

Decision No. 36472

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY, a)
corporation, and LOS ANGELES RAILWAY)
CORPORATION, a corporation, for an)
in lieu certificate for their jointly)
operated motor coach lines.)

Application No. 18820
27th Supplemental

BY THE COMMISSION:

ORIGINAL

O P I N I O N

This is an application by Pacific Electric Railway Company and Los Angeles Railway Corporation requesting authorization for a general rerouting and rearrangement of motor coach service over and along certain routes in the city of Los Angeles. The expressed purpose of such modification is to avoid unnecessary mileage in line with the directive of the Office of Defense Transportation.

Applicants now operate motor coach service over the following four routes:

(A) SILVER LAKE - HYPERION - TALMADGE LINE

From the intersection of Sunset Boulevard and Hillhurst Avenue, north on Hillhurst, east on Price Street, south on Talmadge Street, west on Sunset Drive and Sunset Boulevard to Virgil Avenue, south on Virgil, east on Fountain Avenue, southeast on Sunset Boulevard, north on Sanborn Avenue, east on Fountain Avenue, north on Hyperion Avenue, northwest on Tracy Street, north on St. George Street, east on Griffith Park Boulevard, north on Hyperion Avenue, east on Rowena Avenue, south on West Silver Lake Boulevard, Silver Lake Boulevard, Parkman Avenue and Silver Lake Boulevard, west on Silver Lake Boulevard and Beverly Boulevard to Vermont Avenue.

(B) VERMONT - GLENDALE - RIVERSIDE LINE

From the intersection of Vermont Avenue and Monroe Street, north on Vermont, east on Los Feliz Boulevard, southeast on Rowena Avenue and Griffith Park Boulevard, north on St. George Street, east on Rowena Avenue, southeast on Glendale Boulevard, north on Allesandro Street, southeast on Riverside Drive, east on North Figueroa Street to San Fernando Road.

(C) GRIFFITH PARK LINE

Commencing at the intersection of Monroe Street and Vermont Avenue, north on Vermont Avenue to Los Feliz Boulevard, east on Los Feliz Boulevard to Griffith Park Roads, thence northerly on Griffith Park Roads to Griffith Park Field House.

(D) GREEK THEATRE - GRIFFITH OBSERVATORY LINE

From the intersection of Vermont Avenue and Monroe Street, north on Vermont Avenue and Vermont Canyon Road to Griffith Observatory (Planetarium).

Under the plan of rerouting and rearrangement, as above proposed, the operation will be over and along the following modified routes:

SILVER LAKE - RIVERSIDE DRIVE LINE

From the intersection of Beverly Boulevard and Vermont Avenue, via Beverly Boulevard, Silver Lake Boulevard, Parkman Avenue, Silver Lake Boulevard, West Silver Lake Drive, West Silver Lake Boulevard, Rowena Avenue, Glendale Boulevard, Allesandro Street, Riverside Drive and North Figueroa Street to San Fernando Road.

Also, for school service only, from intersection of Silver Lake Boulevard and Rowena Avenue via Rowena Avenue and St. George Street to Griffith Park Boulevard.

TALMADGE - HYPERION AVENUE LINE

From the intersection of Fountain Avenue and Virgil Avenue via Virgil Avenue, Sunset Drive, Talmadge Street, Tracy Street, St. George Street, Griffith Park Boulevard, Hyperion Avenue, Effie Street and Griffith Park Boulevard to Sunset Boulevard.

VERMONT - LOS FELIZ BOULEVARD LINE

From the intersection of Monroe Street, and Vermont Avenue, via Vermont Avenue, Los Feliz Boulevard, Huxley Street, Griffith Park Boulevard, and Lower Park Road to terminus at Riverside Drive; returning via Riverside Drive and Vermont Avenue; also along Griffith Park Roads to Picnic Grounds (Z60); also, from Vermont Avenue and Los Feliz Boulevard via Vermont Avenue and Vermont Canyon Road to Griffith Planetarium.

Also, for school service only, from intersection of Los Feliz Boulevard and Rowena Avenue via Rowena Avenue and Griffith Park Boulevard to St. George Street.

No changes are proposed in the basic fare structure. Headways have been adjusted to correspond more nearly with the volume of traffic handled. Attached to the application in tabulated form is the result of traffic checks made on the several lines, from which it appears that the volume of traffic is relatively light and that few of the passengers would be inconvenienced by the proposed modification.

The proposed plan of operation provides that the westerly portion of the present Silver Lake - Hyperion - Talmadge Line would be served by the operation to be known as the Talmadge - Hyperion Avenue Line, under which the present loop operation on Hillhurst and Talmadge would be discontinued and the service operated over the new route via Talmadge Street, Tracy Street, St. George Street, Griffith Park Boulevard, Hyperion Avenue, etc. Discontinuance of service on Hillhurst Avenue would not leave patrons of present service farther than one-quarter mile distant from public carrier service.

The rearrangement of service will combine the Silver Lake Boulevard leg of the present operation with service now provided along Riverside Drive, Allesandro Street and Glendale Boulevard, which operation will be known as the Silver Lake - Riverside Drive Line.

A third operation covering that portion of the present route along Vermont Avenue and Los Feliz Boulevard would be known as the Vermont - Los Feliz Boulevard Line. As a part of this latter operation, it is proposed to continue Saturday and Sunday service only to the Griffith Park Planetarium, also Sunday and holiday service only beyond the intersection of Los Feliz Boulevard and Riverside Drive to Griffith Park Picnic Grounds.

The week-day service into Griffith Park is to be discontinued due to very light patronage, while that portion of the line beyond Picnic Grounds to the Club House would be abandoned for the same reason.

Over that portion of the present route along Rowena Avenue between Los Feliz Boulevard and West Silver Lake Boulevard it is proposed to discontinue regular service other than the operation of school trips. Service in this area is very lightly patronized, and the rerouting of service over Tracy Street, St. George Street and Griffith Park Boulevard will result in no undue inconvenience.

The proposed discontinuance of service after 8:00 p.m. week days and all day Sunday in that portion of the present route along Rowena Avenue and Glendale Boulevard and the discontinuance of Sunday service along Silver Lake Boulevard and on the proposed Talmadge - Hyperion Line, is deemed justified in view of the present light travel.

Under the present operation there is a definite duplication of service and motor coach mileage in the vicinity of John Marshall High School, located at Tracy Street and St. George Street. The proposed rerouting will eliminate this duplication and

at the same time provide continued transportation service for students.

The application alleges that the reroutings and re-arrangements herein proposed are the result of a survey of the motor coach service provided by it in the area involved, and are in line with the policy and directives of the Office of Defense Transportation.

These changes will effect an estimated annual saving of 223,172 coach miles, and will release three units of presently operated motor coach equipment for use elsewhere, according to applicants' statement.

Attached to the application is a copy of a report of the Board of Public Utilities and Transportation of the city of Los Angeles approving the granting of the application in its entirety.

Our engineers have given due consideration to the matters involved in this application and they are of the opinion that the changes and reroutings requested are in the public interest and are necessary in order to effect operating economies and the conservation of rubber and equipment.

It appears that the changes involved will not inconvenience any considerable number of patrons and that the new service will reasonably meet the requirements of the area.

It further appears that this is not a matter in which a public hearing is necessary and that the application should be granted.

O R D E R

Application having been filed by Pacific Electric Railway Company and Los Angeles Railway Corporation, and it having been found that public convenience and necessity so require,

IT IS ORDERED that a certificate of public convenience and necessity is hereby granted to Pacific Electric Railway Company and Los Angeles Railway Corporation, doing business as Los Angeles Motor Coach Company, authorizing the establishment and operation of service as a passenger stage corporation, as defined by section 2½ of the Public Utilities Act, between points in Los Angeles, subject to the following condition:

The authority herein granted is subject to the provisions of section 52(b) of the Public Utilities Act, and further to the condition that Pacific Electric Railway Company and Los Angeles Railway Corporation, their successors and assigns, shall never claim before this Commission or any court or other public body a value for said operative rights, or claim as the cost thereof an amount in excess of that paid to the State as the consideration for such rights.

IT IS FURTHER ORDERED that the following operative rights are hereby revoked and annulled:

SILVER LAKE - HYPERION - TALMADGE LINE, Decision No. 27195, dated July 2, 1954, in Fifteenth Supplemental Application No. 18820,

VERMONT - GLENDALE - RIVERSIDE LINE, Decision No. 26079, dated June 19, 1933, in Application No. 18820,

GRIFFITH PARK LINE, Decision No. 26079, dated June 19, 1933, in Application No. 18820,

GREEK THEATRE - GRIFFITH OBSERVATORY LINE, Decision No. 27967, dated May 15, 1935, in Eighth Supplemental Application No. 18820.

IT IS FURTHER ORDERED that in the operation of said passenger stage service, applicants shall comply with and observe the following service regulations:

- (1) Give the public at least ten (10) days' notice of the changes authorized herein by posting notices on all coaches operating on the lines involved and at all stations affected.
- (2) File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
- (3) Comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A, by filing, in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than five (5) days' notice to the Commission and the public.
- (4) Conduct said passenger stage service over and along the following routes subject to the authority of the Railroad Commission to change or modify them at any time by further order:

SILVER LAKE - RIVERSIDE DRIVE LINE

From the intersection of Beverly Boulevard and Vermont Avenue, via Beverly Boulevard, Silver Lake Boulevard, Parkman Avenue, Silver Lake Boulevard, West Silver Lake Drive, Rowena Avenue, Glendale Boulevard, Allesandro Street, Riverside Drive, and North Figueroa Street, to San Fernando Road; returning via the reverse thereof.

Also, for school service only, from the intersection of West Silver Lake Drive and Rowena Avenue, via Rowena Avenue, and St. George Street to Griffith Park Boulevard and the reverse thereof.

TALMADGE - HYPERION AVENUE LINE

From the intersection of Fountain and Virgil Avenues, via Virgil Avenue, Sunset Drive, Talmadge Street, Tracy Street, St. George Street, Griffith Park Boulevard, Hyperion Avenue, Effic Street, Griffith Park Boulevard to Sunset Boulevard; returning via the reverse thereof.

VERMONT - LOS FELIZ BOULEVARD LINE

From the intersection of Monroe Street and Vermont Avenue, via Vermont Avenue, Los Feliz Boulevard, Huxley Street, Griffith Park Boulevard, and Lower Park Road, to a terminus at Riverside Drive; returning via Riverside Drive, Los Feliz Boulevard and Vermont Avenue.

Also, along Griffith Park Roads to the Picnic Grounds; and from Vermont Avenue and Los Feliz Boulevard, via Vermont Avenue and Vermont Canyon Road to Griffith Planetarium.

Also, for school service only, from the intersection of Los Feliz Boulevard and Rowena Avenue, via Rowena Avenue and Griffith Park Boulevard to Monon Street, and the reverse thereof.

- (5) Applicants may turn their motor vehicles at termini or intermediate points either in the intersection of the street or by operating around a block, contiguous to such intersection, in either direction.

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

Dated at San Francisco, California, this 7th day of July, 1943.

[Signature]
[Signature]
Justus J. Caswell
[Signature]
COMMISSIONERS