

**ORIGINAL**Decision No. 47681

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 PACIFIC GREYHOUND LINES for authority  
 to operate over alternate routes  
 within the City of Los Angeles.

Application No. 33486

Douglas Brookman and R. E. Thomas for applicant.  
Rodney F. Williams and Don C. Campbell, for Asbury  
 Rapid Transit System, protestant. Warren P. Marsden  
 and George Langsner, for Department of Public Works,  
 Division of Highways, and the Board of Public  
 Utilities and Transportation of the City of Los  
 Angeles, by Clark H. Sturm, interested parties.

O P I N I O N

Applicant presently conducts operations as a passenger stage corporation over the public highways of the State of California and, in particular, conducts operations in the City of Los Angeles over Sunset Boulevard between its intersection with Los Angeles Street and its intersection with Cahuenga Boulevard, and thence northwesterly via Cahuenga Boulevard. In this application it is proposed to conduct passenger stage operations over an alternate route via the Hollywood Freeway between Los Angeles Street and Cahuenga Boulevard. Specifically, the application seeks authority to transport passengers, baggage and express not exceeding 100 pounds in weight per shipment, to be transported in passenger vehicles only, between the following termini and over the following routes:

- (a) From the junction of Los Angeles Street, Los Angeles, and Hollywood Freeway, over Hollywood Freeway to its junction with Sunset Boulevard, Los Angeles, to be operated as an alternate route.
- (b) From the junction of Sunset Boulevard, Los Angeles, and Hollywood Freeway, over Hollywood Freeway to its junction with U. S. Highway 101 (Cahuenga Boulevard), to be operated as an alternate route.
- (c) From the junction of Hollywood Freeway and Western Avenue, Los Angeles, over access highways in either direction to and from Western Avenue, thence over Western Avenue to its junction with Sunset Boulevard, to be operated as an alternate route.

A public hearing was held on August 15, 1952, before Examiner Syphers at Los Angeles, at which time evidence was adduced and the matter submitted.

The Regional Manager for Pacific Greyhound Lines testified that the principal reason for this application was to remove the present accident hazards attendant to applicant's operation along Sunset Boulevard. The applicant company now averages about three accidents a month, practically all of which occur at intersections. The witness testified that, in his opinion, operations over the freeway would remove most of these accident hazards and, in addition, would result in a saving of time of approximately five minutes between Los Angeles and Hollywood.

The Department of Public Works took the position that it had no objection to the proposed alternate route provided the applicant make no stops within the freeway limits for the purpose of picking up or discharging passengers, baggage or express. The witness for applicant testified there was no

intention of making such steps, and that applicant would be willing to accept a certificate containing a restriction to that effect.

It was pointed out that Pacific Greyhound Lines and Asbury Rapid Transit System are competitive between San Fernando and Los Angeles although Asbury has local rights in the area, whereas applicant is restricted in this respect. Decision No. 23244, dated December 31, 1930, on Application No. 16989 (35 C.R.C. 667), contains a restriction whereby applicant is prohibited from performing local service between Los Angeles and San Fernando except on through cars destined to points north of Saugus. It was agreeable with applicant that this restriction likewise be applicable to any authority granted hereunder.

It was further pointed out on this record that Asbury now has on file with this Commission an application to conduct operations over the Hollywood Freeway as well as the Cahuenga Freeway.

The representative of the City of Los Angeles took the position that the operation of buses by applicant on the Hollywood Freeway would interfere with other operations thereon, particularly local bus operators and residents of the City of Los Angeles. However, no testimony was presented in this connection.

After a full consideration of this record, we find that the proposed alternate route is required by public convenience and necessity, and, therefore, the application will be granted.

O R D E R

Application as above entitled having been filed, public hearing having been held thereon, the Commission being fully advised in the premises and hereby finding public convenience and necessity to so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be and it hereby is granted to Pacific Greyhound Lines, a California corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code for the transportation of passengers, baggage, and express not exceeding 100 pounds in weight, to be transported in passenger vehicles only, as an extension and enlargement of, and to be consolidated with applicant's existing rights in said territory, between the following termini and over the following routes:

- (a) From the junction of Los Angeles Street, Los Angeles, and Hollywood Freeway, over Hollywood Freeway to its junction with Sunset Boulevard, Los Angeles, to be operated as an alternate route.
- (b) From the junction of Sunset Boulevard, Los Angeles, and Hollywood Freeway, over Hollywood Freeway to its junction with U. S. Highway 101 (Cahuenga Boulevard), to be operated as an alternate route.
- (c) From the junction of Hollywood Freeway and Western Avenue, Los Angeles, over access highways in either direction to and from Western Avenue, thence over Western Avenue to its junction with Sunset Boulevard, to be operated as an alternate route.

(2) That the authority herein granted shall be subject to the existing restrictions as to applicant's operating authority and, in addition, to the following restriction:

That no service shall be rendered to or from intermediate points on the foregoing routes, and no stops shall be made within the limits of the Hollywood Freeway for the purpose of picking up or discharging passengers, baggage, or express.

(3) That, in providing service pursuant to the certificate herein granted, there shall be compliance with the following service regulations:

- (a) Within thirty (30) days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty (60) days after the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, tariffs and time schedules satisfactory to the Commission.

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

Dated at San Francisco, California, this 2nd day of September, 1952.

[Signature]  
President

Justice F. Coakley

[Signature]

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Commissioners