

Decision No. 38711

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY, a)
corporation, and LOS ANGELES TRANSIT)
LINES, a corporation, for an in lieu)
certificate for their jointly opera-)
ted motor coach lines.)

Application No. 18820
29th Supplemental

O-P-I-N-I-O-N

In this application Pacific Electric Railway Company and Los Angeles Transit Lines apply for authority to extend their Crenshaw-Vine-La Brea and Fairfax Avenue lines in Los Angeles, and to consolidate such extensions with their present motor coach lines.

Pursuant to Decision No. 26079, applicants were authorized to operate over the following route:

"Crenshaw-Vine-La Brea Line: Commencing at the intersection of Adams Street and La Brea Avenue, north on La Brea Avenue, east on Hollywood Boulevard, south on Vine Street and Rossmore Avenue, east on Wilshire Boulevard, south on Crenshaw Boulevard to 54th Street."

It is now proposed to extend the Crenshaw-Vine-La Brea line south to Coliseum Street, a distance of approximately 1.1 miles from its present terminus at La Brea Avenue and Adams Boulevard.

The application recites that a large housing project has been opened west of La Brea Avenue between Rodeo Drive and Coliseum Avenue. Several hundred families reside here but there is no public transportation service. With the removal of war-time restrictions on extensions of motor coach service, applicants now desire to extend their service to afford transportation to the public in that area.

By virtue of Decision No. 28594, applicants also operate a motor coach service over the Fairfax Avenue Line, along the following route:

"Fairfax Avenue Line: Commencing at the intersection of Vine Street and Hollywood Boulevard, west on Hollywood Boulevard, south on La Brea Avenue, west on Sunset Boulevard, south on Fairfax Avenue to Pico Street."

It is proposed to extend the Fairfax Avenue Line southerly from Fairfax Avenue and Pico Street for a distance of approximately 0.94 of a mile. All fares applying to or from the southern terminus of the Fairfax Avenue Line, at Fairfax Avenue and Pico Street, are proposed to be applied to or from the southern terminus of said line when extended, that is, to or from Venice Boulevard and Genessee Avenue.

Likewise, all fares applying to or from the southwestern terminus of the Crenshaw-Vine-La Brea Line, at La Brea Avenue and Adams Boulevard, are proposed to be applied to or from the southwestern terminus of said line when extended, that is, to or from La Brea Avenue and Coliseum Street.

On the extensions of both the Fairfax Avenue Line and the Crenshaw-Vine-La Brea Line, applicants propose to operate approximately a 30-minute headway daily, except Sundays and holidays, from approximately 6:30 a.m. to 11:00 p.m.

In connection with the proposed Fairfax Avenue Line extension, applicants propose to increase the service over the present route of this line from a 12-minute frequency to a 10-minute frequency, and with the additional equipment being placed on said line to bring about this increase in service, there will be sufficient equipment to operate service over the extension of the

(1)
Fairfax Avenue Line, as herein proposed.

With the exception of Los Angeles Transit Lines, one of the applicants herein, the only other certificated carrier operating in the area in which extension of the Crenshaw-Vine-La Brea Line is proposed, is that of the Bay Cities Transit Company, and that carrier has advised the Commission that it has no objection to the granting of the extension as proposed. The Board of Public Utilities and Transportation of the City of Los Angeles advises the Commission that it approves of these two extensions and requests that the application be granted.

We have given due consideration to the matters involved in this application and are of the opinion, and so find, that the extensions in routing herein proposed are in the public interest and will afford a more adequate transportation service to the public. The application will, therefore, be granted. It does not appear that a public hearing is necessary.

O R D E R

Application having been made in the above entitled matter, and it having been found that public convenience and necessity so require,

IT IS ORDERED that Pacific Electric Railway Company and Los Angeles Transit Lines are authorized:

-
- (1) The proposed extension of the Crenshaw-Vine-La Brea Line will require placing in service one additional coach on that line. Applicants do not have sufficient equipment at this time to make the proposed extension of the Crenshaw-Vine-La Brea Line, but as soon as additional equipment is received, they will then be in a position to make the proposed extension of said line. Applicants have on order additional motor coach equipment which it is anticipated will be received within the reasonable near future.

(1) to operate their Crenshaw-Vine-La Brea Line over the following route:

"Crenshaw-Vine-La Brea Line: Commencing at the intersection of Coliseum Street and La Brea Avenue, via La Brea Avenue, Hollywood Boulevard, Vine Street, Rossmore Avenue, Wilshire Boulevard, and Crenshaw Boulevard to 54th Street."

in lieu of the route authorized by Decision No. 26079.

(2) to operate their Fairfax Avenue Line over the following route:

"Fairfax Avenue Line: Commencing at the intersection of Vine Street and Hollywood Boulevard, via Hollywood Boulevard, La Brea Avenue, Sunset Boulevard, Fairfax Avenue, Pico Boulevard, Heyworth Avenue, 18th Street, Orange Grove Avenue, Sawyer Street, Venice Boulevard, Genesee Avenue, 18th Street, Fairfax Avenue and Pico Boulevard to Fairfax Avenue."

in lieu of the route authorized by Decision No. 28594.

IT IS FURTHER ORDERED that said operations be consolidated with the present motor coach lines and routes of said applicants.

In all other respects, said Decisions Nos. 26079 and 28594 shall be and remain in full force and effect.

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

Dated at San Francisco, California, this 26th day of February, 1946.

Harold Ruden
Justice F. Cooney

James F. Duane
Harold H. H. H.
COMMISSIONERS