

Decision No. 121284

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the )  
LOS ANGELES RAILWAY CORPORATION for )  
permission to make certain changes in )  
its system, including the substitution )  
of motor coach service for certain rail )  
service, the rerouting and abandonment )  
of certain lines and facilities, and )  
the discontinuance of rail passenger )  
service on portions of its system; )

ORIGINAL

Application No. 23902

and

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

38th Supplemental  
Application No. 19179

APPEARANCES

WOODWARD M. TAYLOR and MAX EDDY UTT, for Applicant.

RAY L. CHESEBORO, City Attorney, GILMORE TILLMAN,  
Assistant City Attorney, K. CHARLES BEAN, Chief  
Engineer, Board of Public Utilities and Trans-  
portation, and STANLEY LANHAM, Assistant Chief  
Engineer, Board of Public Utilities and Trans-  
portation, for the City of Los Angeles.

FRANK KARR and E. L. H. BISSINGER, for Pacific  
Electric Railway Company, interested party.

GREGORY CREUTZ, for 48th Street Protective Association.

EUGENE A. SAX, in propria persona and representing  
West 39th Street District Protective Association  
and certain other protestants.

F. H. POWERS, Traffic Manager, Sears-Roebuck Company,  
Los Angeles, protesting elimination of Boyle  
Street Shuttle service.

DAIN STURGES, General Manager, for Downtown Business-  
men's Association.

MAURICE SCHULMAN, appearing for protestants to  
abandonment of "D" line.

EARL C. GAY, appearing for protestants to abandonment  
of service in the District of W. 48th Street.

IRL SOLOMON for protestants to the "A" line.

G. VERNON BENNETT, in propria persona.

HOMER J. SMITH, for Westwood Community Service League.

CARL C. RASMUSSEN, in propria persona.

ARTHUR E. BRIGGS, in propria persona.

BOURKE JONES, Deputy City Attorney, for the City  
of Los Angeles.

RILEY, COMMISSIONER:

O P I N I O N (1)

By the above entitled applications Los Angeles Railway Corporation seeks authority to substitute motor coach service for rail service on certain lines and portions of lines, said motor coach service to be operated generally over the same routes traversed by the rail lines to be replaced; to expand its motor coach system to serve newly developed residential areas beyond the limits of existing service; to abandon tracks and facilities rendered no longer necessary in the conduct of business by said changes; and to discontinue service without substitution on certain other portions of its rail system.

Hearing was held in Los Angeles on January 24, 1941, at which time request was made by the City of Los Angeles and other protestants that the taking of evidence be deferred and the matter continued for thirty days to allow more time for the Board of Public Utilities and Transportation of the City of Los Angeles to conclude its deliberations on the issues involved and to formulate a definite position for presentation to the Commission. A continuance was granted to February 20, 1941, and after two days of hearing the matter was submitted on February 21, 1941.

At the hearing Los Angeles Railway Corporation amended its application to conform with the desires of the Board of Public Utilities and Transportation of the City of Los Angeles, as

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(1) Filed January 2, 1941.

follows:

- (1) Delete from the application Sections VIII and IX wherein it was proposed to reroute rail service on the "D" line and to discontinue rail service on the 48th Street end of the "9" line between Leimert Boulevard and Normandie Avenue.
- (2) Discontinue all rail service on the "10" line.
- (3) Establish a feeder motor coach line in substitution for the northern end of the "10" line between Kensington Road and Temple Street, to follow the rail line route.
- (4) Establish a feeder motor coach line in substitution for the southern end of the "10" line on Vernon Avenue between Dalton and Arlington Avenues; extend the feeder line west of the present rail terminus at Arlington Avenue to Leimert Boulevard, a distance of about three-quarters of a mile; and extend it east along Vernon Avenue to Hoover Street, a distance of one mile.

I. PROPOSED SERVICE AND FACILITY CHANGES

Substitution of motor coach service on rail lines, re-routing, and abandonment of service and facilities as proposed by applicant in the application as amended are more specifically described as follows:

(a) Rail Line "A"

Rail service is now provided on Line "A" from the intersection of Edgmont Street and Fountain Avenue, along Fountain Avenue, Virgil Avenue, Hoover and Temple Streets to Hill Street, thence along Hill Street through the business area to Venice Boulevard, thence over a circuitous route along Venice Boulevard, Burlington Avenue, 24th Street, and Normandie Avenue to Adams Boulevard, thence westerly along Adams Boulevard to a terminus at Alsace Avenue. From the northern terminus located about four and one-fourth miles radially from the central business district the line passes through the downtown area and extends about six miles to the west, its entire length being 12.6 miles.

Applicant proposes to discontinue all rail service on this line, to abandon tracks and facilities not used jointly with other rail operations to be continued, and to substitute in lieu thereof a motor coach service to be operated generally over the same route now traversed by the rail line. It is proposed to extend the through motor coach service west on Adams Boulevard for a distance of approximately three-fourths of a mile beyond the present rail terminus to Thurman Avenue, replacing a portion of the "62" shuttle motor coach line operating on Adams Boulevard between La Brea and Thurman Avenues for a distance of one mile.

Between the intersection of Hill Street and Venice Boulevard, and the intersection of Normandie Avenue and Adams Boulevard, the rail line traverses a circuitous route over narrow streets with numerous turning movements for a distance of about two and three-fourths miles. It is proposed to abandon service and facilities along that portion of the line and to extend the motor coach line south on Hill Street over a more direct route to Adams Boulevard, thence west to Thurman Avenue.

(b) Rail Line "10"

Rail service is now provided by Line "10" from the intersection of Kensington Road and Douglas Street located about two miles northwest of the central business district of Los Angeles, along Edgeware Road to Temple Street, thence over joint track with the "A" line along Temple and Hill Streets to 11th Street, thence along Grand, Santa Barbara, Dalton, and Vernon Avenues to a terminus at Arlington Avenue, about four and three-fourths miles from the business area. The line is 7.9 miles in total length.

It is proposed to discontinue all rail service on this line, to abandon all tracks and facilities not needed in connection with operations on other rail lines to be retained, and to establish

two shuttle motor coach lines, one on the north end between Kensington Road and Temple Street, and one on the south end between Leimert Boulevard and Hoover Street. With exception of the extreme north end of the line and the south end beyond Santa Barbara Avenue, the "10" rail line operates over joint track with other lines.

(c) Rail Line "U"

This line provides service from the southeasterly portion of the city, north along Central Avenue and 5th Street through the downtown business area, thence south on Figueroa Street, via a circuitous route to the intersection of Vermont Avenue and 39th Street, from which point one branch proceeds southerly on Vermont Avenue about three miles to a terminus on Florence Avenue, and the other traverses 39th Street westerly for a distance of one mile to a terminus at Western Avenue. The only change proposed in this line is the abandonment of service and facilities on the 39th Street branch between Vermont and Western Avenues.

(d) Rail Line "2"

Rail service is provided on this line between the intersection of Belmont Avenue and Temple Street, located approximately one and three-fourths miles north of the central business area, along a circuitous route to 5th Street, thence along 5th Street through the business area to a terminus at Central Avenue. The line is 2.9 miles in length.

Applicant proposes to discontinue rail service on this line, to abandon tracks and facilities not jointly used by other lines to be retained in operation, and to establish a substitute motor coach operation along the same route followed by the rail line, except that instead of passing across the business district,

a loop will be made around Pershing Square, via 5th, Hill, 6th, and Flower Streets.

(o) Rail Line "K"

This line, 6.4 miles in length, now provides a crosstown service along Jefferson Boulevard between Ascot and Vermont Avenues, thence south on Vermont Avenue to a terminus at Florence Avenue. Applicant proposes to discontinue rail service on this line, to abandon tracks and facilities not jointly used by other lines of the system, and to substitute a crosstown motor coach line following the same route as the rail line from Ascot Avenue along 41st Street, Central Avenue, and Jefferson Boulevard to Hoover Boulevard, thence bisecting an area one mile in width not heretofore served by either rail or motor coach lines, over a route along Hoover Boulevard, Exposition Boulevard, and Coliseum Street to Crenshaw Boulevard.

(f) Motor Coach Line "62"

This motor coach line connects the westerly ends of the "W," "A," and "J" rail lines operating on Washington, Adams, and Jefferson Boulevards, respectively. The line is 5.44 miles in length and operates in both directions over a route west on Washington Boulevard from Vineyard Avenue to Hines Avenue, south to Adams Boulevard, east to La Brea Avenue, south to Jefferson Boulevard, thence east on Jefferson Boulevard to the off-street rail terminal of the "J" line located between 10th and 11th Avenues.

Applicant proposes to discontinue service on that portion of line "62" along Adams Boulevard between Thurman and La Brea Avenues, which will be served by the extension of the motor coach line to be substituted for the "A" rail line, and along La Brea Avenue between Adams and Jefferson Boulevards. It is proposed to

continue service over the present route from Vineyard Avenue, west on Washington Boulevard to a terminal loop at Hines Avenue as a separate line "62," and on Jefferson Boulevard over the existing route between the "J" line terminal and Alsace Avenue as line "48."

(g) Matee Street Rail Shuttle Line

This line operates for a distance of about one mile along Santa Fe Avenue and Matee Street between First and 7th Streets through an area about one mile east of the business district. The northern terminal of the line is situated at approximately the location of the old Santa Fe passenger station. Applicant proposes to discontinue service and abandon facilities on this line in its entirety.

(h) Boyle Avenue Rail Shuttle Line

This line is a little more than one-half mile in length operating on Boyle Avenue between 7th Street and Olympic Boulevard, at a distance of about two miles east of the central business district. It is proposed to discontinue service and abandon facilities on this line.

II. APPLICANT'S SHOWING

Applicant contends that the program submitted, as amended, if authorized and placed in effect will provide the public with an improved coordinated service, will speed up schedules, will make it possible to replace old rail cars with new motor coaches, and will effect substantial operating economies.

It was further indicated by applicant that the plan of service and facility adjustment offered herein is only the first phase of a more comprehensive program that will extend over a period of several years, and that the 86 motor coaches to be placed in service, at a cost of in excess of one and one-quarter million dollars, represents the first step in a major equipment

modernization plan.

Numerous exhibits were submitted by applicant setting forth factual data applying to existing lines and estimates as to traffic, earnings, and cost of service expected under the proposed changes for each line. On the basis of the proposals set forth in the application, as amended, Exhibit No. A-30 submitted by applicant provides a comparison between present and proposed operations as applying only to those lines under consideration. The annual results estimated on the basis of the first six months of performance during 1940, as shown by that exhibit, are as follows:

<u>PRESENT 2-MAN CAR OPERATION</u>		
Estimated Revenue		\$ 885,894
Operating Expenses		1,020,066
Operating Income		<u>\$( 134,172)</u>
<u>PROPOSED BUS OPERATION</u>		
Estimated Revenue		\$ 895,949
" Operating Expenses		857,729
" " Income		<u>\$ 38,220</u>
Estimated Savings from Bus Operations		172,392
<u>CAPITAL INVESTMENT</u>		
No. of Buses required, including spares		83.6
Estimated Cost of Buses		\$ 1,031,910
" " " Garage Facilities		83,600
" Investment Required		<u>\$ 1,115,510</u>
Per Cent Savings to Investment		<u>15.5%</u>

( ) = Red Figure.

Traffic check and house count exhibits were submitted by applicant to indicate the ability to handle by motor coach the existing rail traffic on those lines under consideration, and in justification of the proposed extensions into new territory. In addition to the evidence of that nature considerable testimony was offered by officials of the company pointing out the feasibility of the proposed plan and the extent to which its inauguration would benefit the public and the carrier.



III. POSITION OF ADVOCATES

Applicant's amended plan of service and facility adjustment was approved by the Board of Public Utilities and Transportation of the City of Los Angeles after that body conducted hearings which consumed eight days. The Board, after considering all the evidence introduced by all interested parties including business, civic, and other organizations, as well as individual citizens who would be affected by the proposals, issued its order approving the amended plan as proposed by applicant. The Board's position in this matter is indicated by the preamble to its order quoted as follows:

"The Board is not unmindful of the fact that while any change in transportation facilities such as enumerated herein will prove beneficial to certain people, it would also prove inconvenient to others, and the basis for its judgment, therefore, is and must always be predicated on the greatest good for the greatest number of patrons on the entire transportation system of the City."

Approval of applicant's plan was expressed by the Central Business District Association comprised of property owners in the area bounded by Figueroa Street, Sunset Boulevard, Los Angeles Street, and Pico Boulevard; by the Los Angeles Traffic Association with approximately 125 members, representing various business and industrial enterprises; and the Downtown Business Men's Association of Los Angeles with a membership of about 200 persons, representing a diversified selection of business interests. All of these organizations and others deemed applicant's proposal to be in the public interest and in conformity with the objectives of their respective memberships.

This Commission's Transportation Research Engineer testified that the company's amended plan is generally in accord with the basic principles of a rehabilitation program now in the process of development under his direction, and that although

certain details of the readjustment proposed might be subject to further change upon completion of the survey in progress under Case No. 4461<sup>(2)</sup> and Application No. 22792<sup>(3)</sup>, the advantages of applicant's plan justify its inauguration as the first phase of a more comprehensive system-wide program.

#### IV. POSITION OF OPPONENTS

Applicant's plan was protested by signed petitions, personal and group letters, and by appearance at the hearings of individuals and civic groups some in person and others represented by counsel. Although there were some protests against the plan as a whole the preponderance of opposition was directed at some specific portion of the proposal, especially the discontinuance of rail service on the 39th Street branch of the "U" line and on that portion of the "A" line along 24th Street. Generally the basis for objection was personal inconvenience, anticipated effects upon property values, and the fear of reduced tenancy on behalf of owners and managers of rental properties.

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- (2) An investigation instituted on the Commission's own motion on October 17, 1939, into the fares, service, operations, and facilities of Los Angeles Railway Corporation, Los Angeles Motor Coach Company, and the Los Angeles local lines of Pacific Electric Railway Company.
- (3) In its original application filed June 7, 1939, Los Angeles Railway Corporation requested authority to increase its fares from 7¢ cash and 6½¢ token to 8¢ cash and 7¢ token, with elimination of the \$1.00 and \$1.50 weekly passes. By Decision No. 32240 dated August 8, 1939, fares were increased on an interim basis from 7¢ cash and 6½¢ token to 7¢ cash and 7¢ token, and the \$1.00 weekly pass to \$1.25, with no change in the price of the \$1.50 pass. Those fares were placed in effect on September 3, 1939. On April 10, 1940, a supplemental application was filed requesting immediate authority to increase fares from the interim rate of 7¢ cash and token to 8¢ cash and token, with elimination of the \$1.25 and \$1.50 weekly passes. No action has been taken on the supplemental application.

V. CONCLUSIONS

A review of the record in this proceeding reveals a preponderance of evidence in support of the amended plan as proposed by Applicant. Substitution of motor coaches for rail equipment on the "A" line and discontinuance of rail service on the "10" line will materially improve the traffic situation along Hill Street in the central business area. New motor coaches of modern design with uniform high rates of acceleration and deceleration, high free running speeds and trackless maneuverability in replacement of obsolete, slow, noisy, rail cars restricted to use of tracks located in the street center, will expedite the freer flow of vehicular traffic and allow a more efficient utilization of the street surface. Along those streets outside the central business area curb loading and unloading will decrease the accident hazard to patrons and increase the vehicular carrying capacity of the streets by removal of the street car safety zones. The noise level along the route will be materially reduced, particularly in the outlying residential areas. Hospitals located along and in the vicinity of the rail line have protested against the noisy rail cars as a source of annoyance and discomfort to their patients. An unsatisfactory condition of single track operation on Fountain Avenue, a narrow street on the northern end of the line, will be eliminated. Motor coach operation on the "A" line will extend beyond the present rail terminus at Alsace Avenue on Adams Boulevard to Thurman Avenue, thereby providing a through service to patrons heretofore required to transfer from a shuttle motor coach line to the rail line.

At present rail service on the "10" line is conducted over common track with other rail lines throughout its entire length except for a distance of about one and one-fourth miles on the south end and about one-half mile on the north end. Under

the proposed plan rail service is to be discontinued on the "10" line and a motor coach feeder line established at each end with transfer connection to through lines. On the southern end many of the patrons now using the "10" line will have a through rail service available at a distance of only one-quarter mile. The "10" line is located on Vernon Avenue between Dalton and Arlington Avenues, and the "9" line is located on 48th Street which runs parallel to Vernon Avenue at a distance of only one-quarter mile to the south. Spacing of two parallel rail lines at that short distance is not justified, but discontinuance of service on either one street or the other would leave an interval between east and west lines in excess of one-half mile which has been generally adhered to throughout the system where feasible. Continuation of a feeder motor coach line on Vernon Avenue is contrary to sound service standards and should be tolerated only until some more satisfactory solution to the transportation problem in that area is developed.

Discontinuance of service along that portion of the "A" line on Venice Boulevard, Burlington Avenue, Hoover Street, and 24th Street will eliminate operation over a circuitous route along narrow streets, will increase the capacity of these streets for a more free flow of automotive traffic, and will leave none of the present patrons at a distance greater than one-quarter mile from other lines of transportation. The route proposed by applicant for its motor coach operation is much more direct than that of the present rail line and is the most logical from an operating standpoint.

With establishment of a motor coach line on Exposition Boulevard as proposed by applicant the uniform half-mile spacing of parallel lines to the west of Vermont Avenue will be completed.

At the present time rail service is provided by east and west parallel lines on Jefferson Boulevard, 39th Street, and Santa Barbara Avenue. Jefferson Boulevard is located about three-quarters of a mile north of 39th Street and Santa Barbara Avenue only about three-eighths of a mile to the south. Exposition Boulevard along which applicant proposes to establish a cross-town motor coach line is midway between and parallel to Jefferson Boulevard and Santa Barbara Avenue at a distance of one-half mile from each. Lines of transportation on each of these three streets will provide ample coverage and render the 39th Street line between Vermont and Western Avenues unnecessary. The area now served by the "U" line on 39th Street will be adequately served by the lines on Exposition Boulevard and Santa Barbara Avenue, the former providing a transfer service into the central business area and the latter a through service. Recent development of the area justifies the extension, and to conform to the established standard of uniform one-half mile spacing the line should be on Exposition Boulevard.

The Mateo Street and Boyle Avenue rail shuttle lines are insufficiently patronized to justify their continued operation, and their existence results in an undesirable obstruction to the free flow of automotive traffic by restricting the useful width of the streets.

Substitution of motor coaches on the "2" line along the present rail route into the business area will adequately serve the district now served and will eliminate rails from West Third Street between Flower Street and Columbia Avenue. West Third Street is one of the principal automobile arterials to the west and elimination of rails will expedite a more free flow of traffic by removing safety zones and paving in the track area.

It is recognized that the changes proposed by applicant as discussed above will reduce the standard of service heretofore enjoyed by some of its patrons, but under ordinary circumstances a reasonable service area for a transportation line in urban service is one-half mile in width extending one-quarter mile on either side of the line. In no instance will the plan proposed by applicant impose a greater walking distance upon any of the patrons now using its service. Some patrons now enjoying through service will be required to transfer under the proposed plan, but in the interest of eliminating excess service, such transferring is not unreasonable.

In arriving at a decision in this matter consideration must be given to the economic elements involved in addition to the service and facilities. Applicant has for a number of years earned insufficient revenue to defray the normal costs of operation, fixed charges, and equipment replacement requirements. As a result many of applicant's rail cars are obsolete and unsuited to the demands of present day transportation requirements. The oldest type of equipment is used on the "A" and "10" lines for which motor coach substitution is proposed.

There is no depreciation reserve fund upon which this carrier can draw for financing of equipment replacements. Although there is a credit balance in the Depreciation Reserve account in excess of twenty millions<sup>(5)</sup> of dollars the funds represented by that figure have been largely expended to meet mortgage obligations and capital expenditures. Creation of this condition of financial insufficiency has undoubtedly been contributed to by lack of foresight on the part of the company, but the con-

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(5) Consolidated balance sheet as of February 29, 1940, attached to Supplemental Application No. 22792.

trolling elements have been largely outside the control of management.

Although there has been a rapid increase in population during the past decade in the Los Angeles area net income of applicant decreased from \$1,483,300 in 1929 to a deficit of \$381,705 in 1939, a decrease of \$1,865,005. Operating revenue decreased in excess of \$2,500,000 during that period whereas operating expenses decreased only \$164,810, depreciation \$131,432, and taxes \$46,650<sup>(6)</sup>. Under present conditions of operation payroll costs represent about fifty per cent of the total cash disbursements.

To combat this trend without further increase in fares operating economies must be resorted to and, to accomplish that end without unreasonably slashing service, all sources of unjustified duplications of service must be eliminated and advantage taken of the reduced cost of operation by substitution within reasonable limits of motor coaches for rail cars. Additional new equipment is an essential part of this rehabilitation program and its acquisition must be financed out of earnings. Motor coaches, in addition to their greater suitability to the handling of present day traffic under private ownership, may be acquired on more lenient terms of payment than can be obtained on rail car purchases. The President of the company testified that a cash down payment of one-third the purchase price was required for the last acquisition of P.C.C. type rail cars, whereas now motor coaches are available at no cash down and seven or eight years to pay.

A review of this record impels the conclusion that in

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(6) Report of Commission's Transportation Research Division submitted as Exhibit No. 40 in Case No. 4461 on October 17, 1940.

the aggregate the amended plan proposed by applicant if placed in effect will redound to the benefit of the traveling public both on mass transportation vehicles and private automobiles, and also to the financial benefit of the carrier to the extent of placing it in a better position to serve the public. Approval as expressed herein applies to the plan as a unit in the transitory stage of development of a more comprehensive rehabilitation program and is qualified to the extent of reserving the right to reconsider the detailed elements in conjunction with the development of a more extensive system-wide plan.



O R D E R

Public hearings having been held in the matter of the applications of Los Angeles Railway Corporation for permission to make certain changes in its rail and motor coach passenger service and facilities, the Commission being fully apprised in the premises, and it being found as a fact that public convenience and necessity so require:

I.

IT IS HEREBY ORDERED that a certificate be and it is hereby granted to Los Angeles Railway Corporation for the operation of automotive passenger stage service, as that term is defined in Section 2 $\frac{1}{2}$  of the Public Utilities Act, for the transportation of passengers between points within and immediately adjacent to the City of Los Angeles to be consolidated with the remainder of its operating rights, subject to the following conditions:

- (1) Written acceptance of the certificate herein granted shall be filed within a period of not to exceed thirty (30) days from the date hereof.
- (2) Said service shall commence within a period of not to exceed six (6) months from the effective date hereof.

II.

IT IS HEREBY FURTHER ORDERED that Los Angeles Railway Corporation shall operate the passenger stage service authorized under Section I above in compliance with the following regulations:

- (1) Rates of fare and rules in volume and effect shall remain unchanged from those rates and rules now in effect.
- (2) Subject to the authority of this Commission to change or modify such at any time said passenger stage operation shall be conducted over and along the following described routes:

(a) West Adams-Temple Street Motor Coach Line

Commencing at the intersection of Adams Boulevard and Thurman Avenue, thence via Adams Boulevard, Hill Street, Temple Street, Hoover Street, Clinton Street, Virgil Avenue, and Fountain Avenue to the intersection of Fountain Avenue and Kenmore Avenue.

(b) Kensington Road-Temple Street Shuttle

Commencing at the intersection of Kensington Road and Douglas Street, via Douglas Street and Edgeware Road to Temple Street, and return via the reverse thereof.

(c) East Jefferson-Coliseum Motor Coach Line

Westbound

Commencing at the intersection of 41st Street and Ascot Avenue, thence via 41st Street, Central Avenue, Jefferson Boulevard, Hoover Boulevard, Exposition Boulevard (north side), Arlington Avenue, Rodeo Road and Coliseum Street to the intersection of Coliseum Street and Crenshaw Boulevard.

Eastbound

Commencing at the intersection of Crenshaw Boulevard and Coliseum Street, thence via Coliseum Street, Rodeo Road, Exposition Boulevard (south side), Hoover Boulevard, Jefferson Boulevard, Central Avenue and 41st Street to the intersection of 41st Street and Ascot Avenue.

(d) Vernon Avenue Motor Coach Shuttle Line

Commencing at the intersection of Vernon Avenue and Leimert Boulevard, via Vernon Avenue to Hoover Street, returning via the reverse thereof.

(e) West Washington Boulevard Motor Coach Line

Commencing at the intersection of Washington Boulevard and Vinoyard Avenue, thence via Washington Boulevard and Hinos Avenue to Adams Boulevard; returning via Adams Boulevard, Thurman Avenue, and Washington Boulevard to Vinoyard Avenue.

(f) West Jefferson Motor Coach Line

Commencing at the off-street terminal on Jefferson Boulevard between Tenth and Eleventh Avenues, thence via Jefferson Boulevard to the intersection of Jefferson Boulevard and Alsace Avenue.

(g) Bolmont Avenue Motor Coach Line

Commencing at the intersection of Temple Street and Bolmont Avenue, thence via Bolmont Avenue, Loma Drive, 2nd Street, Columbia Avenue, 3rd Street, Flower Street, and 5th Street to the intersection of 5th and Hill Streets.

Return via Hill Street, 6th Street, Flower Street, 3rd Street, Columbia Avenue, 2nd Street, Loma Drive and Bolmont Avenue to the intersection of Bolmont Avenue and Temple Street.

III.

IT IS HEREBY FURTHER ORDERED that Los Angeles Railway Corporation be and it is hereby authorized to discontinue passenger service, upon not less than ten (10) days' notice to this Commission and the public, on those lines and/or portions of lines traversing routes described below, and to the extent necessary to adjust in conformity with the rules of this Commission, all passenger rate tariffs and time schedules applying thereto, upon the condition that with respect to those lines or portions of lines for which motor coach operation is to be substituted as described under Section II above, said motor coach service shall constitute the first schedule on the morning following the last night schedule of rail service.

(1) Temple Street-West Adams Boulevard  
Rail Line "A"

Commencing at the intersection of Adams Boulevard and Alsace Avenue, thence via Adams Boulevard, Normandie Avenue, 24th Street, Hoover Street, Burlington Avenue, Venice Boulevard, Hill Street, Temple Street, Hoover Street, Clinton Street, Virgil Avenue and Fountain Avenue to the intersection of Fountain Avenue and Edgemont Street.

(2) Edgware Road-Vernon Avenue Rail Line "10"

Commencing at the intersection of Vernon Avenue and Arlington Avenue, thence via Vernon Avenue, Dalton Avenue, Santa Barbara Avenue, Grand Avenue, Eleventh Street, Hill Street, Temple

Street, East Edgeware Road, and Douglas Street to the intersection of Douglas Street and Kensington Road.

(3) Belmont Avenue-Third Street Rail Line "2"

Commencing at the intersection of Central Avenue and 5th Street, thence via 5th Street, Flower Street, 3rd Street, Columbia Avenue, 2nd Street, Loma Drive, and Belmont Avenue to the intersection of Belmont Avenue and Temple Street.

(4) Vermont Avenue-Jefferson Boulevard Rail Line "K"

Commencing at the intersection of 41st Street and Ascot Avenue, thence via 41st Street, Central Avenue, Jefferson Boulevard, Vermont Avenue to the intersection of Vermont Avenue and Florence Avenue.

(5) Mateo Street Shuttle Rail Line

Commencing at the intersection of 1st Street and Santa Fe Avenue, thence via Santa Fe Avenue and Mateo Street to the intersection of Mateo Street and 7th Street.

(6) Boyle Avenue Shuttle Rail Line "4"

Commencing at the intersection of 7th Street and Boyle Avenue, thence via Boyle Avenue to the intersection of Boyle Avenue and Olympic Boulevard.

(7) Washington-Adams-Jefferson Motor Coach Line "62"

Commencing at the off-street terminal on Jefferson Boulevard between Tenth and Eleventh Avenues, thence via Jefferson Boulevard, La Brea Avenue, Adams Street, Hines Avenue and Washington Boulevard to the intersection of Washington Boulevard and Vineyard Avenue.

(8) 39th Street Branch of Vermont-Central Avenue Rail Line "U"

Along 39th Street and Donker Avenue between Western and Vermont Avenues.

IV.

IT IS HEREBY FURTHER ORDERED that Los Angeles Railway Corporation be and it hereby is authorized to abandon its tracks and facilities after discontinuance of passenger service thereon, as authorized under Section III above, along these rail lines and/or

portions of rail lines described as follows:

(1) Temple Street-West Adams Boulevard Rail Line "A"  
and Edgeware Road-Vernon Avenue Rail Line "10"

- (a) Commencing at the intersection of Adams Boulevard and Alsace Avenue, thence via Adams Boulevard, Normandie Avenue, 24th Street, Hoover Street, Burlington Avenue, Venice Boulevard, Hill Street, Temple Street, Hoover Street, Clinton Street, Virgil Avenue and Fountain Avenue to its intersection with Edgmont Street.
- (b) From the intersection of Temple Street and East Edgeware Road, via East Edgeware Road and Douglas Street to Kensington Road.
- (c) On Georgia Street between Venice Boulevard and Pico Boulevard.
- (d) Commencing at the intersection of Vernon Avenue and Arlington Avenue, thence via Vernon Avenue, and Dalton Avenue to the intersection of Dalton Avenue and Santa Barbara Avenue.

(2) Vermont Avenue-Jefferson Boulevard Rail Line "K"

Between Ascot and Central Avenues on 41st Street, between Central Avenue and McKinley Avenue on Jefferson Boulevard, and between Griffith Avenue and Main Street on Jefferson Boulevard.

(3) 39th Street Branch of Vermont Avenue-Central Avenue Rail Line "U"

Between Western and Vermont Avenues along 39th Street and Donker Avenue.

(4) Belmont Avenue-Third Street Rail Line "2"

Commencing at the intersection of 5th and Flower Streets, thence via Flower Street, 3rd Street, Columbia Avenue, 2nd Street, Loma Drive, Belmont Avenue to the intersection of Belmont Avenue and Temple Street.

(5) Mateo Street Shuttle Rail Line "M"

Commencing at the intersection of 1st Street and Santa Fe Avenue, thence via Santa Fe Avenue and Mateo Street to the intersection of Mateo Street and 7th Street.

(6) Boyle Avenue Shuttle Rail Line

Commencing at the intersection of 7th Street and Boyle Avenue, thence via Boyle Avenue to

the intersection of Boyle Avenue and Olympic Boulevard.

V.

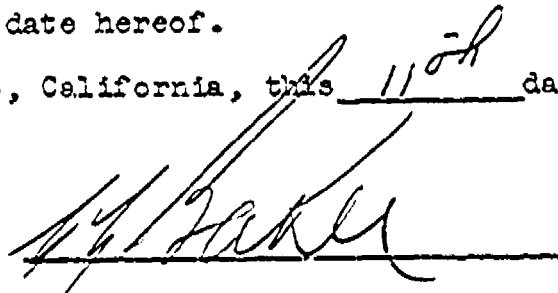
The Commission reserves the right to make such further orders in these proceedings as to it may appear just and reasonable and to revoke this authority in whole or in part if in its opinion public convenience and necessity demand such action.

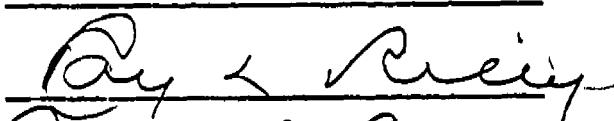
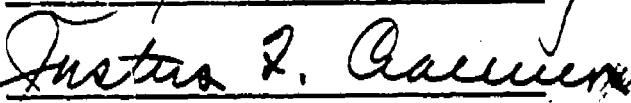
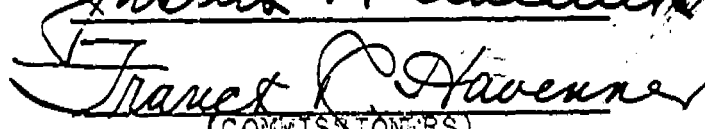
VI.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

For all other purposes the effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, this 11<sup>th</sup> day of March, 1941.



  
  
  
(COMMISSIONERS)