

Decision No. 39062

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the
LOS ANGELES TRANSIT LINES

ORIGINAL

for permission to substitute motor coach
passenger service for rail passenger ser-
vice on a portion of its former "F" Rail
Line, for permission to abandon certain
tracks and facilities, and for authority
to reroute the remaining portion of the
"F" Rail Line and the "S" and "N" Rail
Lines;

Application No.
27436

and

In the Matter of the Application of the
LOS ANGELES TRANSIT LINES

Application No.
19179
69th Supplemental

for an in lieu certificate for its motor
coach lines.

Rerouting and extension of East
9th St. & Whittier Blvd. Motor Coach Line
No. 47 and renaming as "Whittier Blvd. &
East 4th St. Motor Coach Line No. 47."

O P I N I O N

By the above-numbered application, Los Angeles Transit
Lines seeks the Commission's authority, (1) to discontinue the
temporary operation of its Motor Coach Shuttle Line F-40; (2)
to substitute in lieu thereof a motor coach service which will be
an extension of its East 9th Street and Whittier Boulevard Motor
Coach Line No. 47; (3) to abandon service on that portion of its
"F" rail line east of the intersection of Main Street and 3rd Street
in the City of Los Angeles; (4) to reroute the remaining portion of
its "F" rail line; (5) to reroute its "S" rail line; (6) to reroute
its "N" rail line; (7) to abandon tracks and facilities of a portion

of its "F" rail line.

Pursuant to the provisions of Decision No. 38800, dated March 26, 1946, in Application No. 27211, and 64th Supplemental Application No. 19179, applicant was authorized temporarily to abandon service on that portion of its "F" rail line east of the intersection of 4th Street and Anderson Street in the City of Los Angeles. By this same decision applicant was authorized to establish a motor coach service which, to all intents and purposes, was to parallel and duplicate the route of the "F" rail line. This substitution was made necessary by reason of the fact that the State Department of Public Works, Highway Division, is now engaged in constructing the East 4th Street bridge over the proposed Santa Ana Parkway and it was necessary to cut the rail line in connection with this construction project. The establishment of the bus service was necessary to insure continuity of service to those patrons of the "F" rail line traveling to and from the territory east of the Los Angeles River. At the time the above-numbered decision was issued no definite determination had been made as to the ultimate plan for providing service to the area tributary to this portion of the "F" rail line. Since that date complete plans for the construction of the bridge over the Santa Ana Freeway have been prepared and those plans make no provision for rail facilities. The Board of Public Utilities and Transportation of the City of Los Angeles has favorably indorsed the granting of this application.

As a substitute for the presently operated motor coach line which has as its westerly terminus the intersection of 4th Street and Anderson Street, applicant proposes to extend its East

9th Street-Whittier Boulevard Motor Coach Line No. 47 and rename said motor coach line as "Whittier Boulevard and East 4th Street Motor Coach Line No. 47".

Applicant alleges that considerable dissatisfaction has recently arisen in connection with the present operations of this line, particularly at its westerly terminus in the vicinity of the intersection of Los Angeles Street and East 7th Street. The line is heavily traveled and the required lay-over and terminal facilities in this vicinity have resulted in considerable interference with traffic, as well as annoyance to, and complaints from, property owners, by reason of the congestion created by prospective passengers on the sidewalk adjacent to the terminal point. These objectionable features will be eliminated and the present patrons of the line will be afforded a better service, coming closer to the main business section of the city, together with a wider distribution through the area adjacent to Main Street. In addition, the service to patrons on East 4th Street will be provided by a better type of equipment than is now the case and should prove more satisfactory to these people. The proposed extension to Indiana Street from Fresno Street will also provide service to a considerable area not now being served.

The rerouting of the remaining portion of the "F" rail line, together with the rerouting of the "8" and "N" rail lines, will, in applicant's opinion, furnish a generally more satisfactory service to the patrons in the area served by these lines. The rerouting of the "8" line to the Union Station loop will give service to a greater number of patrons than are now served by the "N" rail line at the present time serving the Station. The "8" rail line crosses practically all the applicant's north and south lines as

well as its east and west lines and, therefore, with the proposed rerouting, these patrons will all have the opportunity of either having a direct route to the Union Station or at least reaching there with only one transfer. Further than this, the turning movements at First and Spring Streets and First and Main Streets, which have always been objectionable, will be eliminated. Likewise, the "8" rail line will be permitted to operate over a single route at all times rather than varying the route as is the case with the present operation.

These proposals have, likewise, been indorsed by the Board of Public Utilities and Transportation of the City of Los Angeles.

Concurrently with the abandonment of the rail passenger service over that portion of its "F" rail line east of the intersection of Main Street and East 3rd Street, applicant proposes to abandon and remove or dispose of all tracks and facilities except those on East 4th Street between Evergreen Avenue and Euclid Avenue, which portion is to be retained in connection with the continued use of the north-bound and south-bound tracks on Evergreen Avenue and Euclid Avenue for regularly scheduled pull-in and pull-out service.

Other than that portion of the proposal which contemplates the abandonment of rail facilities on the "F" line east of Main Street, no major changes in the service now being provided by applicant are proposed herein. Substitutions and reroutings are to be made, but in the aggregate, it would appear that as good, or better, service will be provided after the changes as is the case at present.

Further than this, the abandonment of rail service on the "F" line, as proposed, is made necessary by reason of the construction of the Santa Ana Freeway and it does not appear that it would be in the public interest to require applicant to pay the additional construction cost on a bridge over this freeway designed to carry the additional load which would be imposed if rail facilities were to be provided. The proposal appears to be in the public interest and does not appear to be a matter in which a public hearing is necessary. The application will be granted.

O R D E R

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

IT IS ORDERED AS FOLLOWS:

I. That Los Angeles Transit Lines is authorized

(1) To permanently discontinue rail passenger service over that portion of its "F" Rail Line, described as follows:

Commencing at the intersection of Main Street and East Third Street; thence via East Third Street, Fourth Place; East Fourth Street and Fresno Street to the intersection of Fresno Street and East First Street.

(2) To reroute the remaining portion of its "F" Rail Line, so as to operate as follows:

From the intersection of 116th Street and Vermont Avenue, thence via Vermont Avenue; Private Right of Way between Florence Avenue and 69th Street, Hoover Street, Santa Barbara Avenue, Grand Avenue, Jefferson Boulevard, Main Street and Spring Street to the intersection of Spring Street and Sunset Boulevard; return via the reverse of above route.

(3) To reroute its "8" Rail Line, so as to operate as follows:

From the intersection of 54th Street and Crenshaw Boulevard, thence via 54th Street, Broadway, Broadway Place, Main Street and Macy Street to the Union Station Loop; return via the reverse of above route.

(4) To reroute its "N" Rail Line, so as to operate as follows:

From the intersection of 8th Street and Western Avenue, thence via 8th Street, Vermont Avenue, 9th Street and Spring Street to the intersection of Spring Street and Sunset Boulevard; return via the reverse of the above route.

(5) To abandon and remove or dispose of all tracks and facilities over that portion of its "F" Rail Line, described as follows:

Commencing at the intersection of Main Street and East 3rd Street, thence via East 3rd Street, 4th Place, and East 4th Street to the intersection of East 4th Street and Evergreen Avenue. Likewise commencing at the intersection of East 4th Street and Euclid Avenue, thence via East 4th Street and Fresno Street, to the intersection of Fresno Street and East 1st Street.

III. That a certificate of public convenience and necessity be, and it is hereby granted to Los Angeles Transit Lines authorizing it to establish and operate a passenger stage service, as defined in Section 24 of the Public Utilities Act, for the transportation of passengers between points within and immediately adjacent to the City of Los Angeles, to be consolidated with the remainder of its operating rights.

III. That Los Angeles Transit Lines shall operate the passenger service authorized under Section II above in compliance with the following service regulations:

- (a) Rates of fare and rules in volume and effect shall remain unchanged from those rates and rules now in effect.
- (b) Written acceptance of the certificate herein granted shall be filed within a period of not to exceed thirty (30) days from the date hereof.
- (c) Said service shall commence within a period of not to exceed six (6) months from the effective date hereof.
- (d) Subject to the authority of this Commission to change or modify such at any time, said passenger stage operation shall be conducted over and along the following described route:

Commencing at the intersection of Whittier Boulevard and Simmons Street, thence via Whittier Boulevard, Ford Boulevard, Olympic Boulevard, East 8th Street, Soto Street, Olympic Boulevard, Central Avenue, East 8th Street, Main Street, 3rd Street, 4th Place, East 4th Street, 3rd Place, and Indiana Street to the intersection of Indiana Street and East 4th Street; return via East 4th Street and reverse of above route to the point of commencement.

provided, however, that during the construction period of the 4th Street Bridge over the Santa Ana Freeway, applicant is authorized to make such deviations from the route above described in the area bounded by State Street, 1st Street, Anderson Street and 4th Street, as necessity may demand, but the Commission shall be notified promptly of any such deviations.

As an alternate route, applicant is authorized to divert from the above regular route between the intersection of Olympic Boulevard and Mirasol Street and Olympic Boulevard and Soto Street by proceeding via Olympic Boulevard, in lieu of East 8th Street and Soto Street.

Also as an alternate route, applicant is authorized to divert from the above regular route at the

intersection of Whittier Boulevard and Gerhart Avenue, and to operate via Gerhart Avenue, Union Pacific Avenue and Goodrich Boulevard to the intersection of Whittier Boulevard and Goodrich Boulevard.

- (e) Concurrently with the establishment of the service, as authorized herein, applicant is authorized to discontinue temporary service over the route authorized by Decision No. 38800, dated March 26, 1946, in Application No. 19179.

This entire order is subject to the following conditions:

1. That not less than ten (10) days' notice of the proposed extensions, reroutings and abandonments, as authorized herein, be given the public by posting notices of such changes in all cars or coaches operating on the lines involved.
2. The Commission reserves the right to make such further orders in these proceedings as to it may appear just and reasonable, 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 11th
day of June, 1946.

David C. Baker
Justin F. Calver

James D. Powell
Harold A. Kuls
COMMISSIONERS