

ORIGINAL

Decision No. 35998

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
the LOS ANGELES RAILWAY CORPORATION )  
for an in lieu certificate for its )  
motor coach lines. )

Application No. 19179  
Forty-Eighth Supplemental  
(Temporary rerouting and changes  
of service during War Emergency  
of certain motor coach lines,  
as follows: Eagle Rock Motor  
Coach Line No. 45; East 9th  
Street-Whittier Boulevard Motor  
Coach Line No. 47; Figueroa  
Street Motor Coach Line No. 49;  
Maywood-Bell Motor Coach Line  
No. 55; Normandie Avenue Motor  
Coach Line No. 57; and York  
Boulevard Motor Coach Line No.  
63)

BY THE COMMISSION:

SECOND INTERIM OPINION AND ORDER

In the above entitled application Los Angeles Railway Corpo-  
ration seeks authority to reroute or suspend service over the follow-  
ing lines:

- (1) Eagle Rock Motor Coach Line No. 45.
- (2) East 9th Street-Whittier Boulevard Motor Coach  
Line No. 47.
- (3) Figueroa Street Motor Coach Line No. 49.
- (4) Maywood-Bell Motor Coach Line No. 55.
- (5) Normandie Avenue Motor Coach Line No. 57.
- (6) York Boulevard Motor Coach Line No. 63.

Applicant alleges that the proposed changes are made in com-  
pliance with the mandate of the Office of Defense Transportation to  
curtail motor coach operations wherever possible without adversely af-  
fecting essential civilian economy in order to conserve critical  
material during the war emergency.

The so-called War Operating Code, dated April 17, 1942, is-  
sued by Joseph B. Eastman, Director, Office of Defense Transportation,  
states in part that "waste of rubber tires under present conditions is  
little short of disloyalty to the national interest."

The code further directs transit operators in part as follows:

- (a) Obtain the fullest possible use of all operable rail lines and equipment.(1)
- (b) Wherever practicable divert passengers from present bus lines to street railway routes.(2)
- (c) Adjust schedules so that buses and trolley coaches carry at least full seated loads during non-rush hours.(3)

Further, by its directive letter of July 3, 1942, the Office of Defense Transportation stated:

"The problem of local transport has become even more serious due to the effect of rubber conservation on the future production of new transit vehicles. The War Production Board has limited the production of new vehicles for the remainder of 1942 to a small proportion of the number of vehicles now on order. This intensifies the need for using to maximum efficiency the equipment already available."

The file shows a report from the Engineering Division of the Commission's Transportation Department based upon a field investigation which included interviews with representatives of the Board

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(1) FULL USE OF ALL STREET RAILWAY LINES

Transit companies and regulatory authorities should take immediate steps to obtain the fullest possible use of all operable rail lines and equipment. This will require discontinuance of bus and trolley coach service which are being provided over routes where street railway lines are or can be made operable as well as on street railway routes now being served part of the time by buses or trolley coaches.

(2) DIVERSION OF TRAFFIC TO STREET RAILWAY ROUTES

Wherever it is practicable to alter schedules and routes so as to divert passengers from present bus lines to street railway routes, such alteration of schedules and routes should be made.

(3) STANDARD OF SERVICE IN NON-RUSH HOURS

The general practice of bus operators is to provide seats in excess of the number of passengers during non-rush hours. This practice should be modified so that buses and trolley coaches carry at least full seated loads during non-rush hours.

of Public Utilities and Transportation of the City of Los Angeles and discussion with various other interested parties.

The various routes which applicant proposes to change will be discussed in the order previously listed.

EAGLE ROCK MOTOR COACH LINE NO. 45

From the information available at the present time it appears that this matter should be held in abeyance until further developments in the way of the effect upon public transportation following institution of the staggered hour program which is to become effective November 27, 1942, and the establishment of gas rationing December 1, 1942. Therefore, action upon this portion of the application will be disposed of by future order.

EAST 9th STREET-WHITTIER BOULEVARD MOTOR COACH LINE NO. 47

Applicant proposes to temporarily reroute its East 9th Street-Whittier Boulevard Motor Coach Line No. 47 between Soto Street and the intersection of East 8th Street and East 9th Street by moving the route from East 8th Street to East 9th Street to provide service for a number of new war plants which have been located south of East 9th Street.

At the present time the No. 47 line operates over the following route:  
(4)

Commencing at the intersection of Whittier Boulevard and Simmons Avenue, thence via Whittier Boulevard, Ford Boulevard, East 9th Street, Mines Avenue, East 8th Street, Soto Street, East 9th Street, Central Avenue, East 8th Street, Los Angeles Street, East 7th Street, San Julian Street to East 8th Street, Central Avenue, East 9th Street, Soto Street, East 8th Street, Mines Avenue, East 9th Street, Ford Boulevard, and Whittier Boulevard to the point of commencement.

The proposed route would be as follows:

Commencing at the intersection of 7th and Los Angeles Streets, Los Angeles, thence via 7th Street, San Julian Street, 8th Street, Central Avenue, Olympic

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(4) Authority granted by the Commission in Decision No. 27052, dated May 14, 1934, on original Application No. 19179.

Boulevard, Ford Boulevard, Whittier Boulevard to the intersection of Simmons Avenue; returning via Whittier Boulevard, Ford Boulevard, Olympic Boulevard, Central Avenue, 8th Street and Los Angeles Street to the intersection of Los Angeles Street and 7th Street.

The proposed route is approximately 0.34 mile shorter than the present route and, if used, would result in a saving of 27,791 coach miles and 166,746 tire miles annually, according to the application.

Under the proposed arrangement the No. 47 line would be a maximum distance of 0.75 mile south of the "R" Whittier Boulevard line. At the present time 18 coaches are operated on the No. 47 line during the morning rush period, 6 during the day base, 19 during the afternoon rush period, and 4 at night. Headways are frequent during rush periods.

With gas rationing soon to become effective there is an obvious need for service to the defense plants in the area immediately south of East 9th Street (Olympic Boulevard). However, the situation is complicated by the existence of a well developed residential area centering around and north of East 8th Street, and by the further fact that the area between East 8th Street and East 9th Street is largely occupied by two new housing projects which are laid out with only circuitous routes connecting the two streets. It would, therefore, be quite difficult for persons to travel from the proposed route to the area north of East 8th Street.

There appears to be a need for some service on both East 8th Street and East 9th Street. Therefore, it is suggested that applicant study this route further with the view toward developing the best possible plan of operation. It is in the public interest for applicant to establish a temporary alternate route on Olympic Boulevard from Soto Street to the intersection of East 8th Street and Olympic Boulevard. This portion of the application will, therefore, be granted.

FIGUEROA STREET MOTOR COACH LINE NO. 49

Applicant's request for authority to temporarily discontinue the Figueroa Street Motor Coach Line No. 49 was granted by Interim Order, Decision No. 35966, dated November 19, 1942.

MAYWOOD-BELL MOTOR COACH LINE NO. 55

Applicant now operates its Maywood-Bell Motor Coach Line No. 55 in the form of two coincident loops with buses traveling in opposite directions, except at night and on Sundays and holidays.

It is proposed to discontinue the loop between 60th Street and Heliotrope Circle in the City of Maywood and the intersection of Gage Avenue and Alamo Avenue in the City of Bell, a distance of approximately 0.75 miles.

(5)

The present operation is as follows:

Route of outer or counter-clockwise loop to be operated at all service times except during night service and on Sundays and holidays:

Commencing at the intersection of Gage Avenue and Alamo Avenue, thence via Alamo Avenue, the north roadway of Randolph Street, Heliotrope Avenue, Heliotrope Circle, Slauson Avenue, Rugby Avenue, Bolgrave Avenue, Pacific Boulevard, and Gage Avenue to the point of commencement.

Route of inner or clockwise loop to be operated at all service hours except during night service and Sundays and holidays:

Commencing at the intersection of Gage Avenue and Alamo Avenue, thence via Gage Avenue, Pacific Boulevard, Slauson Avenue, Heliotrope Circle, Heliotrope Avenue, the south roadway of Randolph Street, and Alamo Street to the point of commencement.

Route after 8:30 p.m. daily and from opening to close of time table on Sundays and holidays:

Commencing at the intersection of Randolph Street and Heliotrope Avenue, thence via Heliotrope Avenue, Heliotrope Circle, Slauson Avenue, Rugby Avenue, Bolgrave Avenue, Pacific Boulevard, Gage Avenue, Alamo Avenue, Fillmore Street, Pala Avenue and Gage Avenue to Alamo, thence returning via Gage Avenue, Pacific

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(5) Authority granted by the Commission in Decision No. 32217, dated August 1, 1939, on Twenty-Seventh Supplemental Application No. 19179.

Boulevard, Slauson Avenue, Heliotrope Circle, Heliotrope Avenue, the south roadway of Randolph Street, Alamo Avenue, the north roadway of Randolph Street, to the point of commencement.

Applicant proposes the following temporary rerouting:

Commencing at the intersection of Gage Avenue and Alamo Avenue, in the City of Bell, thence via Gage Avenue, Pacific Boulevard, Slauson Avenue, Heliotrope Circle, 59th Place, Heliotrope Avenue, 60th Street to Heliotrope Circle in the City of Maywood; returning via Heliotrope Circle, Slauson Avenue, Rugby Avenue, Belgrave Avenue, Pacific Boulevard, Gage Avenue, Alamo Avenue, Fillmore Street, Pala Avenue, and Gage Avenue to its intersection with Alamo Avenue.

Applicant alleges that points near the proposed discontinuance would all be within a reasonable walking distance of the remaining route, and that the present method of operations results in a waste of coach and tire miles as patrons living near the easterly terminal have the choice of traveling one of two ways. Applicant further alleges that a check made on Monday, September 28, 1942, showed that only five passengers rode between the Slauson Avenue branch and the Gage Avenue branch via that portion of the route over which discontinuance of service is proposed.

The application shows that the proposed rerouting will result in an annual saving of 56,100 coach miles and 336,600 tire miles.

The proposed rerouting is obviously in the interest of the national conservation program and will not result in unduly impairing service to the public. The application with respect to this route will be granted.

NORMANDIE AVENUE MOTOR COACH LINE NO. 57

Applicant proposes to temporarily discontinue all service on its Normandie Avenue Motor Coach Line No. 57 north of 60th Street, to reroute the north end of its service via 60th Street to Vermont Avenue, and to operate during rush hours only.

(6)

Present service is operated over the following route:

Commencing at the intersection of 106th Street and Normandie Avenue, thence via Normandie Avenue and Vernon Avenue to Vermont Avenue and return via reverse of going route.

The proposed new route is as follows:

Commencing at the intersection of 60th Street and Vermont Avenue, thence via Vermont Avenue, 60th Place, Normandie Avenue, 105th Avenue, Denker Avenue, 106th Street to Normandie Avenue, returning via Normandie Avenue and 60th Street to Vermont Avenue.

Alternate route for school trips

From the intersection of 60th Street and Vermont Avenue, thence via Vermont Avenue, 60th Place, Normandie Avenue, 106th Street, Denker Avenue, 108th Street, Normandie Avenue to the intersection of Normandie Avenue and 106th Street; returning via Normandie Avenue and 60th Street to Vermont Avenue.

Applicant alleges that the proposed rerouting will eliminate approximately 1.4 miles resulting in an annual saving of 219,805 coach miles and 1,318,830 tire miles.

Points on that portion of the route which it is proposed to discontinue would be served by the Nos. 8, 9, and "U" lines. Therefore, the public in this area would not be without mass transportation service. The proposed service would release for other service two buses of the eight which are presently operated during peak periods. In order to provide for the expected increase in load on its "U" line as a result of the proposed discontinuance, applicant plans to add during rush periods two street cars. Under the proposal the No. 8 line would be decreased by one street car and the No. 9 line by two street cars.

Applicant proposes to operate no regular base service but would use Line 50 buses to provide additional service on school days between Florence Avenue and Normandie Avenue and 108th Street and Denker Avenue. It appears that for the time being applicant should provide service on Line No. 57 with headways adequate to meet the requirements between the hours of 9:30 a.m. and 3:00 p.m. After a

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(6) Authority granted by the Commission in Decision No. 27381, dated September 17, 1934, on Fifth Supplemental Application No. 19179.

reasonable trial with gas rationing in effect traffic checks should again be taken on this line to determine what base headway is justified. The company by letter to the Commission dated November 27, 1942, has signified its willingness to follow this procedure.

Owing to the fact that the intersection of 54th Street and Normandie Avenue is an important transfer point it appears the terminus of the No. 57 line should be near this location. Applicant's request to temporarily suspend service on a portion of its No. 57 line, as modified herein, is in the interest of the national war effort, will not unduly inconvenience the traveling public and will be granted.

YORK BOULEVARD MOTOR COACH LINE NO. 63

Applicant proposes to temporarily discontinue all service over its York Boulevard Motor Coach Line No. 63 operating over the following route:

(7)  
Along York Boulevard, between Eagle Rock Boulevard and Avenue 50. (8)

It is alleged that no part of the present route is over 0.41 mile from existing rail service operated on applicant's "W" rail line or No. 5 rail line. Applicant estimates the proposed discontinuance will result in a saving of 42,166 coach miles and 252,996 tire miles.

One bus is presently operated on the York Boulevard Line No. 63, which is only 0.87 mile in length. No night service is furnished.

A check made on Monday, October 5, 1942, shows that except for three school trips, from 7:45 to 8:15 in the morning and 3:00 to 3:18 in the afternoon, buses seldom operated with more than a few passengers. From 6:45 a.m. to 7:53 p.m., 414 passengers boarded the bus eastbound, of whom 114 were school children, and 370 westbound, of whom 51 were school children.

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(7) Authority granted by the Commission in Decision No. 27052, dated May 14, 1934, on original Application No. 19179.

(8) On school days during the hours of school travel, coaches operate from Eagle Rock Boulevard, Avenue 56, Buchanan Street to Avenue 54 to a loading zone at the Franklin Avenue High School. Return is made via Avenue 54, Lincoln Avenue, Avenue 50, and York Boulevard.



Another check of passengers made on September 30, 1942, shows that on that date 95 students boarded with transfers at Eagle Rock Boulevard and York Boulevard and that 19 other students boarded easterly thereof, or a total of 114 students. During July, 1942, approximately 40 per cent of the persons boarding Line No. 63 buses were transfer passengers.

Under present conditions this line is obviously not justified except during the brief period when it is carrying students. If the line were discontinued, approximately 100 students would have the option of walking 0.87 mile from Eagle Rock Boulevard to the terminus of the "W" line at Avenue 50, or of riding to the No. 45 line on Yosemite Drive and thence traveling via the "W" line to school.

Owing to the necessity for conserving buses, the difficulty of obtaining drivers, and the relatively large number of deadhead miles involved in this brief operation, applicant's request for temporary suspension of service on this line will be granted.

#### O R D E R

The above entitled application being of such a nature as to require no public hearing under war conditions, therefore

IT IS ORDERED that:

I

#### East 9th Street-Whittier Boulevard Motor Coach Line No. 47

It being found as a fact that the proposed service would be in the public interest, a certificate of public convenience and necessity be and it is hereby granted to Los Angeles Railway Corporation for the operation of service as a passenger stage corporation for the transportation of passengers, to be consolidated with the remainder of its operative rights, subject to the following conditions:

- (1) A written acceptance of the certificate herein authorized shall be filed with the Commission within a period not to exceed thirty (30) days from the effective date hereof.
- (2) Said service shall commence within a period not to exceed thirty (30) days from the effective date hereof and upon not less than five (5) days' notice by letter to the Commission and appropriate notice to the public.
- (3) The certificate herein granted shall be temporary only and subject to revocation at the discretion of the Commission.
- (4) Los Angeles Railway Corporation, its successors or assigns, may never claim before this Commission or any court or public body a value of the operative right herein granted in excess of the actual cost thereof.

In the operation of passenger transportation service authorized in this Section I Los Angeles Railway Corporation shall comply with the following service regulations:

- (1) Subject to the authority of this Commission to change or modify such at any time by further order said passenger stage operation shall be over and along the following temporary alternate route in conjunction with service on East 8th Street:

Commencing at the intersection of Soto Street, thence via East 9th Street to the intersection of East 8th Street and Olympic Boulevard.

- (2) Applicant shall comply with the provisions of Part II of General Order No. 93-A of the Railroad Commission within thirty (30) days from the effective date of this order and thereafter comply with all provisions of General Order No. 93-A.

II

Maywood-Bell Motor Coach Line No. 55

Los Angeles Railway Corporation be and it is hereby authorized to temporarily suspend the present route of its Motor Coach Line No. 55 and substitute therefor the following temporary route:

Commencing at the intersection of Gage Avenue and Alamo Avenue, in the City of Bell, thence via Gage Avenue, Pacific Boulevard, Slauson Avenue, Heliotrope Circle, 59th Place, Heliotrope Avenue, 60th Street to Heliotrope Circle in the City of Maywood; returning via Heliotrope Circle, Slauson Avenue, Rugby Avenue, Belgrave Avenue, Pacific Boulevard, Gage Avenue, Alamo Avenue, Fillmore Street, Pala Avenue and Gage Avenue to its intersection with Alamo Avenue.

III

Normandie Avenue Motor Coach Line No. 57

Los Angeles Railway Corporation be and it is hereby authorized to temporarily suspend operation over the present route of its Normandie Avenue Motor Coach Line No. 57 and substitute therefor the following temporary route:

Commencing at the intersection of Halldale and 53rd Street, thence northerly via Halldale to 52nd Street, thence easterly on 52nd Street to Normandie Avenue, thence southerly on Normandie Avenue to 105th Avenue, thence westerly to Denker Avenue, thence southerly to 106th Street, thence easterly to Normandie Avenue, thence northerly to 53rd Street, thence westerly to the intersection of Halldale and 53rd Street.

Alternate route for school trips

From the intersection of 60th Street and Vermont Avenue, thence via Vermont Avenue, 60th Place, Normandie Avenue, 106th Street, Denker Avenue, 108th Street, Normandie Avenue to the intersection of Normandie Avenue and 106th Street; returning via Normandie Avenue and 60th Street to Vermont Avenue.

IV

York Boulevard Motor Coach Line No. 63

Los Angeles Railway Corporation be and it is hereby authorized to temporarily suspend all service over its York Boulevard Motor Coach Line No. 63 at present operated over the following route::

Along York Boulevard between Eagle Rock Boulevard and Avenue 50.

and on school days during the hours of school travel:

From Eagle Rock Boulevard, Avenue 56, Buchanan Street to Avenue 54 to a loading zone at the Franklin Avenue High School and return via Avenue 54, Lincoln Avenue, Avenue 50, and York Boulevard.

IT IS FURTHER ORDERED that the temporary suspensions of service authorized in Sections II, III, and IV shall take effect within a period not to exceed thirty (30) days from the effective date of this order and upon not less than five (5) days' notice to the Commission and the public. Notice to the public shall be in the form of cards placed conspicuously in all motor coaches involved.

IT IS FURTHER ORDERED that jurisdiction in this proceeding 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 San Francisco, California, this 1<sup>st</sup> day of December, 1942.

Justus F. Cullen  
H. J. Baker  
Francis R. Havener  
Richard L. Baker  
Commissioners