

Decision No. 35993

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )	
PACIFIC ELECTRIC RAILWAY COMPANY, a )	
corporation, for an in lieu certifi- )	Application No. 17984
cate of public convenience and )	56th Supplemental
necessity. )	

C. W. CORNELL, for applicant.

H. S. PAYNE, for Board of Public Utilities  
and Transportation of the City of Los  
Angeles.

BY THE COMMISSION:

**ORIGINAL**

O P I N I O N

Pacific Electric Railway Company, in the above-entitled application, requests authority to make certain re-routings on three of its motor coach lines in order to provide service to and from two war industry plants and to correct what it regards as an undesirable operating condition.

A public hearing was held before Examiner Gannon at Los Angeles on October 19, 1942 and the matter was submitted.

I

LOS ANGELES-SANTA ANA LINE

Under authorization granted in Decision No. 32167 applicant now operates a motor coach service between Los Angeles and Santa Ana via Anaheim-Telegraph Road, Paramount Boulevard to Downey, and Firestone Boulevard to Norwalk and beyond. It is proposed to route certain trips on this operation so as to afford service between the Vultee Aircraft Plant, located on Lakewood

Boulevard approximately one mile south of Firestone Boulevard at Downey, and the cities of Santa Ana, Orange, Anaheim, Fullerton, Buena Park and Norwalk. This would be accomplished by establishing an alternate route for certain trips from the intersection of Firestone Boulevard and Lakewood Boulevard, south on Lakewood Boulevard to Imperial Highway, east on Imperial Highway to Firestone Boulevard, and returning over Imperial Highway to Cerritos Avenue, thence north to Firestone Boulevard. Applicant is now authorized to operate over Lakewood Boulevard under authority of Decision No. 33688.

Only trips to serve the shift changes at Vultee Aircraft Plant will be operated over the alternate route. Fares applying between Santa Ana and Downey and intermediate points will be applied to the Vultee plant. The proposed diversion will afford transportation service to over 500 employees of the Vultee plant living in the area to be served. There was no protest against this proposed change.

A slight change of route is also proposed in Buena Park on the Los Angeles-Santa Ana Line to avoid a bad operating condition. Instead of crossing Firestone Boulevard, a heavily traveled state highway, in a diagonal direction, the proposed routing would direct the buses in an easy turn with the flow of traffic. Only two short blocks are involved and the change would result in no inconvenience to passengers. No opposition appeared against this change.

## II

### NORTH HOLLYWOOD MOTOR COACH LINE

Applicant operates a motor coach service commencing at the intersection of Lankershim and Cahuenga Boulevards, Universal

City, north on Lankershim, west on Victory, north on Whitsett, east on Vanowen, and south on Lankershim to Victory. These four streets thus form a rectangular loop, divided in the center by Laurel Canyon Boulevard running north and south. The Bendix Aviation plant, which it is proposed to serve, is located just east of Lankershim Boulevard and Sherman Way, at North Hollywood, and employs in excess of 800 men. The present schedule does not permit of an operation around the entire loop and to Sherman Way, hence applicant proposes to route trips serving the Bendix plant via Laurel Canyon Boulevard instead of Whitsett Avenue.

This arrangement would permit of one morning and one evening schedule to the Bendix plant, co-ordinated in such a manner as to get the employees to and from work at the required hours. These trips would alternate around the smaller "loop," the morning trip going south on Laurel and the afternoon trip going north, but both serving the plant. Connection is made by both trips at Universal City with rail service from and to Los Angeles and Hollywood. No additional fares are involved. Applicant also proposes to route its regular North Hollywood Line service around the Victory-Whitsett-Vanowen-Lankershim Boulevard loop counter-clockwise during the morning hours and clockwise during the afternoon hours. Some objection was voiced to this change on the ground that the area around Whitsett Avenue was rapidly building up. In our opinion both these changes are in the interest of better service to the public.

### III

#### VAN NUYS-SAN FERNANDO MOTOR COACH LINE

As part of its Van Nuys-San Fernando Line applicant operates north on Van Nuys Boulevard to Parthenia Street, west on

Parthenia Street to Sepulveda Boulevard, north on Sepulveda to Brand Boulevard to San Fernando Road in the city of San Fernando. It is proposed, in the present application, to re-route the southerly portion of said operation over Vanowen Street and Sepulveda Boulevard, and discontinue service on that portion of the present route along Van Nuys Boulevard and Parthenia Street. In other words, it is proposed to abandon that portion of the present route between the intersection of Parthenia Street and Sepulveda Boulevard and the intersection of North Sherman Way and Van Nuys Boulevard.

It appears from the application that in the entire area covered by portion of the present route proposed to be abandoned there are approximately 300 houses, and that the area consists primarily of farms, while in the territory adjoining the proposed new route there are in excess of 1000 dwellings. A small number of passengers will be inconvenienced by the re-routing and of these at least one half will have service available by walking one-half mile. Moreover, a substantially larger number of homes will be benefited than will be inconvenienced.

Some opposition developed to the granting of the proposed abandonment of service on Van Nuys Boulevard and Parthenia Streets. Witnesses generally protested the change on the ground of greater inconvenience in reaching the bus line on Sepulveda Boulevard.

The record shows that this particular re-routing was considered recently at a meeting of the Board of Public Utilities and Transportation of Los Angeles and was approved by that body.

The changes proposed in this application will afford transportation facilities to a large number of employees of two highly essential war industries, and will provide service to an area undergoing rapid growth.

It is concluded from this record that the changes are in the public interest and the application will therefore be granted.

ORDER

Application having been made as above-entitled, a public hearing having been had, the matter having been duly submitted, and the Commission being now fully advised;

IT IS ORDERED:

(1) That Pacific Electric Railway Company, a corporation, is hereby authorized, in the operation of its Los Angeles-Santa Ana Line, as established by Decision No. 32167, dated July 18, 1939, to establish an alternate route for certain trips over and along the following route:

From the intersection of Firestone Boulevard and Lakewood Boulevard, south on Lakewood Boulevard to Imperial Highway; thence east on Imperial Highway to Firestone Boulevard; returning via Imperial Highway to Cerritos Avenue, thence north on Cerritos Avenue and Lakewood Boulevard to Firestone Boulevard.

That Pacific Electric Railway Company is authorized to route its motor coaches outbound via Firestone Boulevard to Whitaker Avenue; thence east on Whitaker Avenue and regular route; operating inbound in the reverse thereof.

That Pacific Electric Railway Company is authorized to abandon that portion of its present route between the intersection of Whitaker Avenue and Firestone Boulevard and the intersection of Grand Avenue and Firestone Boulevard on Whitaker Avenue and Grand Avenue.

(2) That Pacific Electric Railway Company is hereby authorized, in the operation of its North Hollywood Coach Line as established in Decision No. 30599, dated February 7, 1935, to operate one morning trip from Universal City via Lankershim Boulevard to Sherman Way, returning via Lankershim Boulevard, Vanowen Street, Laurel Canyon Boulevard, Victory Boulevard and Lankershim Boulevard to Universal City; likewise to operate one afternoon trip from Universal City via Lankershim Boulevard, Victory Boulevard, Laurel Canyon Boulevard, Vanowen Street and Lankershim Boulevard to Sherman Way, returning, via Lankershim Boulevard to Universal City.

That Pacific Electric Railway Company is authorized to route its regular North Hollywood Line service around the Victory-Whitsett-Vanowen-Lankershim loop counter-clockwise during the morning hours and clockwise during the afternoon hours.

(3) That that portion of the order in paragraph V, in Decision No. 30599, reading as follows:

Commencing at Calvert Street and Van Nuys Boulevard, in Van Nuys, north on Van Nuys Boulevard to Parthenia Street, west on Parthenia Street to Sepulveda Boulevard, north on Sepulveda Boulevard to Brand Boulevard; thence over Brand Boulevard to San Fernando Road in the city of San Fernando.

be, and it hereby is, deleted, and in lieu thereof is inserted the following:

Commencing at Vanowen Street and Van Nuys Boulevard, in Van Nuys, via Vanowen Street, Sepulveda Boulevard and Brand Boulevard to San Fernando Road, city of San Fernando.

This authorization is subject to the following conditions:

1. Applicant shall give the public at least ten (10) days' notice of the abandonment authorized herein by posting notices on all coaches operating on the line involved and at all stations affected.
2. Applicant shall, within thirty (30) days after the expiration of the ten day period hereinabove referred to, advise the Commission in writing of the abandonment herein authorized and of compliance with the conditions thereof.

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

Dated at San Francisco, California, this 1st day of December, 1942.

Justus F. Coe  
J. F. Baker  
Francis D. Havenner  
Richard K. Ketchum  
COMMISSIONERS