

ORIGINAL

Decision No. 34834

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application of
W. B. McLERAN, d.b.a. McLERAN TRANSIT
COMPANY, for certificate of public
convenience and necessity to operate
as a common carrier between Los Angeles
and Swartout, California.

}
Supplemental
Application No. 24171

BY THE COMMISSION:

SECOND SUPPLEMENTAL OPINION AND ORDER

By a supplemental application filed on October 29, 1941, W. B. McLeran doing business as McLeran Transit Company, seeks authority (1) to abandon and discontinue the operation of two passenger terminals in the city of Los Angeles and substitute five new terminals in lieu thereof, and (2) to cancel certain authorized routes and substitute seven new routes for the transportation of persons and their baggage between Los Angeles, on the one hand, and Big Pines (Swartout) on the other hand.⁽¹⁾

(1) By Decision No. 34359, as amended by Decision No. 34574, in the above-entitled proceeding, the applicant was authorized to operate as a passenger stage corporation for the transportation of persons and their baggage between Los Angeles, on the one hand, and Big Pines (Swartout), on the other hand, regularly between June 15 and September 15 each year with on-call service during other months of the year. Big Pines is also known as the "Los Angeles County Playground" and is located on California State Highway No. 2 about 73 miles northeast of Los Angeles. The camp is a vacation resort for school children and boy scouts during the summertime, and a winter sports area during the winter months.

As justification for the proposed change in terminal location and the inauguration of new routes of operation the applicant alleges that it desires to eliminate inconvenience now experienced by the travelling public due to the inaccessibility of present terminals and routes to places of assembly now maintained in Los Angeles by school, social and fraternal organizations which patronize the Big Pines resorts. Applicant seeks to provide terminals at points located on the premises of each one of the major organizations using his services and thereby eliminate unnecessary travel by patrons and their children through traffic congested areas of the city of Los Angeles. ⁽²⁾ The existing terminals sought to be abandoned are located at Washington and Vermont Streets and at Beverly Boulevard and La Brea Avenue. The proposed new terminals, five in all, would be located as follows:

1. Sunset Boulevard and Vermont Avenue
2. Venice Boulevard and Kenmore Avenue
3. 12th Street and Maple Avenue
4. 6th Street and Gladys Avenue
5. 2nd and Hill Streets

The new routes proposed by the applicant would provide direct routes from the terminals (assembly points) to Big Pines camps and eliminate the necessity for carrying passengers about town from one point to another in order to make up a full bus load. Two of the new routes classified as A and B respectively are proposed to be operated on Saturdays and Sundays during the regular summer vacation period from June 15 to September 15, inclusive. Routes C, D, E, F, and G would be operated only in

(2) Among the various organizations whose convenience is sought to be served are the Boy Scouts of America, Catholic Youth Organization, All Nations Boys Club, and Catholic Daughters Organization.

connection with the "on-cell" schedules during other months of the year when group reservations are made for passengers at one or the other of the five designated terminals.

The Board of Public Utilities and Transportation of the city of Los Angeles held a meeting on October 3, 1941, at which time the applicant presented to the Board for approval a comprehensive report of necessary changes in internal routing and proposed new routes to be operated by him within the city of Los Angeles as a part of the through service between Los Angeles and Big Pines. On November 4, 1941, the Board informed the applicant that it had approved the establishment of the proposed routes and terminals with the understanding that they were to be substituted for routes and terminals presently authorized by this Commission.

There is no other passenger stage corporation or other common carrier now performing similar service between the points here involved and the suggested amendments of applicant's operative authority appear to be of a kind which do not require a public hearing. The Commission is of the opinion and finds that public convenience and necessity will be served by the adoption of the applicant's proposal and that the application should be granted.

O R D E R

Based upon the foregoing opinion and finding that public convenience and necessity so require,

IT IS ORDERED that W. B. McLeran, doing business as

McLeran Transit Company be and he is hereby authorized to discontinue and abandon the operation of passenger terminals located at Washington and Vermont Streets, and at Beverly Boulevard and La Brea Avenue, respectively, in the city of Los Angeles, and he is hereby authorized to establish and maintain passenger terminals at the following designated locations:

1. Sunset Boulevard and Vermont Avenue -
(Filling station)
2. Venice Boulevard and Kenmore Avenue -
(Private parking lot,
C. Y. O. Building)
3. 12th and Maple Avenue - (Parking lot -
Bendix Building
Boy Scouts of America)
4. 6th and Gladys Avenue - (All Nations
Boys Club)
5. 2nd and Hill Streets - (Parking lot, rear
Union League Building
Catholic Daughters Organization)

IT IS FURTHER ORDERED that sub-paragraph (2) of the second ordering paragraph of Decision No. 34359, as amended by Decision No. 34574, in the above numbered proceeding, be and it is hereby cancelled, revoked and annulled and the following is hereby substituted in lieu thereof:

- "(2) Subject to the Commission's right to change said routes at any future time, the passenger stage operations herein authorized shall be conducted over and along the following routes:

Regular routes
Saturdays and Sundays - June 15 to September 15.

Route "A"

Beginning at the intersection of Sunset Boulevard and Vermont Avenue; thence via Vermont Avenue; thence to Venice Boulevard; thence to Kenmore Avenue; thence via Venice Boulevard and 16th Street; thence to Maple Avenue; thence to 12th Street, thence to San Pedro Street; thence to 6th Street; thence to Gladys Avenue; thence to 7th Street; thence to San Pedro Street; thence to 2nd Street; thence to Hill Street; thence to First Street; thence to Los Angeles Street; thence to Aliso Street; thence to Lyon Street; thence to Macy Street; thence to Garvey Avenue; thence to Citrus Street (Covina); thence to Gladstone Avenue; thence to Moreno Avenue; thence to Foothill Boulevard (Highway 66); thence to Sierra Avenue; thence to Lytle Creek Road; thence to Kendall Drive; thence to Cajon Junction; thence to Big Pines over Cajon Canyon Road to Swartout; and return over the same route in the reverse direction; to Macy Street; thence to Lyon Street; thence to Aliso Street; thence to Los Angeles Street; thence to 2nd Street; thence to Hill Street; thence to 1st Street; thence to Weller Street; thence to San Pedro Street; thence to 6th Street; thence to Gladys Avenue, thence to 7th Street; thence to San Pedro Street; thence to 12th Street; thence to Maple Avenue; thence to 16th Street Venice Boulevard; thence to Kenmore Avenue; thence via Venice Boulevard; to Vermont Avenue; thence to Sunset Boulevard to point of beginning; or over alternate route 'B' next described.

Route "B"

Beginning at the intersection of Sunset Boulevard and Vermont Avenue; thence via Vermont Avenue; thence to Venice Boulevard; thence to Kenmore Avenue; thence via Venice Boulevard and 16th Street; thence to Maple Avenue; thence to 12th Street; thence to San Pedro Street; thence to 6th Street; thence to Gladys Avenue; thence to 7th Street; thence to San Pedro Street; thence to 2nd Street; thence to Hill Street thence to Temple Street; thence to Virgil Avenue; thence to Sunset Boulevard; thence to Highland Avenue; thence to Cahuenga Pass; thence to Lankershim Boulevard; thence to San Fernando Road; thence to Weldon Creek Bridge; thence via Mint Canyon Road; to Avenue "T" (Palmdale); thence to Pear Blossom Highway; thence to Cajon Canyon Road to Swartout and return over the same route in reverse direction to Virgil Avenue; thence to Temple Street; thence to Main Street; thence to Market Street; thence to Los Angeles Street; thence to Second Street; thence to Hill Street; thence to First Street; thence to Weller Street; thence to San Pedro Street; thence to 6th Street; thence to Gladys Avenue; thence to 7th Street; thence to San Pedro Street; thence to 12th Street; thence to Maple Avenue; thence to 16th Street Venice Boulevard; thence to Kenmore Avenue; thence via Venice Boulevard; to Vermont Avenue; thence to Sunset Boulevard to point of beginning; or over alternate route 'A' above described.

On-Call Routes

Route "C"

Beginning at parking lot in rear of Union League Building (Catholic Daughters Organization); 2nd Street and Hill Street; thence via Hill Street; to Swartout over route 'A' or 'B' and return over route 'B' in reverse direction; to Temple Street; thence to Main Street; thence to Market Street; thence to Los Angeles Street; thence to 2nd Street; thence to Hill Street to point of beginning, or over route 'A' in reverse direction; to Los Angeles Street; thence to Second Street; thence to Hill Street to point of beginning.

Route "D"

Beginning at the intersection of East 6th Street and Gladys Avenue (All Nations Boys Club); thence via Gladys Avenue; thence to 7th Street; thence to San Pedro Street; thence to Swartout over route 'A' or 'B' and return over route 'A' or 'B' in reverse direction to San Pedro Street; thence to East 6th Street; thence to Gladys Avenue to point of beginning.

Route "E"

Beginning at the parking lot in rear of Bendix Building (Boy Scouts) 12th Street and Maple Avenue; thence via 12th Street; thence to San Pedro Street; thence to Swartout over route 'A' or 'B' and return over route 'A' or 'B' in reverse direction to San Pedro Street; thence to 12th Street; thence to Maple Avenue; to point of beginning.

Route "F"

Beginning at the parking lot in rear of C.Y.O. Building (Catholic Youth Organization Building); Venice Boulevard and Kenmore Avenue; thence via Venice Boulevard and 16th Street; thence to San Pedro Street; thence to Aliso Street; thence to Lyon Street; thence to Macy Street; thence to Swartout over route 'A' or via Vermont Avenue to Sunset Boulevard; thence to Highland Avenue; thence to Swartout over route 'B' and return in reverse direction on route 'B' to Highland Avenue; thence to Sunset Boulevard; thence to Vermont Avenue; thence to Venice Boulevard; thence to Kenmore Avenue to point of beginning; or return in reverse direction of route 'A' to Macy Street; thence to Lyon Street; thence to Aliso Street; thence to San Pedro Street; thence to 16th Street Venice Boulevard; thence to Kenmore Avenue to point of beginning.

