

Decision No. 35967

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the
LOS ANGELES RAILWAY CORPORATION for
permission to temporarily discontinue
service heretofore operated by its "10"
Rail Line and to divert traffic to other
lines operating on the same streets.

) ORIGINAL
)
) Application No. 25344
)
)

BY THE COMMISSION:

O P I N I O N

By its application in this matter, Los Angeles Railway Corporation seeks authority to suspend for the duration of the present war emergency the operation of through street railway service over its "10" rail line; and to continue service over the same route by means of other street car lines now operating over the major part of this route, and by means of shuttle service between points not now served by other lines. At present, through service is provided during the daytime, on week days only. Thus this application would make effective at all times the service now provided at night and during Sundays and holidays. The "10" rail line operates over the following route:

"Commencing at the intersection of Vernon Avenue and Arlington Avenue, thence via Vernon Avenue, Dalton Avenue, Santa Barbara Avenue, Grand Avenue, 11th Street, Hill Street, Temple Street, East Edgeware Road and Douglas Street to the intersection of Douglas Street and Kensington Road."

As stated, through service is conducted over this line during the daytime, on week days only. After 7:00 p.m. on week days and during Sundays and holidays, two short shuttle lines are operated one from the intersection of Temple Street and East Edgeware Road over the latter street, and Douglas Street to its intersection with Kensington Road; and the other, from the intersection of Dalton and

Santa Barbara Avenues, via Dalton Avenue and Vernon Avenue to its intersection with Arlington Avenue. Over that part of the route lying between these two shuttle lines, service is provided by other existing rail lines on the same streets. From the intersection of Temple Street and East Edgeware Road to the intersection of 11th and Hill Streets, service is provided by applicant's line "A"; from the intersection of 11th and Hill Streets to the intersection of 11th and Grand Avenue, service is provided by line "W"; from the intersection of 11th Street and Grand Avenue to the intersection of Grand Avenue and Pico Boulevard, service is provided by line "J"; from the intersection of Grand Avenue and Pico Boulevard to the intersection of Grand Avenue and Jefferson Boulevard, service is provided by lines "9" and "J"; from the intersection of Grand Avenue and Jefferson Boulevard to the intersection of Santa Barbara Avenue and Hoover Street, service is provided by lines "5," "F" and "9"; and along Santa Barbara Avenue from Hoover Street to Dalton Avenue, service is provided by line "5." It is now proposed that this service be extended to include the daylight period as well. The shuttle line on East Edgeware Road will be designated as the "Edgeware Shuttle Line," and that on Vernon Avenue and Dalton Avenue as "Vernon Avenue Shuttle Line."

As a result of these changes, five one-man street cars will be released for use in other more necessary services. Because of the discontinuance of applicant's Figueroa Street Motor Coach Line No. 49, for which permission is sought by applicant's 48th Supplemental Application No. 19179, these cars are essential to augment the service provided by the "7" rail line so that it may carry the passengers diverted from that bus line. An annual saving of 42,704 car hours, and 442,868 car miles, will also be accomplished. From a statement accompanying the application (Exhibit "B") it

appears that, during off-peak hours, the seating capacity of the cars used substantially exceeds the number of passengers carried.

In our opinion the changes sought are in conformity with the directives of the Office of Defense Transportation of the Federal Government requiring the conservation and more efficient use of tires and equipment. Applicant, therefore, will be authorized for the duration of the present war emergency to discontinue service over the present "10" rail line, and to effect the changes sought. No public hearing appears to be necessary.

O R D E R

Application having been made as above-entitled; and the Commission now finding that the public interest so requires:

IT IS ORDERED as follows:

(1) That subject to the authority of the Commission, at any time, to change or modify by further order the authority herein granted, applicant Los Angeles Railway Corporation is hereby authorized (a) to suspend service over its present "10" rail line between the intersection of Temple Street and East Edgeware Road, and the intersection of Santa Barbara and Dalton Avenues; (b) to provide service over that portion of the route, where service has been suspended, by means of existing rail lines; (c) to operate a shuttle service, to be known as the "Edgeware Shuttle Line," from the intersection of Temple Street and East Edgeware Road and via Edgeware Road, and Douglas Street to its intersection with Kensington Road; and (d) to operate a shuttle service, to be known as the "Vernon Avenue Shuttle Line," from the intersection of Douglas Street

and Santa Barbara Avenues, via Dalton Avenue and Vernon Avenue to the intersection of Vernon and Arlington Avenues.

Such authority is granted subject to the following conditions:

- (1) Applicant shall give public notice of the suspension authorized herein by posting notices in all cars operating over the line involved, and at all stations affected, not less than five (5) days before such suspension becomes effective.
- (ii) Applicant shall, within thirty (30) days after the expiration of the five-day period last referred to, advise the Commission, in writing, of the suspension herein authorized and of compliance with the conditions thereof.

(2) That jurisdiction herein shall be and it is hereby reserved by the Commission to make such further order or orders in this proceeding as the Commission in its discretion may deem just and proper.

The effective date of this order shall be the date hereof.

Dated at Los Angeles, this 18th day of November, 1942.

Paul W. Kifer

W. H. Baker

Francis R. Havenner

Richard C. Clarke
COMMISSIONERS