

Decision No. 38806

**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
the LOS ANGELES TRANSIT LINES for )  
permission to substitute motor coach )  
passenger service for rail passenger )  
service on certain shuttle lines and )  
for permission to abandon certain )  
tracks and facilities; )

Application No. 27147

and

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

Sixty-second Supplemental  
Application No. 19179  
(Establishment of Evergreen Ave.  
Motor Coach Line No. 30; Gage  
Avenue Motor Coach Line No. 31;  
Indiana Street Motor Coach Line  
No. 32; and Griffith Avenue  
Motor Coach Line No. 33).

O P I N I O N

By the above-numbered applications Los Angeles Transit Lines seeks the Commission's authority to substitute motor coach service for rail service on four shuttle lines in and about the metropolitan area of Los Angeles, as hereinafter described.

The proposals constitute one step in the general motor coach substitution program and applicant alleges they will result in improved coordinated service with speeding up of schedules and modernization of equipment. As an incidental feature, the changes proposed would eliminate the last of the Birney safety cars still in use by this operator. Three of the lines proposed to be abandoned are either wholly or in part within the city limits of the City of Los Angeles, while the fourth is entirely outside the city boundary.

The Board of Public Utilities and Transportation of the City of Los Angeles, at its meeting on January 29, 1946, approved the proposal in so far as those lines in the city were involved.

By Decision No. 33984, dated March 11, 1941, in Application No. 23902 and 38th Supplemental Application No. 19179, this Commission authorized the substitution of motor coach service for rail service on certain major lines of applicant in the City of Los Angeles. This authorization was a part of a comprehensive program which contemplated the substitution of motor coach service for rail service on approximately sixty-eight per cent of applicant's system. Some of these substitutions have been made but because of restrictions incidental to the war and the inability of applicant to procure motor coaches, the complete program has never been carried to fruition.

Comparably speaking the changes proposed herein are minor in nature. Considering the fact that in each case of abandonment, extensions of existing service are to be made, it appears the proposals are in the public interest and the application should be granted.

O R D E R

IT IS HEREBY ORDERED that:

I. A certificate of public convenience and necessity be and it is hereby granted to Los Angeles Transit Lines as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$  of the Public Utilities Act, for the transportation of passengers between points in the City of Los Angeles to be consolidated with the remainder of its operative rights and made a part of its in lieu certificate, as granted by Decision No. 27052 on original Application No. 19179, and all decisions supplemental thereto, subject to the following conditions:

- (1) Written acceptance of the certificate herein granted shall be filed within a period of not to exceed thirty (30) days from the date hereof.

- (2) Service shall commence concurrently with the abandonment of rail service as hereinafter authorized, and within a period of not to exceed ninety (90) days from the effective date hereof.
- (3) Subject to the authority of this Commission to change or modify such at any time by further order, said passenger stage operation shall be conducted over and along the following described routes:

Evergreen Avenue Motor Coach Line No. 30:

Commencing at the intersection of Miller Avenue and City Terrace Drive, thence via City Terrace Drive, Ramona Boulevard, City Terrace Drive, Wabash Avenue, Evergreen Avenue, Fourth Street, and Euclid Avenue to Whittier Boulevard.

Return via Whittier Boulevard, Camulos Street, Oregon Street, Euclid Avenue, Fourth Street, Evergreen Avenue, Wabash Avenue, City Terrace Drive, Ramona Boulevard, and City Terrace Drive to Miller Avenue, the point of commencement.

Gage Avenue Motor Coach Line No. 31:

Commencing at the intersection of Gage Avenue and Harris Avenue, thence via Gage Avenue, Hammel Street, and Rowan Avenue to Dozier Street.

Return via Dozier Street and Gage Avenue to Harris Avenue, the point of commencement.

Indiana Street Motor Coach Line No. 32:

Commencing at the intersection of First Street and Indiana Street, thence via Indiana Street to Percy Street, thence via Percy Street, Alma Avenue, and Whittier Boulevard to Indiana Street.

Return via Indiana Street to Gleason Avenue, thence via Gleason Avenue, Velasco Street, and First Street to Indiana Street, the point of commencement.

Griffith Avenue Motor Coach Line No. 33:

Commencing at the intersection of 12th Street and Stanford Avenue, thence via 12th Street, Paloma Street, Pico Boulevard, Stanford Avenue, 14th Street, Griffith Avenue, Jefferson Boulevard, McKinley Avenue, 42nd Street, McKinley Avenue, 43rd Place, Wadsworth Avenue, and Vernon Avenue to McKinley Avenue.

Return via McKinley Avenue, 42nd Street, McKinley Avenue, Jefferson Boulevard, Griffith Avenue, 14th Street, and Stanford Avenue to 12th Street, the point of commencement.

- (4.) Applicant may turn its motor vehicles at termini or intermediate points either in the intersection of the street or by operating in either direction around a block contiguous to such intersection.
- (5) Applicant shall 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 tables satisfactory to the Commission within thirty (30) days from the effective date hereof and on not less than one (1) day's notice to the Commission and the public.

II. Los Angeles Transit Lines is hereby authorized to discontinue street car passenger service upon and along the following described routes:

From Miller Avenue and City Terrace Drive, thence via City Terrace Drive, Ramona Boulevard, City Terrace Drive, Wabash Avenue, Evergreen Avenue, Fourth Street, and Euclid Avenue to Whittier Boulevard.

From Gage Avenue near Blanchard Street, thence via Gage Avenue, Hammel Street, and Rowan Avenue to Dozier Street.

From First Street and Indiana Street, thence via Indiana Street to Whittier Boulevard.

From 12th Street and Stanford Avenue, thence via Stanford Avenue, 14th Street, Griffith Avenue, Jefferson Boulevard, McKinley Avenue, 42nd Street, and McKinley Avenue to Vernon Avenue.

Subject to the following condition:

Said street car service shall be discontinued concurrently with the establishment of passenger stage service as hereinbefore authorized, and not before.

III. Los Angeles Transit Lines is hereby authorized to abandon and remove tracks and appurtenances thereto upon and along the following described routes:

From Gage Avenue near Blanchard Street, thence via Gage Avenue, Hammel Street, and Rowan Avenue to Dozier Street.

From 12th Street and Stanford Avenue, thence via Stanford Avenue, 14th Street, Griffith Avenue, Jefferson Boulevard, McKinley Avenue, 42nd Street, and McKinley Avenue to Vernon Avenue.

The Commission reserves the right to make such further orders in these proceedings as to it may seem just and proper, and to revoke this authority in whole or in part if in its opinion public convenience and necessity demand such action.

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

Dated at San Francisco, California, this 2<sup>nd</sup> day of April, 1946.

Harold Anderson  
Justin F. Reeves  
Thomas W. Croy  
Dean H. Lawrence  
Harold P. Hule

COMMISSIONERS