

ORIGINAL

Decision No. 34358

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of ORIGINAL STAGE LINE, INC., for permission and authority to change the route and terminus of applicant's Los Angeles-Burbank-San Fernando Division. ) Application No. 22865

In the Matter of the Application of PASADENA-OCEAN PARK STAGE LINE, INC., for permission and authority to change the route and terminus of applicant's Los Angeles-Pasadena-Mt. Wilson Division. ) Application No. 22866

WARE & BEROL and BART F. WADE, by Wallace L. Ware, for Applicants.

S. M. HASKINS, General Counsel, by WOODWARD M. TAYLOR, General Attorney, and MAX E. UTT, for Los Angeles Railway Corporation, Protestant.

FRANK KARR and C. W. CORNELL, for Pacific Electric Railway Company, Protestant.

RAY L. CHESEBRO, City Attorney, by FREDERICK VAN SCHRADER, Assistant City Attorney, for the City of Los Angeles, Protestant.

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

C. W. McINERNEY and D. C. FREEMAN, for the City of Santa Monica, Interested Party.

DAIM STURGES, for Downtown Businessmen's Association, Interested Party.

H. P. LESTER, In Propria Persona, Interested Party.

HECTOR P. BAIDA, for Bay Cities Transit Company, Interested Party.

RILEY, Commissioner:

O P I N I O N

By the above-numbered applications, as amended, Asbury

(1)  
Rapid Transit System seeks authority to reroute a portion of both its Los Angeles-Burbank-San Fernando and Los Angeles-Pasadena-Mt. Wilson Divisions, respectively, via Hill Street in the City of Los Angeles to a new off-street terminal located on the west side of Hill Street between Ninth Street and Olympic Boulevard, instead of to its present terminus at Fifth and Los Angeles Streets.

Applicant alleges that the authority sought is necessary in the public interest in order to utilize and enjoy all of the advantages of the off-street terminal facilities above referred to and further alleges that better compliance with the traffic program and plans of the City of Los Angeles will result from a granting of the rerouting sought. In addition, Asbury Rapid Transit System expects to realize a saving of some \$300 per month if permitted to make the route and terminus changes here sought.

Public hearing in these applications, on a common record, was had, the matters duly submitted, and they are now ready for decision.

Los Angeles Railway Corporation, Pacific Electric Railway Company and the City of Los Angeles protested the granting of these applications.

An important matter to be considered in the determination of these matters is the effect that would result if the applications were granted and the proposed plans put into effect with respect to adding some 48 motor coach trips per day to the

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(1) Successor in interest to Original Stage Line, Inc. and Pasadena-Ocean Park Stage Line, Inc., original applicants of record.

already congested rail and motor vehicle highway conditions along Hill Street. Another phase of the record which came in for considerable discussion is that of the competitive condition that would obtain between Los Angeles Railway Corporation, Pacific Electric Railway Company and Asbury Rapid Transit System services should the application be granted.

It further appears that the City of Los Angeles, through its Board of Public Utilities and Transportation, together with the Los Angeles Traffic Association and the Central Business District Association, are opposed to the reroutings sought in view of the congested traffic conditions existing upon Hill Street. It appears that there are pending surveys and investigations looking toward a further and more permanent solution of the transportation problem. Specifically, reports from these bodies state that the reroutings of the San Fernando and Mt. Wilson coach lines as proposed herein do not conform to nor fit in to the best advantage with the Los Angeles Transportation Engineering Board's recommendations and plans for the downtown transit arrangements as given in the Board's published report entitled "A Transit Program for the Los Angeles Metropolitan Area," dated December 1939.

Full Consideration of the record leads to a conclusion that these applications should be denied without prejudice pending a more complete and conclusive determination of the basic problem here present, i.e. traffic conditions and the remedies therefor applicable to Hill Street.

The following form of order is recommended.

O R D E R

Public hearing having been had in the above-entitled

matters, evidence having been received, the matter having been submitted, and the Commission now being fully advised,

IT IS ORDERED that Applications Nos. 22865 and 22866 be and they hereby are denied without prejudice.

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

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.

Dated at San Francisco, California, this 1<sup>st</sup> day of

July, 1941.

[Signature]  
[Signature]  
[Signature]  
[Signature]  
Commissioners.