

ORIGINAL

Decision No. 53855

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 make)
certain changes in its Rail Line)
"W" and Motor Coach Lines Nos. 8)
and 53.)

Application No. 38113

Gibson, Dunn and Crutcher, attorneys, by
Richard L. Wells, for applicant.
T. M. Chubb and T. V. Tarbet, Board of Public
Utilities and Transportation, City of Los
Angeles.
R. B. Ferram, for Department of Public Works,
State of California.

O P I N I O N

Applicant requests authority to (1) replace existing rail passenger cars on its west Washington Boulevard-North Broadway Rail Line "W" with motor coaches, and to designate the new line as West Washington Boulevard-North Broadway Motor Coach Line No. 12, and (2) extend the southern terminus of its Lincoln Park Avenue Motor Coach Line No. 53 to Mission Road and consolidate that line with present Motor Coach Line No. 8, the consolidated line to be known as West 54th Street-North Main Street Motor Coach Line No. 8.

A public hearing was held before Examiner Grant E. Syphers on August 9, 1956, in Los Angeles, at which time evidence was adduced and the matter submitted.

The applicant presented testimony which described the proposed changes and contained data as to travel times and passenger

checks. It was the position of the applicant that the proposed changes are in the public interest since the substitution of busses on the "W" line will provide for curb loading, save travel time and result in the discontinuance of 95 safety zones now located in the centers of the streets on which the "W" line operates.

The present "W" Rail Line has its westerly terminus at Washington Boulevard and Rimpau Boulevard, and applicant proposes to extend the new motor coach service to the intersection of Washington Boulevard and La Brea Avenue in order to provide a direct transfer connection between the new line and Line No. 85.

The Los Angeles Chamber of Commerce has approved the changes proposed, and they have been authorized by the Los Angeles City Board of Public Utilities and Transportation by a resolution dated July 24, 1956.

Various public witnesses presented testimony in support of the proposal, and some of them presented two further proposals. One group expressed the desire to have the new No. 12 Line extended farther west than La Brea Avenue, contending that that area is rapidly developing. Another group wanted the easterly end of the proposed Motor Coach Line No. 12 extended to Monterey Road and Mercury Street instead of the No. 8 line as proposed in the application. This group presented a petition containing 173 names requesting this extension.

In opposition to the proposal, testimony was presented to the effect that the proposed motor coaches would create more smog and that the applicant company should consider using types of vehicles which did not contribute as greatly to smog as it was alleged that the Diesel motor coach buses would do.

The Department of Public Works of the Division of Highways of the State of California urged an early determination of the matter since the proposal will affect the design of bridge structures on the proposed Olympic Freeway. If the rail cars are to remain, it will be necessary for the bridges to be of a greater height than if motor coaches are used.

A consideration of this record leads us to the conclusion and we find that it is in the public interest to permit the changes herein proposed. We are aware of the smog problem. However, it has not been demonstrated that the operations herein authorized will materially affect the situation one way or another.

As to the requested extension of the new No. 12 line westerly of Washington Boulevard and LaBrea Avenue, and the requested extension on the easterly end of this line to Monterey Road and Mercury Street, it should be noted that the authority herein granted does authorize an extension of the No. 8 line to Monterey Road and Mercury Street. From this record, however, we are unable to make any finding as to an extension of the No. 12 line westerly of LaBrea Avenue. We recommend to the applicant that studies be made of this suggestion.

O R D E R

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

IT IS ORDERED:

(1) That the Los Angeles Transit Lines is authorized to discontinue passenger service on its existing West Washington Boulevard-North Broadway Rail Line "W".

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

- (a) On Washington Boulevard from Figueroa Street to 112 feet westerly of Rimpau Boulevard on the north.
- (b) On Figueroa Street from Washington Boulevard to Pico Boulevard.
- (c) On Broadway from First Street to Lincoln Park Avenue.
- (d) On Lincoln Park Avenue from Broadway to Mission Road.

(3) That a certificate of public convenience and necessity is hereby 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 between the points and over the routes more particularly set forth in Appendix A attached hereto and made a part hereof. The authority herein granted is an extension and enlargement of, and to be consolidated with, applicant's existing authority and is subject to all the limitations and restrictions set forth in applicant's existing certificates.

(4) That in providing the service pursuant to that 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 on notice that it will be required, among other things, to file annual reports of its 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 on 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.

(5) 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.

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

Dated at San Francisco, California,
 this 1st day of OCTOBER, 1956.

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

Line No. 12: West Washington Boulevard -
North Broadway Motor Coach Line

From La Brea Avenue and Washington Boulevard via Washington Boulevard, Figueroa Street, 11th Street, Broadway and North Broadway to Lincoln Park Avenue; 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 one block contiguous to such intersections, or in accordance with local traffic regulations.

Issued by California Public Utilities Commission..

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West 54th Street - North Main Street Motor Coach Line No. 8

From Crenshaw Boulevard and 54th Street via 54th Street, Broadway, Broadway Place, Main Street, North Main Street and Mission Road to Selig Place; also from the intersection of Mission Road and Lincoln Park Avenue via Lincoln Park Avenue, Flora Avenue, Sierra Street, Mercury Avenue and Huntington Drive North to its intersection with Monterey Road; 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 one block contiguous to such intersections, or in accordance with local traffic regulations.

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