

Decision No. 33186.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY, a corpor-) Supplement to
ation, and LOS ANGELES RAILWAY CORPORATION,) 16th Supplemental
a corporation, for an in lieu certificate) Application No. 18820
for their jointly operated motor coach lines.)

BY THE COMMISSION:

ORIGINAL

SUPPLEMENTAL ORDER

By the provisions of Decision No. 32748, dated January 23, 1940, in this proceeding, the Los Angeles Motor Coach Company was authorized to establish its Olympic Boulevard motor coach line between the intersection of Temple and Hill Streets in downtown Los Angeles and the intersection of Olympic Boulevard and Spalding Drive in Beverly Hills. Subsequently, by the provisions of Decision No. 33053, dated April 30, 1940, on Application No. 19179, Los Angeles Railway Corporation was granted a temporary certificate of public convenience and necessity, to expire June 15, 1940, for the establishment of a motor coach line from the intersection of Olympic Boulevard and Westmoreland Avenue to the intersection of Olympic Boulevard and Muirfield Road. This temporary certificate was necessitated by reason of the fact that construction work upon Olympic Boulevard near Vermont Avenue and near Gramercy Drive had reached a point where it became necessary to sever the "L" rail line of Los Angeles Railway Corporation. Further than this, new motor coaches, in sufficient number to place in operation the Olympic Boulevard line of Los Angeles Motor Coach Company, as authorized by Decision No. 32748, had not been received from the manufacturer.

It now develops that a sufficient number of motor coaches are available to permit the establishment by Los Angeles Motor Coach Company of local service on or before May 26, 1940, between the downtown terminal at the intersection of Temple and Hill Streets and the present westerly terminus of the temporary motor coach line, as authorized by

Decision No. 33053, at Rimpau and Olympic Boulevards. Further, it is anticipated that sufficient motor coaches will be received in time to establish the entire motor coach service, as authorized by Decision No. 32748, on or before June 15, 1940.

No changes in fares or headways for the local service, as contemplated under Decision No. 32748, are proposed and it appears that this is not a matter in which a public hearing is necessary; therefore,

IT IS HEREBY ORDERED;

I. That Pacific Electric Railway Company and Los Angeles Railway Corporation, operating under the name of Los Angeles Motor Coach Company, are hereby authorized to establish local service on its Olympic Boulevard motor coach line, between the intersection of Temple and Hill Streets and the intersection of Muirfield Road and Olympic Boulevard, on or before May 26, 1940, and prior to the establishment of full motor coach service on the proposed Olympic Boulevard motor coach line, as authorized by Decision No. 32748, dated January 23, 1940, in this proceeding.

II. That applicants are hereby authorized to deviate one block either to the north or to the south of the route set forth in the above numbered decision, if, during the construction period on Olympic Boulevard, conditions arise which may warrant such deviation.

III. That upon establishment of the local service, as authorized herein, the temporary service of Los Angeles Railway Corporation, as authorized by Decision No. 33053, dated April 30, 1940, on Application No. 19179, shall be abandoned and the certificate of public convenience and necessity granted therein shall be revoked and of no further force and effect.

In all other respects, Decision No. 32748 shall remain

in full force and effect.

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

Dated at San Francisco, California, this 24th day of May, 1940.

Ray & Rice
Stockholders
Rafaela J. J.

Justin J. Quinn
Commissioners.