

Decision No. 52911

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of LOS ANGELES TRANSIT LINES for)
authority to extend express coach)
service trips from various points)
on its system to off-street terminal)
on the grounds of Hollywood Turf)
Club, Inglewood, California, via)
alternate routes.)

Application No. 37735

O P I N I O N

By this application it is proposed to provide a more direct service for race track patrons of the Hollywood Park race track who now use applicant's Eagle Rock-Hawthorne Motor Coach Line No. 5 which connects with applicant's Hollywood Turf Club Motor Coach Line No. 66 at the intersection of La Brea Avenue and Arbor Vitae Street by diverting from the present route of the No. 5 line at the intersection of Florence Avenue and Prairie Avenue, thence southerly along Prairie Avenue to Hardy Street, thence easterly to the race track parking lot, and return via same route. Regular service on this line will not be changed. No passengers are to be picked up or discharged between the intersection of Florence Avenue and Prairie Avenue and the Hollywood Turf Club, both points exclusive.

Applicant also proposes a more direct race track service for patrons using applicant's Crenshaw-Vine-La Brea Motor Coach Line No. 85, by extending the route from the intersection of Crenshaw Boulevard and Crenshaw Drive, thence along Crenshaw Drive, Manchester Avenue, Prairie Avenue to Hardy Street, thence easterly to the race track parking lot. Regular service on this line will

not be changed. No passengers are to be picked up or discharged between the intersection of Crenshaw Boulevard and Crenshaw Drive and the Hollywood Turf Club, both points exclusive.

The proposed race track services will supplement the present service on Lines Nos. 5 and 85, and said route extensions are to be used only by buses operated on the said two lines and are not to be consolidated with any of applicant's other motor coach lines.

The application is not opposed and will be granted. A public hearing is not necessary.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises, and it appearing that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be and it hereby is granted to Los Angeles Transit Lines, a corporation, authorizing it to establish and operate as a "passenger stage corporation", as that term is defined in Section 226 of the Public Utilities Code, for the transportation of persons between points and over routes more particularly set forth in Appendix A, attached hereto and made a part hereof.

(2) That 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. By accepting the certificate of public convenience and necessity herein granted, applicant is placed upon notice that he will be required, among other things, to file annual

reports of his operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.

(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 and time schedules satisfactory to the Commission.

(3) That Los Angeles Transit Lines may not consolidate the route extensions authorized by paragraph (1) hereof, and more particularly described in Appendix A, attached hereto and made a part hereof, with any other of applicant's routes.

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

Dated at San Francisco, California, this 17th day of April, 1956.

[Signature]
President
[Signature]
[Signature]
[Signature]
Commissioners

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Los Angeles Transit Lines, a corporation, by certificate of public convenience and necessity granted in the above-numbered decision, is authorized to transport persons destined or originating at the Hollywood Park Turf Club (1) between the intersection of Florence Avenue and Prairie Avenue and the Hollywood Park race track, and (2) between the intersection of Crenshaw Boulevard and Crenshaw Drive and the Hollywood Park race track, and the entire routes of Eagle Rock-Hawthorne Motor Coach Line No. 5 and Crenshaw-Vine-La Brea Motor Coach Line No. 85 are hereby amended to read as follows:

Eagle Rock-Hawthorne Motor Coach Line No. 5

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

Also beginning at the intersection of Florence Avenue and Prairie Avenue, thence along Prairie Avenue to Hardy Street, thence easterly to the Hollywood Park Turf Club auto parking area.

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Crenshaw-Vine-La Brea Motor Coach Line

Beginning at the intersection of Coliseum Street and La Brea Avenue, via La Brea Avenue, Hollywood Boulevard, Vine Street, Rossmore Avenue, Wilshire Boulevard, and Crenshaw Boulevard, to Manchester Boulevard.

Also beginning at the intersection of Crenshaw Boulevard and Crenshaw Drive, thence along Crenshaw Drive, Manchester Avenue, Prairie Avenue to Hardy Street, thence easterly to the Hollywood Park Turf Club auto parking area.

Applicant is authorized to turn its 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.