

Decision No. 20903

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC LAND CORPORATION, as Owner)
of Pacific Palisades Bus Line for)
Leave to Discontinue Service upon a)
Part of its Present Bus Line Route)
at Pacific Palisades, Los Angeles)
County, California.)

ORIGINAL

APPLICATION NO. 15401

Gouge, Robinson & Hughes, by
Ernest C. Carman, for Applicant.

F. F. Ball, for Board of Public Utilities
& Transportation, City of Los Angeles,
Interested Party.

BY THE COMMISSION:

OPINION

Applicant herein seeks a modification of its operation of a bus line between Utah Avenue Station of Pacific Electric Railway in Santa Monica and Pacific Palisades at the terminus at Harmony Hall.

A public hearing on said application was conducted by Examiner Williams at Los Angeles.

The certificate for this operation was originally granted by Decision No. 15784 on Application 12295 to Charles H. Scott and Charles Hess, and was transferred by them to Pacific Land Corporation by Decision 20093 on Application 14736. The operation has been conducted from its point of beginning in Santa Monica over and along Marquez Avenue to Beverly Boulevard;

thence via Hartzell Street to Bashford Avenue; thence to Monument Street; thence to Beverly Boulevard and over Beverly Boulevard to Swarthmore Avenue, and thence over Swarthmore to Earlham Street, thence via Earlham Street to Haverford Street, via Haverford Street to Beverly Boulevard and westerly to Harmony Hall on the west side of Temsecal Canyon.

Applicant now proposes to follow this routing on all trips from Santa Monica to Harmony Hall, but on the return trip to follow Beverly Boulevard, thus omitting from the return journey the trip via Haverford, Earlham and Swarthmore Streets.

Louis Evans, vice president of applicant company, testified that the purpose of the application was to save applicant approximately 6,000 bus miles per year, and by this means reduce the losses incidental to the operation of the service.

George E. Dunbar, superintendent of applicant company, testified that there are less than twenty houses on the entire route to be abandoned on the return trip, and that by omitting the return trip over the large loop, 1.8 miles would be eliminated on each of the sixteen daily trips made, and that the saving in money would be actually \$8.00 per day, computing the sixteen trips per day on a bus mile cost of 28¢.

The equipment used is 28-passenger automobiles purchased in 1923 and which are now fully depreciated. In addition, applicant has an extra vehicle of 21-passenger capacity for emergencies.

Mr. Dunbar also testified that the receipts for 1928 aggregated \$9,752.94, while the total expenses aggregated \$18,567.05, making a net loss of \$8,814.11.

Traffic figures for August, September and October, 1928, show that during this period 197 passengers had contributed at

10¢ each \$19.70 for the operation over the portion sought to be eliminated on the return trip, and that the expense of operation for the same period was approximately \$736.00. The traffic figures given in support of the meagerness of the patronage over a certain part of the route represent, Mr. Dunbar testified, the most active transportation period of the year, and hence maximum revenue.

Mr. Dunbar also testified that he had acquainted the passengers with the purpose of the company to discontinue the return trip, and that the passengers had expressed themselves as satisfied. He also testified there is no intention to reduce the number of schedules, but only to eliminate what appears to be unnecessary return operation. The few patrons affected will still have sixteen schedules daily.

The service is established and maintained by the Pacific Land Corporation for the purpose of transporting visitors and residents of the Palisades Tract which is a large area north of Santa Monica along the Pacific Ocean, a portion of which has been dedicated to institutional purposes of a Chautauqua type.

It appears from the facts as presented, that the curtailment of service by eliminating a return trip over Haverford, Earlham and Swarthmore Streets will avoid unnecessary expense upon an already burdened and unprofitable service, and that the request for modification is reasonable and should be granted. An order accordingly will be entered.

O R D E R

Pacific Land Corporation having made application to modify the service heretofore rendered by it under Decision 20093 on Application 14736, a public hearing having been held, and the matter having been duly submitted and being ready for decision,

IT IS HEREBY ORDERED that on and after fifteen days from the date of this order, applicant may discontinue on its return trip from Harmony Hall to Santa Monica, that portion of the route south on Haverford, east on Earlham and north on Swarthmore Streets, and may, in lieu thereof, operate directly from Harmony Hall over Beverly Boulevard to its junction with Monument Street, and thence over the route as now established from that point.

IT IS FURTHER ORDERED that applicant shall, within twenty days after the date of this order, file its corrected schedules for such operation, said schedules to be no less in number than are now operated, and providing no other change than the elimination of the return routing mentioned.

For all other purposes, the effective date of this order shall be twenty days from the date hereof.

Dated at San Francisco, California, this 22nd day of

March, 1929.

David L. Curtis

W. C. Leary
W. C. Leary

W. A. Carr
Commissioners