

Decision No. 39002

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  
30th Supplemental

**O P I N I O N**

In Decision No. 38711, dated February 26, 1946, Pacific Electric Railway Company and Los Angeles Transit Lines, doing business as Los Angeles Motor Coach Company, were authorized to operate their Fairfax Avenue Line over the route described in the margin. (1) Applicants now propose to modify a portion of this route in the area south of Fairfax Avenue and Pico Boulevard, so that instead of operating from Fairfax Avenue and Pico Boulevard, via Pico Boulevard, Hayworth Avenue, 18th Street, Orange Grove Avenue, Sawyer Street, Venice Boulevard, Genesee Avenue, 18th Street, Fairfax Avenue and Pico Boulevard to Fairfax Avenue, the operation will be (2) over the route indicated below.

Motor coach service was established over the present route of the Fairfax Avenue Line on March 18, 1946, and provides for operation along Hayworth Avenue between Pico Boulevard and 18th Street. Applicant alleges that residents in that vicinity have complained to the Board of Public Utilities and Transportation of the City of Los Angeles with respect to the motor coach service along

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- (1) "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, Hayworth Avenue, 18th Street, Orange Grove Avenue, Sawyer Street, Venice Boulevard, Genesee Avenue, 18th Street, Fairfax Avenue and Pico Boulevard to Fairfax Avenue."
  - (2) "From Fairfax Avenue and Pico Boulevard, via Pico Boulevard, Fairfax Avenue, 18th Street, Genesee Avenue, Venice Boulevard, Sawyer Street and Fairfax Avenue to Pico Boulevard."

Hayworth Avenue and have requested discontinuance of service on that street. Applicants are willing to discontinue such service and instead to operate in both directions along Fairfax Avenue between Pico Street and 18th Street. With the operation along Fairfax Avenue in both directions, it would appear to be more practical to route motor coaches via Fairfax Avenue between 18th Street and Sawyer Street instead of via Orange Grove Avenue between said streets.

The Board of Public Utilities and Transportation of the City of Los Angeles has approved the proposed rerouting. No change is contemplated in connection with the service, type of equipment, or fares presently in effect on the Fairfax Avenue Line.

It appears to us that the proposed changes in routing, and the abandonment of service along Hayworth Avenue are justified and the application will be granted. A public hearing is not necessary.

#### ORDER

Application having been made in the above number application, 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) 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, Fairfax Avenue, 18th Street, Genesee Avenue, Venice Boulevard, Sawyer Street, and Fairfax Avenue, to Pico Boulevard."

instead of over the route authorized in Decision No. 38711.

(2) To abandon operation over the route from the intersection of Pico Boulevard and Fairfax Avenue via Pico Boulevard, Hayworth Avenue and 18th Street to Fairfax Avenue, as well as along Orange Grove Avenue between 18th Street and Sawyer Street.

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 Decision No. 38711 shall be and remain in full force and effect.

IT IS FURTHER ORDERED that applicants shall give the public at least 10 days' notice of the changes authorized herein by posting notices on all coaches operating on the line involved and at all stations affected.

The effective date of this order shall be 20 days from the date hereof.

Dated at San Francisco, California, this 21<sup>st</sup> day of May, 1946.

David Anderson  
Justin J. Gaeuen  
Francis C. Gentry  
Isaac J. Powell  
Harold K. Kula  
COMMISSIONERS