

ORIGINAL

Decision No. 41633

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 the LOS ANGELES TRANSIT LINES for)
 authority to establish "Brooklyn)
 and Hooper Avenues Line No. 2" to be)
 operated by trolley coach, and for)
 authority to discontinue service and) Application No. 29103
 abandon certain tracks and facilities)
 on Rail Line "B" and to make certain)
 changes in its system including sub-)
 stitutions and reroutings of certain)
 existing services.)

Gibson, Dunn & Crutcher, by Max Eddy Utt, and Stanley M. Lanham for applicant; T. M. Chubb, Assistant Chief Engineer, for Department of Public Utilities and Transportation, City of Los Angeles, interested party.

O P I N I O N

Authority is requested herein to establish trolley coach operations in lieu, and as an extension, of present rail and motor bus operations which are proposed to be abandoned. Specifically, applicant seeks to abandon that portion of its "B" Rail Line from the intersection of 51st Street and Ascot Avenue, thence via Ascot Avenue, Private Right of Way, Hooper Avenue, 12th Street, Main Street, Macy Street, Brooklyn Avenue, Evergreen Avenue, Wabash Avenue, City Terrace Drive, Ramona Boulevard, and City Terrace Drive to Miller Avenue. Also, authority is sought to abandon that portion of applicant's Evergreen Motor Coach Line No. 30 from the intersection of Evergreen Avenue and Folsom Street, thence via Evergreen Avenue, Wabash Avenue, City Terrace Drive, Ramona Boulevard, and City Terrace Drive to Miller Avenue.

In connection with the proposed abandonment of the "B" Rail Line, authority is requested to abandon, but not remove, certain of the tracks and facilities. Such a request is made inasmuch as applicant proposes to deed these tracks to the City of Los Angeles and remove the overhead construction pursuant to the applicant's franchise with the City of Los Angeles⁽¹⁾.

The proposed new trolley coach service would operate over the route of the present "B" Rail Line, with a slight modification to avoid a private right of way over which the tracks now run between Ascot and Hooper Avenues, and also with an extension easterly beyond the terminus of the present rail line at City Terrace Drive and Miller Avenue, via City Terrace Drive, McGilvrey Street, Rogers Street and Eastern Avenue to City Terrace Drive. In addition, the proposed trolley coach service will have provisions for turning around at three places on the route.

Public hearing was held before Examiner Syphers at Los Angeles on April 15, 1946.

At the hearing testimony was presented indicating that the existing tracks along the "B" Rail Line are in very poor condition. If they are continued in service it will be necessary to spend approximately \$200,000 for repairs in the next year, and about \$400,000 in the next three years.

Certain advantages in the trolley coach operation were pointed out. The free flow of traffic is promoted and passenger

(1) Section 33, Los Angeles Transit Lines' Franchise, City of Los Angeles Ordinance No. 90,343. The exercise of this franchise was authorized by Decision No. 39163, dated June 25, 1946, on Application No. 27425.

safety is increased in that passengers can be loaded and unloaded at the curb. The trolley coaches will have the same seating capacity as the present street cars; furthermore, they can take advantage of turn-back loops to be placed at certain spots along the line. This will eliminate the necessity of all schedules traveling to the end of the route.

While there was no opposition whatsoever to the proposed substitution of trolley coaches for rail line, still two public witnesses expressed a desire to have the trolley coaches travel along Hooper Avenue instead of Ascot Avenue. This was based on the premise that Hooper is more of a residential area while Ascot is becoming more industrial. However, the testimony further showed that there is now existing service along Central Avenue and Long Beach Avenue. Ascot is approximately in the center of these two avenues. The existing rail line is well patronized, in fact overcrowded, according to the testimony, and in the light of these facts we will not arbitrarily change the proposed routing.

After careful review of the record it is found that the proposed abandonments and substitutions are in the public interest and should be authorized.

O R D E R

Application as above entitled having been filed, a public hearing having been held thereon, the matter having been submitted, the Commission being fully advised in the premises and hereby finding that the public interest so requires,

IT IS ORDERED that the Los Angeles Transit Lines be, and it hereby is, authorized to abandon that portion of its "B" Rail Line as follows:

From the intersection of 51st Street and Ascot Avenue, thence via Ascot Avenue, Private Right of Way, Hooper Avenue, 12th Street, Main Street, Macy Street, Brooklyn Avenue, Evergreen Avenue, Wabash Avenue, City Terrace Drive, Ramona Boulevard and City Terrace Drive to Miller Avenue.

IT IS FURTHER ORDERED that applicant be, and it hereby is, authorized to abandon that portion of its Evergreen Motor Coach Line No. 30, authorized by Decision No. 38806, dated April 2, 1946, on Application No. 19179, 62nd Supplemental, as follows:

From the intersection of Evergreen Avenue and Folsom Street, thence via Evergreen Avenue, Wabash Avenue, City Terrace Drive, Ramona Boulevard and City Terrace Drive to Miller Avenue.

IT IS FURTHER ORDERED that applicant be, and it hereby is, authorized to operate its Evergreen Motor Coach Line No. 30 over the following route, as a part of, and consolidated with, the operative right created by Decision No. 38806, dated April 2, 1946, on Application No. 19179, 62nd Supplemental:

Commencing at the intersection of Whittier Boulevard and Euclid Avenue, thence via Euclid Avenue, 4th Street and Evergreen Avenue to the intersection of Folsom Street.

IT IS FURTHER ORDERED that applicant be, and it hereby is, authorized to abandon existing street railway tracks and facilities as follows:

From the intersection of Ascot Avenue and 51st Street, via Ascot Avenue to 41st Street, thence via Private Right of Way running northerly and westerly coming into Hooper Avenue just northerly of 33rd Street, thence via Hooper Avenue and 12th Street to the intersection of 12th Street and Central Avenue.

Also, commencing on Macy Street just east of the double track curve connection from the Union Passenger Terminal approximately 300 feet southeasterly of Alameda Street, thence via Macy Street, Brooklyn Avenue, Evergreen Avenue, Wabash Avenue, City Terrace Drive, Ramona Boulevard and City Terrace Drive to Miller Avenue.

IT IS FURTHER ORDERED:

That Los Angeles Transit Lines is hereby authorized to establish electric trolley coach operations for the transportation of passengers for compensation between all points over and along the following described routes:

Commencing at the intersection of Ascot Avenue and 51st Street, via Ascot Avenue, 41st Street, Compton Avenue, East Adams Boulevard, Hooper Avenue, 12th Street, Main Street, Macy Street, Brooklyn Avenue, Evergreen Avenue, Wabash Avenue, City Terrace Drive, Ramona Boulevard from City Terrace Drive on the west to City Terrace Drive on the east, City Terrace Drive, McGilvrey Street, Rogers Street and Eastern Avenue to the intersection of Eastern Avenue and City Terrace Drive.

Return via City Terrace Drive to Rogers Street, thence via reverse of the above route to the intersection of Ascot Avenue and 50th Street, thence via 50th Street, Compton Avenue and 51st Street to the point of beginning.

Also, from the intersection of 41st Street and Ascot Avenue, via 41st Street, Compton Avenue, 41st Place to Ascot Avenue.

Also, from the intersection of Evergreen Avenue and Fairmount Street, via Fairmount Street and Stone Street to the intersection of Stone Street and Wabash Avenue.

IT IS FURTHER ORDERED that the authority for abandonment as herein granted shall be exercised only coincidentally with the establishment of substitute services as authorized herein.

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

Dated at San Francisco, California, this 25th day of May, 1948.

R. T. Dintzman
Justus F. Caceres
Frank H. Powell
Harold K. Kula
Samuel F. Fottler
COMMISSIONERS