fare zones be established, first, from and to all points in the Venice District of the city of Los Angeles, the Ocean Park District of the city of Santa Monica and the city of Santa Monica, with the easterly limit of said zone being established at Centinela Boulevard. The second zone shall consist of the area commonly known as Brentwood Heights, Soldiers' Home, Westwood, West Los Angeles, and the University of California at Los Angeles and Centinela Boulevard shall be the westerly limits of said second zone. The fare from one zone to another shall be ten cents.

and Holiday schedules on a twenty minute headway between approximately the same hours, as more specifically set forth in amended Exhibit "B" of the application, are to be made available.

A full consideration of the record in this proceeding leads to the conclusion that the proposed reroutings sought by Bay Cities Transit Company are in the public interest and that the proposed abandonment of the Soldiers' Home Loop Line will not have an adverse effect upon the transportation needs of the territory. The application will be granted.

O R D E R

A public hearing having been had in the above-entitled proceeding, evidence having been received, the matter having been duly submitted, and the Commission now being fully advised,

IT IS ORDERED that Bay Cities Transit Company be and it is hereby authorized to reroute its No. 3-Lincoln Boulevard Line and its No. 4-Carlyle Avenue and Crosstown Line by eliminating from Decision No. 27934 the above routes as presently described, and the substitution therefor of the following described routes in lieu.

ROUTE NO. 3-LINCOLN BOULEVARD LINE:

Commencing at Pier Avenue and Speedway, thence via Pier Avenue, Washington Boulevard, Rose Avenue, Lincoln Boulevard, Broadway (Santa Monica), Fourth Street, Santa Monica Boulevard, Lincoln Boulevard, Montana Avenue, San Vicente Boulevard, Soldiers' Home, through Soldiers'

Zome, Sawtelle Boulevard, Massachusetts Avenue, Beloit Avenue, Santa Monica Boulevard, Sawtelle Boulevard, returning along Sawtelle Boulevard, through Soldiers' Home and via the same route to the intersection of Rose Avenue and Washington Boulevard; thence via Rose Avenue and Speedway to the point of commencement.

First Alternate Route:

Commencing at the entrance to the Soldiers' Home at San Vicente Boulevard and Federal Avenue thence on San Vicente Boulevard to Wilshire Boulevard to Sepulveda Boulevard, to Ohio Avenue, to Sawtelle Boulevard, to Massachusetts Avenue, to Beloit Avenue, to Santa Monica Boulevard, returning along Beloit Avenue via the same route to the point of commencement at Pier Avenue and Speedway.

Second Alternate Route:

Commencing A.M. at Centinela and Montana Avenue via Montana to San Vicente Boulevard, Wilshire Boulevard to Westwood Boulevard, along Westwood Boulevard to a point opposite the Emerson High School; returning P.M., over the same route in the reverse direction.

Third Alternate Route:

Commencing at Centinela Avenue and Wilshire Boulevard A.M., via Wilshire Boulevard to Westwood Boulevard south on Westwood Boulevard to a point opposite Emerson High School and returning P.M., over the same route in the reverse direction.

ROUTE NO. 4-CARLYLE AVENUE & CROSSTOWN LINE:

Commencing at Pier Avenue and Speedway; thence via Pier Avenue, Main Street, Hill Street, Fourth Street, San Vicente Boulevard, Seventh Street, Georgina Avenue, Ninth Street, Carlyle Avenue, Twenty-fifth Street, San Vicente Boulevard, Twenty-sixth Street, Montana Avenue, Twentieth Street to Virginia Avenue, Twenty-first Street to Pico Boulevard and returning along Twentieth Street to Montana Avenue; returning via the same route to the intersection of Main Street and Kinney Street; thence via Kinney Street to point of commencement.

IT IS FURTHER ORDERED that Bay Cities Transit Company be and it is hereby authorized to discontinue and abandon all of its automotive common carrier operations over and along the following described route:

Commencing at the intersection of Sawtelle Boulevard and Santa Monica Boulevard; thence via Sawtelle Boulevard, Soldiers' Home Grounds, Wilshire Boulevard, San Vicente Boulevard, Darlington Avenue, Bundy Drive, Wilshire Boulevard, Barry Avenue and Santa Monica Boulevard to Sawtelle Boulevard.

The above authority is granted subject to the following conditions:

1. The authority herein granted shall lapse and be void if applicant shall not have complied with all of the conditions within the periods of time fixed herein, unless for good cause shown, the time shall be extended by further order of the Commission.
2. Applicant shall inaugurate the service herein authorized within thirty (30) days after the effective date of this order, and shall prepare and file, in triplicate, and on at least ten (10) days' notice to the Commission and the public, a supplement to its tariff and a time schedule in conformity with said order.

The effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, this 2nd day of April, 1940.

Ray L. Riley
George W. W. W.
W. A. W. W.
W. A. W. W.
Justus J. Cameron
COMMISSIONERS