

ORIGINALDecision No. 50179

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of LOS ANGELES TRANSIT LINES, a corporation, for authority to (1) establish rail operation on New Hampshire Avenue from Monroe Street to Melrose Avenue and on Melrose Avenue from New Hampshire Avenue to Vermont Avenue, substitute motor coach operation on the Santa Fe Avenue and Leonis Boulevard legs of rail line "V", and establish motor coach service into the Central Manufacturing District; and (2) abandon rail operation on Larchmont Boulevard and on Third Street westerly of Wilton Place.

Application No. 35248

Gibson, Dunn and Crutcher, by Max Eddy Utt, for applicant.
Carson B. Hubbard, City Attorney, Vernon, M. E. Gainder,
 for T. M. Chubb, Department of Public Utilities and
 Transportation of the City of Los Angeles, Wendell
Black, for Los Angeles City College, John McGinnis,
 for the Los Angeles City Board of Education, Robert
 W. Walker and Richard K. Knollton, for The Atchison
 Topeka and Santa Fe Railway and the Los Angeles
 Junction Railway Company, Roland G. Haacke, for the
 Los Angeles and Salt Lake Railroad Company and the
 Union Pacific Company, interested parties.
F. J. Donnelly, for the Transportation Union, protestant.

O P I N I O N

Applicant herein proposes to make the following changes and additions in its present rail and motor coach facilities:

- (1) Abandon certain rail facilities now in place in Vermont Avenue between Melrose Avenue and Monroe Street and in Monroe Street between Vermont and New Hampshire.
- (2) Construct new track and appurtenances in New Hampshire Avenue between Monroe Street and Melrose Avenue and in Melrose Avenue between New Hampshire Avenue and Vermont Avenue.

(3) Abandon certain tracks and facilities at the south-easterly end of its "V" line in the Vernon area.

(4) Establish a new motor coach service in the Vernon area.

(5) Conduct one-man operations over the "V" line.

(6) Discontinue a portion of the "R" rail line on Larchmont Boulevard and on Third Street westerly of Wilton Place.

(7) Reroute the "R" and "S" lines.

(8) Erect and maintain exempt signs at twelve designated grade crossings in the City of Vernon in order to reduce the number of stops that would otherwise be required to be made by motor coaches operating on the proposed extension as set out in Item 4 hereinabove.

Public hearings were held before Examiner Syphers in Los Angeles on May 6 and 25, 1954, on which dates evidence was adduced and on the last named date the matter was submitted.

At the hearing a witness for applicant described the proposals and testified as to the alleged improvements which would be brought about by the proposed changes. As to the abandonment of rail facilities in Vermont Avenue and Monroe Street and the construction of new track in New Hampshire and Melrose Avenues, it was pointed out that these changes will permit a turnaround operation so that one-man P.C.C. cars may be used on the "V" line. Exhibit No. 10 shows the proposal in this respect while Exhibits Nos. 11 and 12 show alternate proposals for effecting this turnaround, one being a loop operation on private property and the other being a wye turnaround. However, the witness observed that the loop operation is not now feasible since the private property

which would be necessary has not been purchased by the Board of Education. The wye operation is feasible and the applicant has no particular objection thereto although it was the opinion of the witness that the operation around the block would be more satisfactory. Opposition to the around the block operation was voiced by representatives of the Los Angeles City College since the college has plans in the future for acquiring New Hampshire Avenue. They had no particular objections to the wye operation, however. Exhibit No. 3 was submitted in this connection.

As to the proposal to abandon tracks and facilities in the Vernon area and to establish a new motor coach service, the City of Vernon voiced approval of this proposal. The proposal to erect and maintain exempt signs at twelve designated grade crossings was made in order to facilitate operations of the new motor coach route. Witnesses representing the railroads involved indicated no opposition to the erection and maintenance of exempt signs at two crossings but did object to such installations at the other crossings concerned. Testimony as to these crossings was presented by witnesses for the railroads concerned and in this connection Exhibits 18 and 19 were submitted.

Public witness testimony supported the installation of the new bus line since it would provide service to industries not now receiving any public transportation service. This testimony was presented by representatives and employees of various industrial installations in the area.

Concerning the proposal to conduct one-man operations over the existing "V" line, opposition thereto was expressed by the president of the Transportation Union which represents the

operators, maintenance men and mechanics working for the Los Angeles Transit Lines. The witness did not oppose the P.C.C. cars but was opposed to one-man operations on the basis that there are now approximately ten older men in the employ of the company who are not physically capable of operating as motormen but who can work as second men on the back end of a streetcar in taking of tickets and related duties.

Relative to the proposal to discontinue a portion of the "R" line on Larchmont Boulevard and on Third Street, various witnesses who are residents and property owners in the area testified as to the advantages of this proposal. It was observed that these rail facilities are used but very little and that there is adequate transportation in the area. Furthermore the present rail facilities constitute a nuisance in that the cars are noisy and there are poles in the center of the street to support the overhead lines.

Exhibit No. 1 is a map showing the general over-all proposal. Exhibit No. 2 was reserved for the Union Pacific Railroad, but subsequently that company presented its testimony orally. Exhibit No. 4 is a petition of the residents of the Larchmont area requesting discontinuance of the streetcar facilities as proposed herein. Exhibit No. 5 is a zone map of the Los Angeles Transit Lines showing the present zones which have been set up for rate purposes. The proposed bus extension will be in zone 2. Exhibit No. 6 is a map showing the route of the proposed bus extension which will be designated Motor Coach Line No. 23. Also the exhibit shows the rail abandonments which the company desires to make in that area and which have been described hereinbefore. The availability of P.C.C. cars was shown by Exhibit No. 7. Exhibits Nos.

8 and 9 show the passenger volume at a given point on the rail "V" line and the present headways as compared with the proposed headways of Motor Coach Line No. 23. Exhibits Nos. 14 and 15 show the passengers boarding and alighting from the "R" line at Third Street and Larchmont Boulevard on designated days, and Exhibit No. 16 shows the approximate headways of other transportation in that area. Exhibit No. 13 is a map of the proposed rail abandonment in the Larchmont area.

The Board of Public Utilities and Transportation of the City of Los Angeles approved the proposals herein at a meeting on April 9, 1954. Exhibit No. 17 shows this action.

A consideration of all of the evidence presented leads us to the conclusion and we now find that the proposals should be authorized. We are aware of the basis of the objection of the Transportation Union as to one-man operation of P.C.C. cars. There is no reason to believe that this type of operation will not be satisfactory. Our principal concern must be with the public interest. As to the opposition of the Los Angeles City College to the construction of tracks on New Hampshire Avenue, our order will be in the alternative, authorizing either the around the block operation or the construction of a wye.

Concerning the proposed grade crossing exempt signs, after a consideration of the evidence we conclude that exempt signs should be constructed at seven of these crossings but are not required at this time as to the remaining five. In authorizing these exemptions we admonish applicant that strict adherence to Section 1605 and 1606 of General Order No. 98 is essential to safe operation over any railroad grade crossing.

O R D E R

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

IT IS ORDERED that a certificate of public convenience and necessity be, and it hereby is, granted to the Los Angeles Transit Lines authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section ²¹⁴~~213~~ of the Public Utilities Code, for the transportation of persons along the routes and between the points hereinafter specified, and as an extension and enlargement of, and to be consolidated with, applicant's existing rights:

Leonis Boulevard-Santa Fe Avenue Motor Coach Line
No. 23.

Commencing at the intersection of Slauson Avenue and Santa Fe Avenue (County of Los Angeles) thence via Santa Fe Avenue, Pacific Boulevard, Leonis Boulevard and District Boulevard to 52nd Street (City of Vernon) and returning via the reverse thereof.

Coaches to be turned, at termini and intermediate points, in either direction, at intersections of streets or by operating around not more than two blocks contiguous to such intersections.

IT IS FURTHER ORDERED that the Los Angeles Transit Lines be, and it hereby is, authorized to:

(1) Abandon the following rail facilities now in place in Vermont Avenue and Monroe Street:

One track (westerly track) in Vermont Avenue from Melrose Avenue to Monroe Street, one track (southerly track) in Monroe Street from Vermont Avenue to New Hampshire Avenue, and track in Monroe Street from New Hampshire Avenue to 174 feet westerly thereof.

(2) Construct new track and appurtenances over and along the following described route:

One track from the intersection of Monroe Street and New Hampshire Avenue via New Hampshire Avenue and Melrose Avenue to Vermont Avenue, together with curve connections to intersecting tracks.

(3) Abandon the tracks and facilities in and along the following-described route:

From Vernon Avenue and Santa Fe Avenue via Santa Fe Avenue to approximately 21 feet southerly of the center line of 58th Street;

From Pacific Boulevard and Leonis Boulevard via Leonis Boulevard to approximately 25 feet westerly of the center line of Downey Road.

(4) Conduct one-man operations over the existing "V" line as modified by the above proposed changes through the use of single and P.C.C. type cars. The "V" line is hereby authorized to be operated over the following route:

From off-street terminal easterly of Santa Fe Avenue at Pacific Boulevard via Pacific Boulevard, Vernon Avenue, Vermont Avenue and Monroe Street to New Hampshire Avenue and return via New Hampshire Avenue and Melrose Avenue to Vermont Avenue, (or in

the alternative, via New Hampshire Avenue and Monroe Street to Vermont Avenue), then via the reverse of the above.

(5) Discontinue that portion of its rail line "R" on Larchmont Boulevard and on Third Street westerly of Wilton Place and abandon track and facilities in and along the following-described route:

From Third Street and Wilton Place via Third Street and Larchmont Boulevard to Melrose Avenue.

(6) Reroute the "R" and "S" lines over the following-described routes:

(a) Whittier Boulevard-West Third Street Rail Line "R".

From off-street terminal at Whittier Boulevard and Brannick Avenue, thence via Whittier Boulevard, Boyle Avenue, Seventh Street, Vermont Avenue and Third Street to off-street terminal easterly of Wilton Place at Third Street, also from the intersection of Third Street and Vermont Avenue via Vermont Avenue to off-street terminal at First Street and Vermont Avenue.

(b) San Pedro Street-West Seventh Street Rail Line "S".

From Manchester Avenue and Central Avenue via Central Avenue, Gage Avenue, Avalon Boulevard, San Pedro Street, Seventh Street, Vermont Avenue, and Eighth Street to Western Avenue.

(7) Erect and maintain exempt signs at the railroad crossings hereinafter set forth along Motor Coach Line No. 23, in

accordance with the provisions of Part 16 of General Order 98 and Section 576(d) of the California Vehicle Code:

<u>Crossing Number</u>	<u>Location</u>	<u>Number of tracks</u>
2H-184 C	5400 Santa Fe Avenue	1 track
BG-487.3 C	Santa Fe Avenue at Fruit- land Avenue	2 tracks
2H-1.57 C	Santa Fe Avenue at 48th Street	1 track
2H-1.49 C	Santa Fe Avenue at 45th Street	1 track
2H-1.48 C	Leonis Boulevard immediately east of Pacific Boule- vard	1 track
3A-3.85 C	Downey Road immediately north of Leonis Boule- vard	1 track
25B-1.41 C	District Boulevard immedi- ately west of Cudahy Avenue	1 track

In providing service pursuant to the certificate herein granted there shall be compliance with the following service regulations:

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

The abandonment of rail service hereinabove authorized shall be made only after thirty days' notice to the Commission and to the public.

Failure of applicant to comply with any of the

provisions of this order, without prior authorization of this Commission, will render the authority herein granted null and void.

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

Dated at San Francisco, California, this 18 day of June, 1954.

Richard E. Mitchell
President

Samuel P. Pettit

Gene Higgins

Commissioners

Justus F. Graemer
Commissioner....., being
necessarily absent, did not participate
in the disposition of this proceeding.