

ORIGINAL

Decision No. 42218

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of the )  
Pacific Electric Railway Company, a )  
corporation, and Los Angeles Transit )  
Lines, a corporation, for authority to )  
reroute their Olympic-Sunset Boulevard )  
Motor Coach Line No. 83 and divide the )  
same into two routes to be known as )  
"Sunset Boulevard Motor Coach Line No. )  
83" and "Olympic Boulevard Motor Coach )  
Line No. 90." )

Application  
No. 29756

O P I N I O N

Pacific Electric Railway Company and Los Angeles Transit Lines, under the designation of "Los Angeles Motor Coach Lines", by Decision No. 40767 dated September 30, 1947, were authorized to operate their Olympic-Sunset Boulevard Motor Coach Line No. 83 over the following route:

"Commencing at the intersection of Sunset Boulevard and Crescent Heights Boulevard in the City of Los Angeles, thence via Sunset Boulevard, Vermont Avenue, First Street, Beverly Boulevard, Second Street, Hill Street, Olympic Boulevard to the intersection of Olympic Boulevard and Spalding Drive in the city of Beverly Hills."

Service on the line was subject to the restriction that:

"Passengers shall not be transported locally between points east of Vermont Avenue and First Street and west of Second and Hill Streets or between points along Hill Street and points east of Vermont Avenue and First Street. This restriction will not prohibit the transportation of passengers along Hill Street between Second Street and Olympic Boulevard, including intermediate points, or between all points east of Vermont Avenue and First Street and points north and west thereof."

In the present application authority is sought to divide the Olympic-Sunset Boulevard Motor Coach Line No. 83 into two routes to be designated as Sunset Boulevard Motor Coach Line No. 83 and Olympic Boulevard Motor Coach Line No. 90. Applicants allege that

negotiations are presently under way for segregation and division between the two parent companies of all of the operations which have heretofore been conducted jointly under the designation of "Los Angeles Motor Coach Lines" and in order to facilitate such negotiations and make such division possible, the split of the Olympic-Sunset Boulevard Motor Coach Line is necessary. It is further alleged that an improvement in the on-time performance will result from the proposal. No changes in fares are proposed and relatively few passengers will be adversely affected since service will be conducted along all of the route presently served.

The Board of Public Utilities and Transportation of the City of Los Angeles has given its approval to carry out the plan of operation proposed herein.

The granting of this application is a necessary step in the division of "Los Angeles Motor Coach Lines", which, appears to be in the public interest. A public hearing in this matter is not necessary.

#### O R D E R

Application as above-entitled having been filed, the Commission being fully advised in the premises, and hereby finding that public convenience and necessity so require,

IT IS ORDERED that Pacific Electric Railway Company and Los Angeles Transit Lines be, and they hereby are authorized to divide their Olympic-Sunset Boulevard Motor Coach Line No. 83 into two routes, to be designated and operated as follows:

##### Sunset Boulevard Motor Coach Line No. 83

Commencing at the intersection of Sunset Boulevard and Crescent Heights Boulevard in the City of Los Angeles, thence via Sunset Boulevard, Vermont Avenue, 1st Street, Beverly Boulevard, 1st Street, 2nd Street, and Hill Street to 11th Street.

Said route shall be subject to the following restriction:

Passengers shall not be transported locally between points east of Vermont Avenue and First Street and west of Second and Hill Streets, or

between points along Hill Street and points east of Vermont Avenue and First Street. This restriction will not prohibit the transportation of passengers along Hill Street between Second Street and 11th Street, including intermediate points, or between all points east of Vermont Avenue and First Street and points north and west thereof.

Olympic Boulevard Motor Coach Line No. 90

Commencing at the intersection of Olympic Boulevard and Spalding Drive in the City of Beverly Hills, thence via Olympic Boulevard to Olive Street in the City of Los Angeles, thence via Olive Street, 6th Street, Hill Street, and Olympic Boulevard to the point of beginning.

IT IS HEREBY FURTHER ORDERED that during the construction period of the Hollywood Freeway overpass in the vicinity of Clinton Street and Vermont Avenue, the following deviation in route is authorized for the Sunset Boulevard Motor Coach Line No. 83:

INBOUND - South on Vermont Avenue,  
West on Clinton Street,  
South on New Hampshire Avenue,  
East on Rosewood Avenue, and  
South on Vermont Avenue,  
thence via regular route.

OUTBOUND - Regular route to Vermont Avenue  
and Council Street,  
East on Council Street,  
North on Madison Avenue,  
West on Melrose Avenue, and  
North on Vermont Avenue,  
thence via regular route.

Upon completion of the construction work above referred to, service on this line shall be restored to the regularly authorized route.

IT IS HEREBY FURTHER ORDERED that the rights herein granted shall be considered as a part of, and consolidated with the right created by Decision No. 26079, and in lieu of the route described in the Opinion hereof as authorized by Decision No. 40767.

Applicants are authorized to establish the service over the routes herein defined on not less than five day's notice to the Commission and the public.

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

Dated at San Francisco, California, this 9<sup>th</sup> day of

November, 1948.

R. F. Anderson

James F. Calver

Frank Kuehn

Wm. H. Potter

Commissioners