

ORIGINALDecision No. 48463

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 PACIFIC ELECTRIC RAILWAY COMPANY, a
 corporation, for an In Lieu Certificate
 of Public Convenience and Necessity for
 modification of operation of its Los
 Angeles-Santa Ana Express Line on the
 Santa Ana Freeway.

Application No. 34048

E. D. Yeomans, for applicant; Carl P. Fennema,
 for Downtown Business Men's Association, interested
 party.

O P I N I O N

By the application as amended Pacific Electric Railway Company requests authority to operate certain "express" schedules on its Los Angeles-Santa Ana Line No. 58 and certain "limited" schedules on its Los Angeles-Balboa Line No. 55 via the Santa Ana Freeway between its intersections with Boyle Avenue on the west and Lakewood Boulevard on the east. The freeway closely parallels the existing routings. Applicant also requests authority to operate passenger stages not exceeding 40 feet in length and 102 inches in width over the described portion of the freeway.

A public hearing on the application was held in Los Angeles on March 17, 1953, evidence was presented and the matter submitted. It is ready for decision.

Applicant heretofore received permission to operate certain of its Los Angeles to Santa Ana schedules and its Los

Angeles to Balboa schedules via the Santa Ana Freeway between the intersection of Telegraph Road and LaVerne Avenue and the intersection of Telegraph Road and Eastland Avenue. ⁽¹⁾ This authority was to terminate upon completion and opening to public use of any portion of the Santa Ana Freeway connecting with either terminus of the then existing section of the Santa Ana Freeway between Eastland Avenue and LaVerne Avenue. On or about February 1, 1953, the Santa Ana Freeway was extended west of LaVerne Avenue, thereby terminating applicant's authority to operate over the Santa Ana Freeway.

At the present time the Santa Ana Freeway is open to public use from the vicinity of the Los Angeles Union Passenger Terminal to Eastland Avenue. In the near future the Santa Ana Freeway will be extended east from Eastland Avenue to Slauson Avenue and in the latter part of the year 1953 will be extended east to Lakewood Boulevard.

The Los Angeles-Santa Ana (Express) Line does not pick up or discharge passengers in the area where service is proposed to be routed via the Santa Ana Freeway. On the Los Angeles to Balboa Line the applicant operates one "limited" schedule per day from Los Angeles to Balboa and one "limited" schedule per day from Balboa to Los Angeles, in addition to other schedules between Los Angeles and Balboa. A witness testified that from information in applicant's possession no passengers are handled

(1) Decision No. 46471, dated November 27, 1951, on Application No. 32443 (Route No. 58, Los Angeles-Santa Ana, was amended by Decision No. 47534, dated August 5, 1952, on Application No. 33550).

via these limited Los Angeles-Balboa schedules to or from points in the area in which it is proposed to reroute the services via Santa Ana Freeway.

Applicant estimates that by using the Santa Ana Freeway between Los Angeles and Lakewood Boulevard on the described runs it can save 15 minutes in running time per trip each direction. No stops are to be made at any point on the Santa Ana Freeway west of Lakewood Boulevard on either line.

The City of Los Angeles has approved the routing in the City, ⁽²⁾ and the Department of Public Works of the State of California has no objection to the granting of the requested authority if a restriction is included in the authority granted prohibiting the picking up or discharging of passengers within the freeway limits.

Eastern Cities Transit, Inc., Holbrook Transit Co. and Los Angeles Transit Lines were notified of the hearing but made no appearance thereat and filed no protest to the granting of the application.

No change in fares or equipment is proposed.

Upon the evidence we find that the proposed reroutings are in the public interest. They will be authorized.

Applicant has authority to operate stages not exceeding 40 feet in length and 102 inches in width over the portions of Lines 55 and 58 not involved herein (Decision No. 46222, dated September 25, 1951, on Application No. 32574), and, therefore, applicant will be authorized to operate such buses on the portion of the Santa Ana Freeway herein involved.

(2) Exhibit No. 1.

O R D E R

Upon the findings and conclusions set forth in the foregoing opinion,

I

IT IS ORDERED that the route description of Pacific Electric Railway Company's Los Angeles-Santa Ana Line, Route No. 58, set forth in pages 6 and 7 of Appendix A of Decision No. 46471, dated November 27, 1951, on Application No. 32443, as amended by the order of Decision No. 47534, dated August 5, 1952, on Application No. 33550, is amended to read as follows:

Los Angeles-Santa Ana Line, Route No. 58

From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or, as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, 6th Street, Whittier Boulevard, Atlantic Boulevard, Telegraph Road, Lakewood Boulevard, Florence Avenue, Downey Avenue (Downey), Firestone Boulevard (Santa Ana Freeway), Whitaker Avenue (Buena Park), Magnolia Avenue, Commonwealth Avenue (Fullerton), Spadra Road, Los Angeles Street (Anaheim), U.S. Highway 101 (Santa Ana Freeway), Chapman Avenue (Orange), Lemon Avenue, La Veta Avenue, Main Street (Santa Ana), and Third Street to Pacific Electric Station at Mortimer Street (Santa Ana).

Alternate Routes:

1. Via Santa Fe Springs

Over the regular route from Los Angeles Terminal to Telegraph Road and Lakewood Boulevard, thence via Telegraph Road, Norwalk Boulevard, and San Antonio Drive (Norwalk) to Firestone Boulevard, thence via regular route to Santa Ana.

2. Via Whittier

Over the regular route from Los Angeles Terminal to Whittier Boulevard and Atlantic Boulevard, thence via Whittier Boulevard (through Montebello and Pico), Philadelphia Street (Whittier), Comstock Avenue, Bailey Street, Painter Avenue,

Whittier Boulevard (U.S. Highway 101), La Mirada Avenue, Central Avenue (La Habra), Pomona Avenue, Brea Boulevard (Brea), Spadra Road to Commonwealth Avenue (Fullerton), thence via regular route to Santa Ana.

3. Express Route

From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or, as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, 6th Street, Whittier Boulevard, Boyle Avenue, Garnet Street, Santa Ana Freeway, Lakewood Boulevard, Firestone Boulevard, Manchester Avenue, Santa Ana Freeway (formerly Manchester Avenue and Santa Ana Boulevard), Main Street (Santa Ana), and 3rd Street to Santa Ana Terminal. Return via reverse of going route to Lakewood Boulevard; thence via Lakewood Boulevard, Santa Ana Freeway, Soto Street, Whittier Boulevard, 6th Street, Central Avenue, 5th Street, and Maple Avenue to the Los Angeles Terminal.

Also, during period of Santa Ana Freeway construction westerly of Lakewood Boulevard, via Santa Ana Freeway between Los Angeles Terminal and Slauson Avenue; thence via Slauson Avenue, Telegraph Road, and Lakewood Boulevard to Santa Ana Freeway.

Restriction (Express Route)

No passenger shall be picked up or discharged at any point along Santa Ana Freeway westerly of Lakewood Boulevard.

Return via reverse of above routes to 6th Street and Central Avenue (Los Angeles), thence via Central Avenue, 5th Street, and Maple Avenue to the Los Angeles Terminal.

Restriction:

No passengers shall be transported in the City of Los Angeles whose origin and destination are between the Los Angeles Terminal and any point west of Indiana Street.

II

IT IS FURTHER ORDERED that the route description of Pacific Electric Railway Company's Los Angeles-Balboa Line, Route No. 55, set forth on pages 3 and 4 of Appendix A of Decision

No. 46471, dated November 27, 1951, on Application No. 32443, is amended to read as follows:

Los Angeles-Balboa Line, Route No. 55

From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or, as an alternate, from Los Angeles Street Station (Los Angeles) via Los Angeles Street, Sixth Street, Whittier Boulevard, Boyle Avenue, 8th Street, Olympic Boulevard, Telegraph Road, Atlantic Boulevard, Telegraph Road, Lakewood Boulevard, Florence Avenue, Downey Avenue (Downey), Firestone Boulevard, Lakewood Boulevard, Hathaway Avenue (Pacific Coast Highway), Ximeno Avenue, 2nd Street, Central Avenue (Seal Beach), Main Street, Pacific Coast Highway 101 through Huntington Beach, Balboa Boulevard, "G" Street, Ocean Boulevard, and "I" Street to Balboa Boulevard (Balboa).

Return via Balboa Boulevard and reverse of above route to 6th Street and Central Avenue (Los Angeles), thence via Central Avenue, 5th Street, and Maple Avenue to the Los Angeles Terminal.

Restrictions:

1. No passengers shall be transported whose origin and destination are between points intermediate to the intersection of Hathaway and Ximeno Avenues and the intersection of Second Street and the San Gabriel River.
2. No passengers shall be transported whose origin and destination are between the Los Angeles Terminal and any point west of Indiana Street (Los Angeles).

Alternate Routes

1. Via Lakewood Boulevard between Florence Avenue and Firestone Boulevard. Return via reverse of above route.
2. Via Hathaway Avenue (Pacific Coast Highway) between Ximeno Avenue and Highway 101 and Main Street (Seal Beach). Return via reverse of above route.
3. From the intersection of Boyle Avenue and Whittier Boulevard, via Boyle Avenue, Garnet Street, and Santa Ana Freeway to Lakewood Boulevard. Return via Santa Ana Freeway, Soto Street, and Whittier Boulevard to Boyle Avenue.

Also, during period of Santa Ana Freeway construction westerly of Lakewood Boulevard, via Santa Ana

Freeway between Los Angeles Terminal and Slauson Avenue; thence via Slauson Avenue, Telegraph Road, and Lakewood Boulevard to Santa Ana Freeway. Return via reverse of above route.

Restriction:

Alternate Route No. 3 is subject to the following restriction:

No passenger shall be picked up or discharged at any point along Santa Ana Freeway westerly of Lakewood Boulevard.

IT IS FURTHER ORDERED that Pacific Electric Railway Company is authorized to operate passenger stages not to exceed 40 feet in length and 102 inches in width over the routes and between the points specified in ordering paragraphs I and II of the order herein.

IT IS FURTHER ORDERED that Pacific Electric Railway Company shall post notices in all buses operating over Route No. 55 and Route No. 58, and in all its terminals, indicating specifically the changes in routing and in the applicable time schedules which would result from operations conducted pursuant to this order. Such notices shall be so posted and shall remain continuously posted during a period of not less than ten days prior to the establishment of service, pursuant to such order,

over said route. Proof of such posting shall be filed with the Commission within thirty days after the establishment of such service.

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

Dated at Los Angeles, California, this 7th day of April, 1953.

R. J. [Signature]
President
Justin F. [Signature]
[Signature]
[Signature]

Commissioners