

ORIGINAL

Decision No. 36204

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
the LOS ANGELES RAILWAY CORPORATION) Application No. 19179
for an in lieu certificate for its) 49th Supplemental
motor coach lines.)

BY THE COMMISSION:

O P I N I O N

Los Angeles Railway Corporation has filed an application requesting authority to reroute its Alvarado Street Motor Coach Line No. 41, and its Hollydale Motor Coach Line No. (1) 51.

The operation of Alvarado Street Motor Coach Line No. 41 is over the following route:

Commencing at the intersection of Twenty-fourth and Hoover Streets, thence via Hoover Street and Alvarado Street and Scott Avenue, returning via the same route to the intersection of Twenty-second and Hoover Streets, thence via Twenty-second Street to Union Avenue, thence via Union Avenue to Twenty-fourth and Hoover Streets, the point of commencement.

Applicant now proposes to operate as follows:

(1) Alvarado Street Motor Coach Line No. 41 was authorized on 29th Supplemental Application No. 19179, by Decision No. 32399, dated September 26, 1939.

Hollydale Motor Coach Line No. 51 was authorized by Decision No. 35586, dated July 14, 1942, on 44th Supplemental Application No. 19179.

Commencing at the intersection of Twenty-third Street and Union Avenue, thence via Twenty-third Street, Hoover Street, Alvarado Street, Glendale Boulevard to Scott Avenue; return via Glendale Boulevard, Montana Street, Alvarado Street, Hoover Street, Twenty-second Street and Union Avenue to Twenty-third Street.

This change will result in the elimination of service around the triangle formed by Union Street and Hoover Street.

The reasons assigned by applicant for the authorization requested are set forth in the application as follows:

- (a) Union Avenue and Hoover Street converge at Twenty-Fourth Street. Applicant formerly operated around the apex of the angle formed by Union Avenue and Hoover Street through the use of short wheelbase coaches and even with this type of coach experienced some difficulty in making the right hand turn and keeping within the proper traffic lanes, it being difficult to keep the left front corner of the coach from getting over into the southbound traffic lane. Now applicant is using some of the larger coaches with a longer wheelbase and it is impossible to make this turn northbound from Union Avenue into Hoover Street without fouling the southbound traffic lane to the west of the center of Hoover Street.
- (b) It is estimated that this proposed shortening of the route will result in a reduction of approximately 5,100 coach miles, or 30,600 tire miles annually. This is in line with directives received from the Office of Defense Transportation of the Federal Government to the effect that all unnecessary rubber-borne vehicle mileage should be eliminated.

The operation of Hollydale Motor Coach Line No. 51, so far as the instant application is concerned, is in part as follows:

Over Washington Avenue to Tweedy Abbot Road, thence to Pine Avenue, to Imperial Highway and crossing Atlantic Boulevard, in the city of Lynwood.

By reason of road conditions resulting from heavy storms in the area and reconstruction made necessary thereby, applicant was requested by the city of Lynwood to temporarily detour its

Hollydale Motor Coach Line No. 51 via Washington Avenue, Tweedy Abbot Road and Atlantic Avenue to Imperial Highway in the city of Lynwood. This detour was made effective January 26, 1943, and the Commission was advised to that effect by applicant on January 28, 1943.

Applicant is now advised by the city of Lynwood that due to the present war emergency it will be impossible to obtain materials with which to repave Pine Avenue so as to make it suitable for motor coach operation. For this reason applicant now requests authority to make permanent such temporary detour route, which it proposes to operate as follows:

Over Washington Avenue, Abbot Road (formerly Tweedy Abbot Road), Atlantic Avenue, Imperial Highway.

This eliminates entirely operation over Pine Avenue and Imperial Highway west of Atlantic Avenue. No change in operating schedules will result from the proposed rerouting, and rates of fare are not affected.

The City Council of Lynwood, by resolution duly passed, has requested that the temporary routing be made permanent because of the fact that the road bed on Pine Avenue will not support the heavy buses unless the said avenue is thoroughly repaved, which is impossible at the present time.

The City Attorney of Lynwood has advised the Commission that the residents along Pine Avenue favor the change in route proposed. Both reroutings have the approval of the Los Angeles Board of Public Utilities and Transportation.

Public convenience and necessity appear to require the operating changes herein proposed and the application will therefore be granted. We do not deem a public hearing essential.

O R D E R

Application having been made in the above entitled matter, and the Commission being duly advised, and hereby finding that public convenience and necessity so require,

IT IS ORDERED that Los Angeles Railway Corporation is authorized to operate its Alvarado Street Motor Coach Line No. 41 over the following route:

Commencing at the intersection of Twenty-third Street and Union Avenue, thence via Twenty-third Street, Hoover Street, Alvarado Street, Glendale Boulevard to Scott Avenue; return via Glendale Boulevard, Montana Street, Alvarado Street, Hoover Street, Twenty-second Street and Union Avenue to Twenty-third Street,

instead of over the route authorized by Decision No. 32399, dated September 26, 1938.

IT IS FURTHER ORDERED that Los Angeles Railway Corporation is authorized to operate its Hollydale Motor Coach Line No. 51 over the following route:

From off-street terminal at Seville Avenue and Palm Place (city of South Gate), thence via Seville Avenue, Liberty Boulevard, Otis Street, Firestone Boulevard, Annetta Avenue, Southern Avenue, Alexander Avenue, Tweedy Boulevard, Bryson Avenue, Michigan Avenue, Washington Avenue, Abbot Road (formerly Tweedy Abbot Road), Atlantic Avenue, Imperial Highway, Michigan Avenue, Garfield Avenue, Main Street, Paramount Boulevard, County Farm Drive, Consuelo Street, Eucalyptus Avenue, Horton Lane, Imperial Highway, Atlantic Avenue, Abbot Road (formerly Tweedy Abbot Road), Washington Avenue, Michigan Avenue, Bryson Avenue, Tweedy Boulevard, Alexander Avenue, Southern Avenue, Annetta Avenue, Firestone Boulevard, Otis Street, Liberty Boulevard and Seville Avenue to point of commencement.

instead of over the route authorized by Decision No. 35386,

dated July 14, 1942.

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

Dated at ^{Sacramento} ~~San Francisco~~, California, this 13th day of April, 1943.

Francis A. Atkinson
M. L. Baker
Justin J. Casper
Richard C. Clarke
Thomas D. ...
COMMISSIONERS