

Decision No. 134453

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the BAY)
 CITIES TRANSIT COMPANY, a corporation, for)
 a certificate of public convenience and nec-)
 -essity for Route No. 12-Los Angeles, Culver)
 City and Palms via Robertson Boulevard Line,) Application
 and Route No. 13-Los Angeles, Airdrome Street) No. 23919
 and Cheviot Hills Line, now operated under)
 authority of the Board of Public Utilities)
 and Transportation of the city of Los Angeles)
 and for an extension of said Route No. 12.)

In the Matter of the Application of the BAY)
 CITIES TRANSIT COMPANY, a corporation, for)
 a certificate of public convenience and nec-)
 -essity for the establishment of three new)
 routes to be known as follows:) Application
) No. 23920

- Route No. 14-Westside Village Line)
- Route No. 15-W.L.A.-Douglas Plant Line)
- Route No. 16-Rose Avenue-Washington)
 Blvd. Line.)

In the Matter of the Application of the BAY)
 CITIES TRANSIT COMPANY, a corporation, for)
 permission to reroute the following lines:) Application
) No. 23943

- Route No. 2-Wilshire Boulevard Line.)
- Route No. 4-Carlyle and Victoria Avenue)
 Line.)
- Route No. 5-Pico Boulevard & Soldiers')
 Home Line.)

In the Matter of the Application of the BAY)
 CITIES TRANSIT COMPANY, a corporation, for) Application
 a certificate of public convenience and nec-) No. 23959
 -essity for Route No. 17-Santa Monica-El)
 Segundo Line.)

HECTOR P. BAIDA, for Applicant Bay Cities Transit Company.

MAX E. UTT, for Los Angeles Motor Coach Company and Los Angeles Railway Corporation, Interested Parties.

FRANK KARR and H. O. MARLER, by H. O. Marler, for Pacific Electric Railway Company, Interested Party.

K. CHARLES BEAN, STANLEY M. LANHAM and CHARLES A. SOOTHILL, for Board of Public Utilities and Transportation of the city of Los Angeles, Interested Party.

BY THE COMMISSION:

O P I N I O N

Bay Cities Transit Company, a corporation, and applicant herein, is engaged in the automotive common carrier transportation of passengers generally in and about the cities of Santa Monica, Venice, Ocean Park, Sawtelle, West Los Angeles, Westwood (including the University of California at Los Angeles) and in the area Pico Boulevard easterly to Rimpau Boulevard, pursuant to certificates of public convenience and necessity issued by this Commission.

The instant applications, four in number, seek authority to establish and operate certain new routes as extensions and enlargements of existing services, and to reroute and extend various established routes as hereinafter more definitely referred to and described.

A public hearing in these proceedings, which were consolidated for both hearing and decision, was held in Los Angeles before Examiner McGettigan on February 25, 1941, where testimony being taken, exhibits filed, and the matters submitted, they are now ready for decision.

The granting of these applications was not protested and the interests of Pacific Electric Railway Company, Los Angeles Railway Corporation, Los Angeles Motor Coach Company and the Board of Public Utilities and Transportation of the city of Los Angeles were satisfied by the inclusion of certain operating restrictions whereupon their active participation in the proceedings ceased.

During the course of these proceedings J. E. Anderson, president of Bay Cities Transit Company, testified generally as to the nature and scope of the four applications here involved and further testified with respect to the public need, as he found it, for the various extensions, reroutings and new services proposed to be established.

Supplementing the testimony of the witness Anderson, K. Charles Bean, Chief Engineer, stated that the Board of Public Utilities and Transportation of the city of Los Angeles had approved the proposals of applicant including the restrictions heretofore referred to and which will later be detailed. Also testifying for applicant were Fred S. Bauerfeld, representing the realty firm of Fritz B. Burns, in connection with the need for service in Westside Village, L. L. Robinson, advertising manager of the West Los Angeles Independent, for the West Los Angeles area involved, John V. Thompson, welfare director for the El Segundo Plant of the Douglas Aircraft Company, and B. E. McGhee, captain of police of the same plant. In addition, the testimony of Major Thager of the El Segundo Plant of the North American Aircraft Company was stipulated as being substantially the same as that of the two witnesses just preceding. The testimony of these last three witnesses was particularly directed to the needs of the aircraft industry located in the area under discussion.

These applications are interrelated and of common interest. For the sake of clarity, however, they will be discussed separately in order of their numerical sequence, an individual finding made therein, and will thereafter be disposed of in a single decision.

Application No. 23919

This application seeks certification of certain operations of Bay Cities Transit Company referred to as routes Nos. 12 and 13, the Los Angeles, Culver City and Palms via Robertson Boulevard Line, and Los Angeles, Airdrome Street and Cheviot Hills Line, respectively, including an extension of five-tenths of a mile on the No. 12 line described. For more than five years last past both of these lines, which are within the incorporated limits of the city of Los Angeles, have been operated pursuant to and under authority of the Board of Public Utilities and Transportation of the city of Los Angeles as services independent of the other and more extensive certificated services of the applicant.

(1)

Due to a recent decision⁽¹⁾ of the Commission in re Los Angeles Railway Corporation and Pacific Electric Railway Company vs. Asbury Rapid Transit Company, applicant has determined, upon advice of counsel, to place its outstanding operations herein referred to under the jurisdiction of the Railroad Commission as a component part of and integrated with its existing services already subject to Commission jurisdiction and thereby afford the public the benefits of unified operation, including transfer privileges not now available. The extension of route No. 12 here proposed will enable the carrier to better serve a portion of Westside Village, a newly developed area beginning two blocks west of Glendon Avenue and Sepulveda Boulevard. At the present time people in this district are walking two and one-half miles to Glendon Avenue and Charnock Road. Under applicant's proposed

(1) Decision No. 33477 in Case No. 4462.

extension along Charnock Road to Sepulveda Boulevard this distance will be lessened considerably and, in addition, transfer privileges will afford better all-around facilities for travel into and out of this district.

Rates of 5 cents and 10 cents, to be assessed on a zone basis, are described in Exhibit "D" attached to the application.

Exhibit "E" attached to the application provides for and details a daily, except Sunday and holiday, scheduled service every fifteen minutes between approximately 5:30 A.M. and 7:00 P.M. with a thirty-minute headway provided between 7:00 P.M. and midnight varying slightly according to route. On Sundays and holidays a thirty-minute headway will be maintained between the hours of 6:45 A.M. and 11:45 P.M. approximately, again varying slightly as to route. No additional equipment will be required in operating this service as proposed.

The facts of record in this application establish that public convenience and necessity will be subserved by the proposal of applicant.

Application No. 23920

This application seeks to establish and operate three new routes described as follows:

- (1) No. 14-Westside Village Line
- (2) No. 15-West Los Angeles-Douglas Plant Line
- (3) No. 16-Rose Avenue-Washington Boulevard Line.

Route No. 14, as described, is proposed to serve the area between Pico Boulevard on the north, National Boulevard on

the south, Kelton Avenue on the west, and Robertson Boulevard on the east. This area comprises what is known as Westside Village, a recently developed real estate subdivision within the city of Los Angeles. This route will connect with route No. 12 at Robertson and National Boulevards and also with route No. 6, the Pico University Line, at Pico Boulevard. A 5 cent fare will be charged on this route and transfer privileges afforded as set forth in Exhibit "E" attached to the application. This operation will require additional equipment which has been arranged for. ⁽²⁾

In support of the service proposed as route No. 14, applicant presented the testimony of Fred S. Bauerfeld, sales manager of the Fritz P. Burns Company, builders of Westside Village, in addition to the witness Anderson's testimony as to the many demands and requests for the establishment of this service. Mr. Bauerfeld stated that since March, 1939 his firm had built 831 homes. These homes, built to sell at an average price of \$3300, are principally occupied by one-car families consisting of man and wife and one or two children. At least one adult member of the family requires transportation and, in addition, the rapid growth of this community has outstripped a comparable development in school facilities so that the children residing in this district are obliged to go a considerable distance for their education, thus further indicating a need for additional transportation facilities. Of the 831 homes built, approximately 680 are already occupied and the witness anticipates that the remainder will be occupied by July 1, 1941. He further testified

(2) Applicant stated that twelve new motor coaches had been purchased and delivery guaranteed at the time the instant applications were made.

that no home is built unless it is to be occupied. Here again the record shows a definite public need for a bus service and applicant's proposal would appear to satisfy this need.

Route No. 15, as proposed, will connect the West Los Angeles District of the city of Los Angeles with a direct service to the Douglas Aircraft Company plant at Clover Field in the city of Santa Monica. The residents of the area between Washington and Lincoln Boulevards in the Venice District of Los Angeles will be afforded a more direct service in a northerly direction to a business district at Lincoln Boulevard and Rose Avenue, as well as to points in Santa Monica in conjunction with the establishment of route No. 16, the Rose Avenue-Washington Boulevard Line herein referred to. In support of these last-named routes, applicant presented the testimony of L. L. Robinson, advertising manager of the West Los Angeles Independent, representing the West Los Angeles Businessmen's Association. Mr. Robinson testified that his association had been working for some time to have these services, particularly the West Los Angeles - Douglas Plant Line, established. He explained further that the proposed service, in addition to providing transportation for the greatly augmented force at the Douglas plant, would also bisect the area located below Pico Boulevard and provide the districts with a north and south service in addition to the east and west service now in effect. The importance of this north and south

(3) Pacific Electric Railway Company, Los Angeles Motor Coach Company, Bay Cities Transit Company, and the Santa Monica-Municipal Bus Line now provide service east and west.

service, according to Mr. Robinson, is that it will enable the public required to patronize common carrier transportation facilities to travel toward the district which he represents rather than being obliged to go either west to Santa Monica or east to Los Angeles in order to shop or find amusement or diversion. He further pointed out that the city of Los Angeles has now provided complete municipal government facilities in the district. In addition, the record shows that under the transfer privileges proposed by applicant, the proposed routes will provide service northerly from the West Los Angeles residential area to the University of California at Los Angeles and Emerson Junior and University High Schools, the last named two being the only high schools in the district and now accessible therefrom only by walking or private conveyance.

Mr. Thompson, in testifying with respect to the need for service to the Santa Monica Douglas plant, pointed out that the tremendous increase in the number of employees there due to national defense needs had created a bad parking problem due to congestion of traffic and lack of parking facilities, and that the establishment of bus service would definitely tend to relieve this situation by encouraging employees of the plant to patronize the bus at 5 cents each way and leave their cars home, rather than use them, pay 10 cents to park and get into traffic jams as well as having to park several blocks, at least, away from their work.

Fifteen, twenty and thirty minute headways, daily except Sundays and holidays, are proposed on these various routes as detailed in Exhibit "D" attached to the application, which also lists proposed fares. Transfer privileges are detailed in Exhibit "E" of the application and schedules to the Douglas plant will be

adjusted to suit operating conditions of the plant.

The record here adduced conclusively shows that public convenience and necessity will be subserved by the establishment and operation of these services, as proposed by applicant.

Application No. 23943

By this application Bay Cities Transit Company seeks authority to reroute its No. 2-Wilshire Boulevard Line, its No. 4-Carlyle and Victoria Avenue Line, and its No. 5-Pico Boulevard and Soldiers' Home Line as hereinafter more definitely set forth⁽⁴⁾ and subject further to certain operating restrictions to be imposed upon the last-named route.

Rerouting of the Wilshire Boulevard Line is being made

(4) This restriction is as follows:

"PART 1

"Passengers will not be handled locally between the intersection of Olympic Boulevard & Heath Avenue and the intersection of Beverly Drive & Whitworth Drive, both points inclusive, including intermediate points; nor will passengers be handled locally from or to points within the above-described restricted area to or from Robertson Boulevard & Pico Boulevard or points west thereof to and including Beverly Drive and Whitworth Drive.

"PART 2

"This restriction will not prohibit the handling of passengers locally to or from points within the restricted area between Olympic Boulevard & Heath Avenue and Beverly Drive & Whitworth Drive from or to points west thereof; nor to or from points within that restricted area from or to points east of Robertson Boulevard on Pico Boulevard. Also, this restriction will not prohibit the handling of passengers locally between the intersection of Beverly Drive & Whitworth Drive and intersection of Robertson & Pico Boulevards, nor between points in such area and points east thereof along Pico Boulevard or points west of Heath Avenue and Olympic Blvd."

at the request of the Veterans' Administration at Los Angeles. The proposed rerouting will enable applicant to enter the Administration Facilities at Wilshire Boulevard and Bonsall Avenue and leave via the San Vicente Boulevard Entrance instead of using San Vicente Boulevard for both entrance and egress as at present. Both public convenience and safety will, it is alleged, be served by the rerouting proposed and, in addition, said rerouting will comply with the Veterans' Administration request.

The Carlyle Avenue-Victoria Avenue Line rerouting is being made in the interest of public safety and comfort in that by the change proposed two greater than right angle turns on and off Georgina Avenue and a boulevard stop at Lincoln Boulevard and Georgina Avenue will be eliminated.

Rerouting of the Pico Boulevard-Soldiers' Home Line is designed to serve passengers originating west of Fox Hills Drive by carrying them to a point on Olympic Boulevard east of Spalding Drive where they may board the motor coaches of the Los Angeles Motor Coach Company and, furthermore, such passengers as may so desire will be transported to the Pico Boulevard district and, at the same time, service will be afforded to the Pico car line terminal. It is upon this route that the restriction referred to in footnote No. 4 is to be placed.

These reroutings, as restricted, appear to be in the public interest and should, therefore, be established as sought.

Application No. 23959

In this application Bay Cities Transit Company seeks authority to establish and operate an automotive service as a common carrier of passengers between the intersection of Fourth

Street and Santa Monica Boulevard and the Douglas Aircraft Company, EL Segundo Division, and North American Aviation, Inc. at El Segundo. This service is described as Route No. 17-Santa Monica-El Segundo Line and is being established primarily for the benefit of the employees of the two companies and at the request of said companies as evidenced by the testimony of John V. Thompson, and Captain B. E. McGhee, welfare director and captain of police, respectively, of the Douglas Company and as supplemented by the stipulated testimony of Major Thager of North American Aviation, Inc.

The record here shows that between 4500 and 7500 men are employed or are about to be employed by Douglas Aircraft Company. It was estimated that some 25 per cent of these employees now reside or will in the future reside in Santa Monica. Approximately 1800 men of the total employed by North American Aviation, Inc. live in Santa Monica. A considerable number of these employees require transportation to and from their work, according to the record. At the present time many of these employees are dependent for such transportation upon the use of their own automobiles or are obliged to obtain rides with fellow workers. The resulting traffic congestion plus the lack of parking facilities has created a situation which has proven unsatisfactory as well as dangerous, according to the testimony of the above-named witnesses. According to the further testimony of record, full co-operation will be afforded applicant by the companies involved who are thoroughly in favor of the establishment of this service for the relief of traffic congestion and accidents resulting therefrom as well as from the fact that sufficient parking facilities are lacking to handle the number of private automobiles now being operated. Applicant has sufficient buses to

handle this traffic which is heavy only at shift change times and its schedules are predicated upon the needs of these companies and will be altered or changed to meet the particular necessities of the plants as they arise. A one-way fare of 15 cents will be assessed and applicant also proposes to issue a 10-ride commutation ticket for \$1.25.

In the operation of this service, applicant has agreed to restrict the handling of local passengers between the intersection of Imperial Highway and Sepulveda Boulevard. (5)

Based upon the record herein the service, as restricted, appears to be in the public interest as well as being an adjunct to national defense. Applicant's request, therefore, should be granted. The following order will provide for the granting in toto of the authority herein sought by applicant.

Bay Cities Transit Company 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.

(5) The restriction reads as follows:

"Passengers will not be handled locally between the intersection of Lincoln Boulevard & Sepulveda Boulevard and the intersection of Imperial Highway & Sepulveda Boulevard, including intermediate points. This restriction will not prohibit the handling of passengers to and from points within the restricted area from and to points outside the restricted area."

O R D E R

Public hearing having been held in the above-entitled proceedings, evidence having been received, the matters having been duly submitted, the Commission now being fully advised in the premises, and it being found as a fact that public convenience and necessity so require:

IT IS ORDERED that a certificate of public convenience and necessity be and it is hereby granted to Bay Cities Transit Company for the establishment and operation of an automotive service for the common carrier transportation of passengers as a passenger stage corporation, as such is defined in section 2 $\frac{1}{2}$ of the Public Utilities Act, between

- (A) Los Angeles, Culver City and Palms, designated and described as Route No. 12;
- (B) Los Angeles, Airdrome Street and Cheviot Hills, designated and described as Route No. 13;
- (C) Robertson Boulevard and Kincardine Avenue and Westside Village, designated and described as Route No. 14;
- (D) West Los Angeles and the Douglas Aircraft Company, Clover Field, Santa Monica, designated and described as Route No. 15;
- (E) Rose Avenue and Washington Boulevard, designated and described as Route No. 16;
- (F) Intersection of Fourth Street and Santa Monica Boulevard (Santa Monica) and the Douglas Aircraft Company and North American Aviation, Inc., El Segundo, designated and described as Route No. 17, provided that passengers will not be handled locally between the intersection of Lincoln Boulevard and Sepulveda Boulevard and the intersection of Imperial Highway and Sepulveda Boulevard, including intermediate points. This restriction will not prohibit the handling of passengers to and from points within the restricted area from and to points outside the restricted area;

as extensions and enlargements of its existing services and consolidated therewith.

IT IS FURTHER ORDERED that in the operation of said passenger stage corporation service pursuant to the foregoing certificate, Bay Cities Transit Company shall comply with and observe the following service regulations:

1. File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the date hereof.
2. Subject to the authority of this Commission to change or modify such at any time by further order, conduct said passenger stage operations over and along the following described routes:

ROUTE NO. 12

LOS ANGELES, CULVER CITY AND PALMS VIA
ROBERTSON BOULEVARD LINE

Commencing at the joint terminal of the Los Angeles Railway Company and Bay Cities Transit Company at Rimpau and Pico Boulevards, thence via Pico Boulevard, Robertson Boulevard, National Boulevard, Venice Boulevard, Bagley Avenue, Featherston Drive, Tabor Street, Glendon Avenue, Charnock Road to Sepulveda Boulevard, thence returning via the same route to the point of commencement.

ROUTE NO. 13

LOS ANGELES, AIRDROME STREET AND CHEVIOT HILLS LINE

Commencing at the joint terminal of the Los Angeles Railway Company and the Bay Cities Transit Company at Rimpau and Pico Boulevards thence via Pico Boulevard to Genesee Street, Airdrome Street, Robertson Boulevard, Pico Boulevard, Motor Avenue, Manning Avenue, Ayers Avenue, Overland Avenue, Pico Boulevard, thence returning via Manning Avenue, Motor Avenue, Pico Boulevard, Robertson Boulevard, Airdrome Street, Genesee Street, Pico Boulevard to the said joint terminal.

ROUTE NO. 14

WESTSIDE VILLAGE LINE

Commencing at the intersection of Robertson Boulevard and Kincardine Avenue, thence via Robertson Boulevard, National Boulevard, Rose Avenue, Overland Boulevard (jog approximately 200 feet) Rose Avenue, Kelton Avenue, National Boulevard, Overland Avenue to Pico Boulevard, returning via Pico Boulevard, Manning Avenue, Ayers Avenue, Overland Avenue, National Boulevard, Kelton Avenue, Rose Avenue, Overland Avenue, Rose Avenue, National Boulevard, Livonia Avenue, Kincardine Avenue to Robertson Boulevard, the point of commencement.

ROUTE NO. 15

WEST LOS ANGELES - DOUGLAS PLANT LINE

Commencing at the intersection of Sawtelle and Santa Monica Boulevards in the city of Los Angeles, thence via Sawtelle Boulevard, Pico Boulevard, Gateway Boulevard, Ocean Park Boulevard (Los Angeles), Centinela Avenue, Ocean Park Boulevard (city of Santa Monica), Twenty-ninth Street, Pearl Street, Twenty-eighth Street to Ocean Park Boulevard, thence returning via Ocean Park Boulevard (Santa Monica), Centinela Avenue, Ocean Park Boulevard (Los Angeles), Gateway Boulevard, Pico Boulevard, Sawtelle Boulevard, Santa Monica Boulevard, Beloit Avenue, Massachusetts Avenue, Sawtelle Boulevard to Santa Monica Boulevard, the point of commencement.

ROUTE NO. 16

ROSE AVENUE - WASHINGTON BOULEVARD LINE

Commencing at the intersection of Rose Avenue and Lincoln Boulevard, thence via Lincoln Boulevard, Elm Street, Walnut Avenue to Washington Boulevard and returning via Washington Boulevard, Lincoln Boulevard, Flower Avenue, Seventh Avenue, Rose Avenue to Lincoln Boulevard, the point of commencement.

ROUTE NO. 17

SANTA MONICA - EL SEGUNDO LINE

Commencing at the intersection of Fourth Street and Santa Monica Boulevard (city of Santa Monica) thence via Santa Monica Boulevard, Ocean Avenue, Pico Boulevard, Main Street, Rose Avenue, Lincoln Boulevard, Sepulveda Boulevard, Imperial Highway, to the entrances of the Douglas Aircraft Company, Inc., El Segundo Division, and North American Aviation, Inc., at El Segundo (city of El Segundo), thence returning via the same route in the reverse direction.

3. File, in triplicate, and concurrently make effective within a period of not to exceed sixty (60) days from the effective date of this order, on not less than five (5) days' notice to the Commission and the public, a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates, rules and regulations which in volume and effect shall be identical with the proposed rates, rules and regulations shown in the exhibits attached to the applications herein, in so far as they conform to the certificate herein granted, or rates, rules and regulations satisfactory to the Railroad Commission.

4. File, in triplicate, and make effective within a period of not to exceed sixty (60) days from the effective date of this order, on not less than five (5) days' notice to the Commission and the public, time schedules covering the service herein authorized in a form satisfactory to this Commission.

IT IS FURTHER ORDERED that Bay Cities Transit Company and it hereby is authorized to operate its No. 2-Wilshire Boulevard Line, No. 4-Carlyle and Victoria Avenue Line, and No. 5-Pico Boulevard and Soldiers' Home Line over and along the following routes in lieu of any and all existing routes for said lines:

ROUTE NO. 2

WILSHIRE BOULEVARD LINE

Commencing at the intersection of Speedway and Pier Avenue; thence via Pier Avenue, Main Street, Hill Street, Fourth Street, Wilshire Boulevard, Bonsall Avenue, through grounds of the Veterans' Administration Facility (as may be directed by said Facility); returning via San Vicente Boulevard, Wilshire Boulevard, Fourth Street, Hill Street, Main Street, Kinney Street, Speedway to Pier Avenue, the point of beginning.

ROUTE NO. 4

CARLYLE AND VICTORIA AVENUE LINE

Commencing at Pico Boulevard and Twentieth Street in the city of Santa Monica, thence via Twentieth Street, Montana Avenue, Twenty-sixth Street, San Vicente Boulevard,

Twenty-fifth Street, Carlyle Avenue, Ninth Street, San Vicente Boulevard, Fourth Street, Hill Street, Main Street, Venice Way (Venice District of the city of Los Angeles) Pacific Avenue, Windward Avenue, Riviera Avenue, Westminster Avenue, Washington Boulevard, Rialto Avenue, Electric Avenue, Venice Boulevard, Victoria Avenue, Walgrove Avenue to Venice Boulevard; returning via Venice Boulevard, Glencoe Avenue, Victoria Avenue, Venice Boulevard, Electric Avenue, Rialto Avenue, Washington Boulevard, Westminster Avenue, Riviera Avenue, Venice Way, Pacific Avenue, Windward Avenue, Main Street, Hill Street, Fourth Street, San Vicente Boulevard, Ninth Street, Carlyle Avenue, Twenty-fifth Street, San Vicente Boulevard, Twenty-sixth Street, Montana Avenue, Twentieth Street, Virginia Avenue, Twenty-first Street, Pico Boulevard to Twentieth Street, the point of commencement.

ROUTE NO. 5

PICO BOULEVARD AND SOLDIERS' HOME LINE

Commencing at the intersection of Pico Boulevard and Rimpau Boulevard, thence via Pico Boulevard, Beverly Drive, Olympic Boulevard, Sawtelle Boulevard to and through the Veterans' Administration Facility (as may be directed by said Facility), returning via Sawtelle Boulevard, Olympic Boulevard, Beverly Drive, Pico Boulevard to the point of commencement; provided that (1) passengers will not be handled locally between the intersection of Olympic Boulevard and Heath Avenue and the intersection of Beverly Drive and Whitworth Drive, both points inclusive, including intermediate points; nor will passengers be handled locally from or to points within the above-described restricted area to or from Robertson Boulevard and Pico Boulevard or points west thereof to and including Beverly Drive and Whitworth Drive; and (2) this restriction will not prohibit the handling of passengers locally to or from points within the restricted area between Olympic Boulevard and Heath Avenue and Beverly Drive and Whitworth Drive from or to points west thereof; nor to or from points within that restricted area from or to points east of Robertson Boulevard on Pico Boulevard. Also, this restriction will not prohibit the handling of passengers locally between the intersection of Beverly Drive and Whitworth Drive and intersection of Robertson and Pico Boulevard, nor between points in such area and points east thereof along Pico Boulevard or points west of Heath Avenue and Olympic Boulevard.

The above rerouting authority is made subject to the filing of a time schedule in triplicate on at least ten (10) days'

notice to the Commission and the public.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 25th day of March, 1941.

W. L. Baker
Ray L. Rivington

Justin F. Caserman
Frank R. Havenner
COMMISSIONERS