

ORIGINAL

Decision No. 50734

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of LOS ANGELES TRANSIT LINES, a corporation, and METROPOLITAN COACH LINES, a corporation, for authority to adjust rates.) Application No. 35601
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In the Matter of the Application of GLENDALE CITY LINES, INC. requesting authority to adjust only those rates of fare in effect in present joint fare arrangement with Metropolitan Coach Lines.) Application No. 35653
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In the Matter of the Application of LOS ANGELES TRANSIT LINES, a corporation, for authority to make certain changes in its system, including the substitution of motor coach service for certain rail service, modification of routes, abandonment of certain lines and facilities and other changes.) Application No. 35728
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Application of METROPOLITAN COACH LINES, a corporation, for authority to make certain extensions and rerouting of the following motor coach lines, all located in the City of Los Angeles: VAN NUYS-BIRMINGHAM HOSPITAL LINE, ROUTE #85 VAN NUYS-CANOCA PARK LINE, ROUTE #90 VAN NUYS-SAN FERNANDO LINE, ROUTE #84 HOLLYWOOD-VENTURA BOULEVARD LINE, ROUTE #81) Application No. 35737
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APPEARANCES (SEE ATTACHED APPENDIX "A")

INTERIM OPINION

Application No. 35601, filed jointly by the Los Angeles Transit Lines and the Metropolitan Coach Lines, requests increases in the existing fares of each applicant company by (1) eliminating

the use of and deleting from all tariffs provisions for the use of reduced rate tokens, (2) increasing the single-zone fare to 17 cents and increasing to 6 cents the fare for each additional zone traversed on all interzone rides, and (3) increasing the school zone commutation fare to 10 cents with an additional 5 cents for each additional zone traversed on all interschool commutation rides.

Application No. 35653, filed by the Glendale City Lines, requests adjustment in the joint fares which that company has with Metropolitan Coach Lines so as to conform these joint fares with the fare increases requested in Application No. 35601. It should be noted that this application is entirely contingent upon the action of the Commission in Application No. 35601.

Application No. 35728, filed by the Los Angeles Transit Lines, requests certain route and service changes in the operations of that company by (1) proposing to substitute motor coach service for rail passenger service over and along Lines "F" 5, 7 and 8; also a portion of Line "W" northerly of Broadway and Pasadena Avenue, and a portion of Line 9 on West 48th Street and Hoover Street; (2) combining the remaining portions of Lines "W" and 9; (3) substituting trackless trolley operations for the present Alvarado Street Motor Coach Line No. 41, and (4) providing for the necessary turnarounds in connection with the foregoing changes. Should the proposed changes be authorized, applicant requests authority to abandon the track and roadway and related facilities which no longer will be required, and also requests the issuance of the necessary certificates of public convenience

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and necessity authorizing the proposed motor coach operations. Other changes incident to these principal changes are also requested.

Application No. 35737, filed by the Metropolitan Coach Lines, requests certain route and service changes by requesting authority to extend and reroute its Van Nuys-Birmingham Hospital Line No. 85, its Van Nuys-Canoga Park Line No. 90, its Van Nuys-San Fernando Line No. 84, and its Hollywood-Ventura Boulevard Line No. 81.

Public hearings were held before Commissioner Verne Scoggins and Examiner Grant E. Syphers on September 29 and 30, and October 1, 6, 7 and 8, 1954, at Los Angeles, during which times evidence was adduced, and Applications Nos. 35728 of Los Angeles Transit Lines and 35737 of Metropolitan Coach Lines were submitted. It should be noted that all four of these applications were consolidated for hearing, and the submission of the foregoing two applications was on an interim basis. Any and all relevant testimony will be considered in the remaining proceedings on Applications Nos. 35601 and 35653.

At the hearing affidavits of posting and publication of notice were furnished by each of the applicants hereto. For the purposes of this interim order, Applications Nos. 35728 and 35737 will be referred to as the service applications since they relate entirely to route and service changes, whereas Applications Nos. 35601 and 35653 are requests for increases in fares.

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Exhibit No. 1 is a map showing all of the lines, motor, rail, and trolley coach, presently operated by Los Angeles Transit Lines, and Exhibit No. 2 shows the routes affected by the proposed changes. Exhibit No. 3 discloses the present rail system, together with the tracks proposed to be abandoned, and Exhibit No. 4 is a map of the routes proposed in Application No. 35728. A consideration of these exhibits and of the testimony presented in connection therewith discloses that, with a few exceptions, the proposed service will be operated along the same streets as the present service. The exceptions occur on the north end of the 5 Line where it is proposed to operate the new motor coach service directly along Figueroa Street to Cypress Avenue instead of from Figueroa Street by way of Avenue 28 to Cypress Avenue as at present, and on the southerly portion of the 5 Line where it is proposed to route the motor coach service by way of Crenshaw Boulevard and Florence Avenue instead of over a private right of way now occupied by the existing rail tracks. Likewise, certain variations in the "F", 5 and 9 Lines are proposed in the vicinity of Grand Avenue between Jefferson Boulevard and Santa Barbara Avenue due to the construction of the Harbor Freeway. In the case of the proposed motor coach replacement for Line 9, it is requested that the new motor coach line be authorized to operate from Crenshaw Boulevard and 48th Street, via 48th Street, Normandie Avenue, 47th Street, Hoover, and Vernon Avenue to Figueroa Street instead of along 48th Street as at present. The west end of the "W" Line will be combined with the north end of the present

9 Line, and the proposed 6 Line will replace the north end of the "W" Line. Likewise, the 7 Line will be extended to serve the Union Passenger Terminal.

A witness for the Los Angeles Transit Lines explained in detail all of these proposals and testified as to the alleged benefits to be gained therefrom. He pointed out that the company requests the Commission to make no order as to the actual removal of existing rail tracks since applicant must negotiate with the various public authorities having jurisdiction over the streets in which these tracks are located.

Testimony was presented as to the plans for the proposed Harbor Freeway, describing the area in which it is to be constructed. In this connection it should be noted that a representative from the Department of Public Works of the State of California appeared as an interested party to report that the freeway construction is under way in the area and to urge an early determination of this service application, since the operation or abandonment of rail facilities will affect the construction and costs of the freeway.

In support of the proposed changes the witness for applicant testified that it is proposed to substitute modern curb-loading vehicles to replace the old streetcars. This allegedly will result in a reduction in travel time and an improved frequency in service during peak periods of travel. Likewise, it was contended that it would improve traffic conditions and permit the street improvements which now are planned, particularly the Harbor Freeway.

A representative of the Los Angeles Transit Lines testified that the company will have available 100 new 48-seat motor coaches which can be used in the service proposed. The coaches were alleged to be equipped with air suspension, and the windows thereof to be equipped with sun ray filtering glass. These coaches are 102 inches in width, and accordingly applicant requests authority to operate these over-width coaches. It was further contended that these coaches will improve the running time and provide for more frequent headways. Exhibits Nos. 5 and 6 are tables submitted in this connection.

It was testified that under the proposal the Los Angeles Transit Lines proposes to abandon approximately 45 miles of track, 30 miles in public streets and approximately 15 miles on property other than public streets. This will eliminate some 322 safety loading zones and will allegedly provide more street space and thus reduce congestion. Likewise, at certain areas switching movements of rail cars will be eliminated. A total of five terminals where streetcars now switch or lay over in the streets will be eliminated.

In the opinion of the company witness these changes will permit an improved service and will make it possible to more readily adapt the system to the changing conditions in the community, including shifts in population, new residential, commercial, and industrial developments, and the changed conditions created by public improvements such as freeways.

Various public witnesses appeared in support of the application, and some of them presented exhibits in connection therewith. Exhibit No. 7 is a letter from the Monte Vista

Businessmen's Association supporting the proposal to remove the "W" Line in their area. Exhibits Nos. 8, 9 and 10 are resolutions of the Eagle Rock Chamber of Commerce, the City of Inglewood, and the Eagle Rock Realty Board, respectively, each supporting the abandonment of street railway services in their particular areas. Exhibit No. 11 is a letter from the Eagle Rock Realty Board along the same lines as the resolution. Exhibit No. 12 is a resolution of the City of Hawthorne, and Exhibit No. 13 is a letter from the Southside Chamber of Commerce, each supporting the instant applications for the removal of rail.

If the proposal of the Los Angeles Transit Lines is approved, 179 of the H-type rail cars will be retired from service. The remaining rail equipment in operation by this company will then consist of 165 PCC cars and 70 H-type cars. The applicant proposes to negotiate with the governmental bodies involved regarding the removal of tracks and overhead.

Application No. 35737 requests the reroutings and extensions of the service of the Metropolitan Coach Lines as previously noted. Exhibits Nos. 14 to 18, inclusive, are maps illustrating these proposals, while Exhibits Nos. 19, 20 and 21 show the present and the proposed schedules. Exhibit No. 22 is an over-all map of the area involved.

The Metropolitan Coach Lines proposes no abandonments; its application is limited to extensions and reroutings. However, it does propose to discontinue Sunday service on Line No. 85 and on Line No. 90 between Sherman Oaks and Van Nuys. Exhibit No. 48 shows a check of Sunday passengers using Line No. 85.

A witness for applicant testified that the changes proposed did not affect any existing carriers.

In support of Application No. 35737 it was pointed out that the proposed changes and extensions of Line No. 85 include an extension along Van Owen Street and Reseda Boulevard to serve a newly developed residential district that is a considerable distance from any existing transportation service. The changes in Lines Nos. 84, 85 and 90 by rerouting the Van Nuys-Canoga Park Line, the Van Nuys-San Fernando Line, and the Van Nuys Birmingham Hospital Line, will permit two-way operation by the same line in the Van Nuys area to replace the present route whereby a line enters Van Nuys on one street and leaves by another. A further change in Line No. 90 proposes to reroute the Sherman Oaks-Canoga Park Line and this, it is alleged, will increase the frequency of service from one hour and twenty minutes to an hourly service. In connection with the proposals for Line No. 81, the applicant for the past two years has been operating its Hollywood-Ventura Boulevard Line on a detour due to construction of the Hollywood Freeway. The construction in that area is now completed and it is necessary for applicant to provide a permanent change in routing since the old route is no longer available. Another proposed change in Line No. 81 is to operate an extension along Louise Avenue, Hatteras Street, Lindley Avenue, Burbank Boulevard, and Reseda Boulevard, so as to provide transportation service to a new subdivision in that area.

A few public witnesses presented opposition to the proposed bus substitutions on the grounds that buses are harder riding, emit fumes, and generally are more uncomfortable than

the rail cars, and in this connection one of these witnesses stated it was desirable to have improved-type rail cars.

Details as to the track condition and the existing rail equipment were presented by engineers of the Public Utilities Commission. Exhibit No. 46 is a study of the track, in which the engineer estimates that the present track may safely be used under ordinary maintenance for five years, and Exhibit No. 47 sets out the condition of the present rail equipment.

At the conclusion of the testimony in regard to the two service applications, it was requested that they be submitted prior to the submission of the rate proceedings. There was no opposition to this request. However, the City of Los Angeles suggested that two exhibit numbers be reserved so that the actions of the City Department of Public Utilities and Transportation might be submitted as exhibits in this matter, although it was made clear that no date could be given as to when any action from the City of Los Angeles will be forthcoming. It was further suggested by the City of Los Angeles that any action taken herein be subject to the condition that the Los Angeles Transit Lines take no action to alienate any interest it may have in lands presently used as rights of way pending further order of this Commission.

After a full consideration of all of the evidence adduced in these service matters, we hereby find that the route and service changes proposed by the Los Angeles Transit Lines in Application No. 35728 and the route and service changes proposed by Metropolitan Coach Lines in Application No. 35737 are in the public interest and should be granted, subject to the restrictions hereinafter set out. ✓

Each of the applicants herein proposes to use motor coaches not exceeding 40 feet in length and 102 inches in width. Sections 697.1 and 694 (g) of the Vehicle Code of California require the approval of this Commission for the operation of buses of such length and width, and this approval will be granted herein.

Furthermore, the Los Angeles Transit Lines requests that it be relieved from the requirements of publishing and filing timetables pursuant to the conditions of Sections 2.04 and 19.04 of General Order No. 98; that it be authorized to place in effect the changes proposed herein on five days' notice; and that it be authorized to file tariffs as proposed in the application on five days' notice. These authorizations will be granted in the ensuing order.

The complete financial effect of the changes herein authorized will be fully considered in the hearings and decision relative to Applications Nos. 35601 and 35653, hereinbefore mentioned.

INTERIM ORDER

Applications 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:

(1) That the Los Angeles Transit Lines be, and it hereby is, authorized to discontinue passenger service on its existing rail lines "F", 5, 7 and 8, that portion of its existing "W"

rail line from Broadway and Pasadena Avenue via Pasadena Avenue, San Fernando Road, Figueroa Place, Figueroa Street, Marmion Way, Monte Vista Street, Avenue 61, Piedmont Avenue, Figueroa Street and York Boulevard to Avenue 50, and that portion of its existing rail line 9 from Crenshaw Boulevard and 48th Street via 48th Street, a private right of way from 48th Street and Normandie Avenue to a private right of way northeasterly of 48th Street and Hoover Street, Hoover Street, Santa Barbara Avenue, Grand Avenue, Pico Boulevard, and Broadway to 11th Street. .

(2) That the Los Angeles Transit Lines be, and it hereby is, authorized to abandon the track, roadway and related facilities on and along the following described routes:

1. From Broadway and Hawthorne Boulevard (Hawthorne) via Hawthorne Boulevard, La Brea Avenue, Market Street, Florence Avenue, Redondo Boulevard, Private R/W from Redondo Boulevard and West Boulevard to 67th Street and Crenshaw Boulevard, Crenshaw Boulevard, Leimert Boulevard, Santa Barbara Avenue, Grand Avenue and Jefferson Boulevard to Main Street.
2. From Vernon Avenue and Hoover Street via Hoover Street to Santa Barbara Avenue.
3. From Crenshaw Boulevard and 48th Street via 48th Street and Private R/W from 48th Street and Normandie Avenue to Private R/W (Nly of 48th Street) and Kansas Avenue.
4. From 116th Street and Vermont Avenue via Vermont Avenue to Private R/W (Nly of 48th Street).
5. From 116th Street and Athens Way via Athens Way, Broadway, Broadway Place and Main Street to 12th Street.
6. From 9th Street and Main Street via Main Street and Macy Street to off-street terminal at Union Passenger Terminal. .

7. From 1st Street and Spring Street via Spring Street to Sunset Boulevard.
8. From Macy Street and Main Street, via Main Street, North Main Street, Mission Road and Selig Place to Lincoln Park.
9. From North Main Street and Lamar Street via Lamar Street to Alhambra Avenue (Southern Pacific Shops).
10. From North Broadway and Pasadena Avenue via Pasadena Avenue to San Fernando Road.
11. From Avenue 28 and Figueroa Street via Figueroa Street, Marmion Way, Monte Vista Street, Avenue 61, Piedmont Avenue, Figueroa Street and York Boulevard to Avenue 50.
12. From Idell Street and Avenue 28 via Avenue 28, Cypress Avenue and Eagle Rock Boulevard to Colorado Boulevard.
13. One track (Sly track) in Private R/W (Nly of 48th Street) from Vermont Avenue to Hoover Street and one track (Ely track) in Hoover Street from Private R/W (Nly of 48th Street) to Vernon Avenue.
14. From Crenshaw Boulevard and 54th Street via 54th Street to Broadway.
15. From North Main Street and Avenue 20 via Avenue 20 to North Broadway.
16. From Broadway and Sunset Boulevard via Sunset Boulevard to Main Street.
17. From Broadway and 53rd Street via 53rd Street to Wall Street.
18. From 54th Street and 2nd Avenue via 2nd Avenue to 48th Street.

Routes numbered 15, 16, 17 and 18, immediately above, are portions of track which are not regularly operated rail routes, but are routes used by vehicles moving in or out of service, as alternate routes during blockades or emergencies, and for the movement of cars to and from applicant's shops.

(3) That the Los Angeles Transit Lines be, and it hereby is, authorized to combine the retained portions of its rail line "W" and its rail line 9 and to operate this combined line over the following designated route:

West Washington Blvd. - No. Broadway Rail Line "W"

From Rimpau Boulevard and Washington Boulevard via Washington Boulevard, Figueroa Street, 11th Street, Broadway, North Broadway and Lincoln Park Avenue to Mission Road.

(4) That the Los Angeles Transit Lines be, and it hereby is, authorized to substitute trackless trolley service for its present Alvarado Motor Coach Line No. 41 over and along the following described route:

Alvarado Street Trolley Coach Line No. 1

Commencing at the intersection of Alvarado Street and Scott Street, thence via Alvarado Street, Hoover Street and Hoover Boulevard to Exposition Boulevard; returning via the reverse thereof.

(5) That the Los Angeles Transit Lines, prior to inaugurating any of the abandonments or changes hereinbefore authorized, shall submit to this Commission a written statement to the effect that for a period of one hundred eighty days from the effective date of this order it will take no action to alienate any interest it may have in its existing rights of way and properties over which rail service presently is being conducted and which it is authorized to abandon herein. The purpose of this provision is to preserve the existing rights of ownership or possession until the City of Los Angeles and the Los Angeles Transit Lines have had an opportunity to explore future needs and to open negotiations through which desirable rights of way might be further utilized.

(6) 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 226 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, its existing rights:

1. Eagle Rock-Hawthorne Motor Coach Line No. 5

Commencing at the intersection of Broadway and Hawthorne Avenue (Hawthorne), thence via Hawthorne Boulevard, La Brea Avenue, Market Street, Florence Avenue, Crenshaw Boulevard, Leimert Boulevard, Santa Barbara Avenue, Broadway Place, Main Street, Broadway Place, Broadway, Pasadena Avenue, San Fernando Road, Figueroa Place, Figueroa Street, Cypress Avenue and Eagle Rock Boulevard to Colorado Boulevard; returning via reverse thereof.

2. South Vermont Ave. - Highland Park Motor Coach Line No. 6

Commencing at the intersection of 116th Street and Vermont Avenue, thence via Vermont Avenue, Santa Barbara Avenue, Broadway Place, Main Street, Broadway Place, Broadway, Pasadena Avenue, San Fernando Road, Figueroa Place, Figueroa Street, Marmion Way, Monte Vista Street, Avenue 61, Piedmont Avenue, Figueroa Street and York Boulevard to Avenue 50; returning via the reverse thereof.

3. South Broadway - Union Station Motor Coach Line No. 7

Commencing at the intersection of 116th Street and Athens Way, thence via Athens Way, Broadway, Broadway Place, Main Street, Spring Street, New High Street, Bellevue Avenue and Macy Street to Union Station; returning via the reverse thereof.

4. West 54th St. - No. Main St. Motor Coach Line No. 8

Commencing at the intersection of Crenshaw Boulevard and 54th Street, thence via 54th Street, Broadway, Broadway Place, Main Street, North Main Street and Mission Road to Selig Place; returning via the reverse thereof.

5. West 48th St. Motor Coach Line No. 10

Commencing at the intersection of Crenshaw Boulevard and 48th Street, thence via 48th Street, Normandie Avenue, 47th Street, Hoover Street, and Vernon Avenue to Figueroa Street; returning via the reverse thereof.

(7) That the abandonment of rail service hereinabove authorized is subject to the following condition:

Changes in service shall be made only after thirty days' notice to the Commission and to the public, and motor coach service shall be inaugurated coincident with the abandonment of rail service.

(8) That a certificate of public convenience and necessity be, and it hereby is, granted to Metropolitan Coach Lines, authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 226 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, its existing rights, the routes hereinafter described being extensions, reroutings, and in replacement of the existing lines Van Nuys-Birmingham Hospital Line Route No. 85; Van Nuys-Canoga Park Line Route No. 90; Van Nuys-San Fernando Line Route No. 84; and Hollywood-Ventura Boulevard Line Route No. 81.

RESEDA-VAN NUYS LINE, ROUTE NO. 85

From Van Nuys Boulevard and Sylvan Street (Van Nuys), via Van Nuys Boulevard, Vanowen Street and Reseda Boulevard to Sherman Way (Reseda).

Return via reverse of above route.

SHERMAN OAKS-CANOGA PARK LINE, ROUTE NO. 90

From Ventura Boulevard and Van Nuys Boulevard (Sherman Oaks), via Van Nuys Boulevard, Sherman Circle, and Sherman Way to Topanga Canyon Boulevard (Canoga Park).

Return via reverse of above route.

VAN NUYS-SAN FERNANDO LINE, ROUTE NO. 84

From Sylvan Street and Van Nuys Boulevard (Van Nuys) via Van Nuys Boulevard, Victory Boulevard, Sepulveda Boulevard and Brand Boulevard to San Fernando Road (San Fernando). Return via reverse of above route.

HOLLYWOOD-VENTURA BOULEVARD LINE, ROUTE NO. 81

From Hollywood Boulevard and Vine Street (Hollywood), via Hollywood Boulevard, Highland Avenue, Odin Street, Cahuenga Boulevard, Hollywood Freeway east frontage road, Barham Boulevard, Cahuenga Boulevard and Ventura Boulevard to Burbank Boulevard (Tarzana).

Also, from Ventura Boulevard and Louise Avenue (Encino), via Louise Avenue, Hatteras Street, Encino Avenue, Hatteras Street, Balcom Avenue, Zelzah Avenue, Hatteras Street, Lindley Avenue, Burbank Boulevard, and Reseda Boulevard to Ventura Boulevard.

Return via reverse of above routes to Ventura Boulevard and Cahuenga Boulevard, then via Cahuenga Boulevard, Hollywood Freeway west frontage road, Highland Avenue, and Hollywood Boulevard to Vine Street.

(9) That the Los Angeles Transit Lines and the Metropolitan Coach Lines, in accordance with the provisions of Sections 697.1 and 694 (g), of the California Vehicle Code, are hereby granted permission in the conduct of the services herein authorized to operate motor coaches having a maximum length not exceeding 40 feet and outside width not exceeding 102 inches. ✓

(10) That in providing service pursuant to the certificates herein granted there shall be compliance with the following service regulations:

- (a) Within thirty days after the effective date hereof, each applicant shall file a written acceptance of the certificate herein granted.
- (b) Within one hundred eighty days after the effective date hereof, and upon not less than the periods otherwise herein prescribed, and in no case less than five days' notice to the Commission and the public, each applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, tariffs satisfactory to the Commission.
- (c) Motor coaches to be purchased by Los Angeles Transit Lines and used in the service herein authorized shall be new, modern equipment, and shall be equal or superior to the equipment described at the hearings in these proceedings in connection with the company's proposals. Particularly, shall such equipment contain forced ventilation and shall be designed in such a manner as to reduce noise, fumes, and odors to a practical minimum. Before any motor coach equipment is substituted for rail service the company shall submit detailed specifications to this Commission and secure the Commission's approval.
- (d) Applicants are authorized to turn their motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, or in accordance with local traffic rules.
- (e) Authority is hereby granted each applicant to divert from the routes authorized herein, either on its regular schedules or on special schedules, for the purpose of transporting bona fide pupils attending an institution of learning, between their homes and such institution of learning, provided that such divergence and the schedules therefor shall be filed as are other time schedules and whenever special rates are provided the schedule therefor shall also be filed.

(11) That failure of either applicant to comply with any of the provisions of this order without prior authorization of this Commission will render the authority herein granted to that applicant null and void.

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(12) This order is without prejudice to further consideration of Applications Nos. 35601 and 35653.

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

Dated at San Francisco, California;
this 3rd day of NOVEMBER, 1954.

John E. Mitchell
President
Arthur J. Cassel
Thomas H. Patton
James Higgins
Paula Interline
Commissioners

APPENDIX "A"

A P P E A R A N C E S

Gibson, Dunn & Crutcher, by Max Eddy Utt, for Los Angeles Transit Lines, applicant in Applications Nos. 35601 and 35728, interested party in Applications Nos. 35653 and 35737.

Metropolitan Coach Lines, by Waldo K. Greiner, applicant in Applications Nos. 35601 and 35737, interested party in Applications Nos. 35653 and 35728.

Roger Arnebergh, City Attorney, Alan G. Campbell, Assistant City Attorney, T. M. Chubb, General Manager and Chief Engineer, and Robert W. Russell, for the Department of Public Utilities and Transportation, City of Los Angeles, interested parties.

Robert E. Reed, George C. Hadley, by R. B. Pegram, for State of California, Department of Public Works, Division of Highways, interested party as to Application No. 35728.

Henry R. McClernan, City Attorney, and John H. Lauten, Assistant City Attorney, for City of Glendale, interested party.

Henry E. Jordan, Chief Engineer, Bureau of Franchises and Public Utilities, for the City of Long Beach, interested party.

Carl E. Fennema, for Downtown Business Men's Association, interested party.

Herb Prince, for the Vermont-Manchester Business Association, interested party.

Mrs. Faustina N. Johnson, Secretary-Manager, Watts Chamber of Commerce, interested party.

Christopher J. Griffin, City Attorney, City of Huntington Park, interested party.

Mrs. Francis B. Wood, for Child Welfare Bureau and Manager of Los Angeles Tenth District of California Congress of Parents and Teachers, Inc., interested party.

Ernest L. Messner, for 54th & Crenshaw Merchants Association, interested party.

Theodore K. Resmey, in propria persona, and for Citizens Transit Committee, interested party.

Ellery G. McClung, for South Side Chamber of Commerce,
interested party.

F. R. Coop, Administrative Officer, City of Inglewood,
interested party.

James V. Ramey, for York Boulevard Chamber of Commerce,
interested party.

Orel S. Karnes, for Eagle Rock Chamber of Commerce,
interested party.

Lee V. Sida, for Glassell Park Business Men, interested
party.

George H. Hook, for Glendale City Lines in Application
No. 35653, and interested party in each of other
applications.

Cecil R. Fletcher, for the York Boulevard Chamber of
Commerce, interested party.

Herbert B. Atkinson, for South Los Angeles Transportation
Company and Atkinson Transportation Company, interested
party.

H. D. Holcombe, for the Monte Vista Business Men's
Association, interested party.

William E. McElroy, for Eagle Rock Realty Board,
interested party.

Neville R. Lewis, City Attorney of San Fernando,
protestant.

Harold J. McCarthy, for the Commission staff.