

Decision No. 21212

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
PACIFIC ELECTRIC RAILWAY COMPANY, a  
corporation, for an order granting  
permission to increase passenger  
rates and fares between points in  
the State of California.

ORIGINAL

Application No. 13460.

WEITSELL, COMMISSIONER:

OPINION ON SUPPLEMENTAL APPLICATION

Pacific Electric Railway Company filed a supplemental application in the above entitled proceeding on April 3rd, 1929, seeking to modify the experimental passenger fares which have been in effect on applicant's system during the past year. Applicant desires to try out for a further experimental period of six months and, until changed, certain modifications of existing experimental fares which would, in general, result in slightly higher one-way and round-trip fares on its interurban lines, without changing its commutation fares except for the general issuance of monthly passes. No changes are proposed in local fares, except in Los Angeles where it is proposed to increase the two-zone 20-ride ticket from \$1.00 to \$1.25, together with certain other minor changes.

Public hearings were conducted on the supplemental application at Los Angeles on April 26th and May 21st, 1929, at which time the matter was submitted.

From an analysis of the prior decisions in this proceeding and the evidence presented with respect to the supplemental application, it would appear that a determination of the present request will not involve the broad issues usually present in a rate case.

The Commission found, in its Decision No. 19566, dated April 7th, 1928, after carefully considering the record in this proceeding, that the revenue of the company was inadequate to meet operating expenses, depreciation and a reasonable return on the investment. This conclusion was reached after fully considering the possible operating economies and eliminating the losses sustained in the operation of lines which did not pay their out-of-pocket costs. With this record before the Commission, it was the Commission's duty to meet the applicant's request for a modification in fares.

With respect to the interurban fares, applicant expressed its willingness at that time to try out, for a limited period, certain low trial fares, consisting of materially reduced one-way and round-trip rates, to determine whether sufficient additional travel could be attracted at the lower fares to result in increased revenues. This trial was authorized by the Commission in Decision No. 19566. Coincident with these decreases, commutation fares were increased. Since establishing the present experimental fares, a careful check has been kept of the travel, in order that the effect of these fares might be determined. It appears, however, that in addition to the lowering of one-way and round-trip fares, there has arisen an increased competition on certain of the lines in the form of common carrier bus operations, which has affected the revenues of the company. As to those lines, therefore, it is impossible to determine, from the traffic comparisons, the precise effect of either factor and in order to measure the real effect of the lower fares, a comparison of travel and revenues during this period with a preceding period on those lines, where the additional factor of increased competition was absent, has been prepared.

A tabulation for a typical group of interurban lines, including those serving Glendale, Pasadena, Glendora, Covina, Santa

Ana, Long Beach, San Pedro and San Fernando Valley, shows the following results:

Selected Group of Interurban Lines

Revenue - 12 months ending 4-30-28 (Prior to fare change),	\$5,533,937.36
Revenue - 12 months ending 4-30-29 (Subsequent to fare change),	<u>5,078,986.78</u>
<u>Decrease in Revenue</u>	\$454,950.60
Decrease %      8.2%	
Fare Passengers - 12 months ending 4-30-28, (Prior to fare change),	24,296,546.
Fare Passengers - 12 months ending 4-30-29, (Subsequent to fare change),	<u>25,655,274.</u>
<u>Increase in Travel</u>	1,358,728
Increase %      5.6%	

Thus it appears that, where traffic was primarily influenced by the reduction in fares, travel has increased but the increase has not been sufficient to overcome the decrease in the rate, with the result that the earnings of the company, already inadequate to the extent of approximately \$210,000., as set forth in said Decision No. 19566, have still further decreased. Had the remaining lines, where competition has increased, been included in the above comparisons, the results would appear even more unfavorable.

With respect to the Los Angeles local operations, a similar comparison is shown:

Revenue - 12 months ending 4-30-28 (Prior to fare change),	\$2,552,972.23
Revenue - 12 months ending 4-30-29 (Subsequent to fare change),	<u>2,451,035.09</u>
<u>Decrease in Revenue</u>	\$101,937.14
Decrease %      3.9%	
Fare Passengers - 12 months ending 4-30-28 (Prior to fare change),	33,559,984
Fare Passengers - 12 months ending 4-30-29 (Subsequent to fare change),	<u>33,685,947</u>
<u>Increase in Travel</u>	125,965
Increase %      0.4%	

These comparisons show that on the local lines while revenues have decreased, travel has increased slightly. Operations of the Los Angeles Motor Coach Company, in which applicant owns a half interest, have been excluded for the reason that fares were not adjusted on April 27th, 1928 on these lines.

For the entire passenger operations of applicant, the record shows that revenues have decreased \$1,132,593.31 or 9.6% during the 12 months period, while the increase in travel amounted to 662,514 passengers carried or 0.7%.

The record shows, furthermore, that net additional operative property has been acquired or constructed in excess of a million dollars on applicant's system since the finding of value in Decision No. 19566, previously referred to.

Applicant's proposal will result in a fare structure on the interurban lines between the low experimental fare and the former scale, as shown by the following tabulation of the several rates in cents per mile.

	<u>Suspended Fares in effect prior to 4-27-28</u>	<u>Experimental Fares now in effect</u>	<u>Applicant's present proposal</u>
One Way	2.75¢	2.0¢ <sup>(a)</sup> to 2.75¢	2.0¢ <sup>(b)</sup> to 2.5¢
Round Trip	2.25¢	1.7¢ <sup>(a)</sup> to 2.25¢	2.0¢ <sup>(b)</sup> to 2.2¢

(a) applies up to 30 miles from Los Angeles.

(b) applies up to 12½ miles from Los Angeles.

It will be noted that one-way rates, based on the present proposal, will be practically the same as the reduced experimental fares now in effect, while the round-trip will be somewhat higher than the present rates, although not as high, in general, as the old suspended rates.

Applicant proposes to extend the monthly pass to all points on its system where the volume of business warrants the sale of same. This proposal, if made effective, should tend to encour-

age travel and in many cases will decrease the cost of riding to the commuter patron. The proposed rates at which the pass is offered appear to be reasonable.

The twenty ride two zone local ticket on the Los Angeles City Lines was established at the rate of \$1.00 subsequent to the issuance of said Decision No. 19566 in this proceeding. The present request of the company to increase the rate for this ticket from 5¢ to 6-1/4¢ per ride appears to be justified from the record, and should be authorized, although it is recommended that a 16 ride book be sold for \$1.00 instead of the 20 ride book as proposed for \$1.25.

Applicant also desires to cancel the 20 ride ticket sold for \$2.00 between points in Zone No. 1 and points in Zone No. 4 and to discontinue the round trip fare of 25¢ between any four contiguous zones, except between Zone No. 1 and Zone No. 4. Both of these proposals appear to be reasonable and supported by the evidence. The request of applicant to change its fares on the Hyperion-Glen-dale Boulevard Motor Coach Line has already been disposed of by Decision No. 20962 on Application No. 15121.

The record shows that the increases proposed will amount to approximately \$600,000. a year on paper, which the actual increase to applicant will probably not exceed \$400,000. after considering the decreases in fare as a result of the use of the monthly pass and deflection in travel. Assuming that the applicant receives the \$600,000. in increased revenue, its passenger operations will earn less than 4% on the value of the property.

In determining the issues raised in the supplemental application, it must be borne in mind that the present rates were established in good faith on a strictly experimental basis. Confronted with a record that this experiment has not worked out as successfully as expected and also with a desire on the part of the applicant to modify its rates for a further period of experimentation,

this Commission would not be acting in good faith in not consenting to such further experimentation if the proposals in themselves are fair and equitable.

After carefully considering the proposals of modification by some of the interested parties, it is concluded that the effecting of the same which, in some cases, will materially reduce the company's revenue, should not be carried out at this time; however, after the effect of the further experimentation of the plans now proposed is determined, it may be appropriate to reconsider these modifications.

As before, the record will be left open for another year so that any parties convinced that further experimentations should be undertaken, may have the opportunity of bringing the matter up without instituting a new proceeding. It is believed, however, that at least six months should elapse before the matter is again re-opened formally.

Nothing has been presented in this record to show that the rates now proposed for a further trial period are, in fact, in themselves unreasonable, inequitable or discriminatory, and, in view of this situation, our only course, in fairness, is to authorize the further experimentation now sought.

In the preparation of the detailed tariffs pursuant to the authority herein granted, it should be understood that the company should have the privilege of providing, when local circumstances so justify, certain blanket rates of non-discriminatory character, subject, however, to the requirement that any such blankets should be brought specifically to the attention of the Commission at the time the tariffs are filed. As before, the applicant will be expected to confer with members of the Commission's staff as to the working out of the tariffs herein authorized.

I propose the following form of order:

THIRD SUPPLEMENTAL ORDER

Pacific Electric Railway Company having, by supplemental application, requested certain adjustments in the experimental fares as authorized by Decision No. 19566 in this proceeding, public hearings having been held, the matter being under submission upon the filing of the concurrent briefs, now, therefore,

IT IS HEREBY ORDERED that applicant, Pacific Electric Railway Company, be and it is hereby authorized to cancel all passenger tariffs containing fares, rules and regulations authorized by Decision No. 19566, dated April 7, 1928, and Decision No. 19763, dated May 15, 1928, in this proceeding, inconsistent with the fares, rules and regulations hereinafter prescribed.

IT IS HEREBY FURTHER ORDERED that applicant, Pacific Electric Railway Company, be and it is hereby authorized to establish, within thirty (30) days from the date of this order, upon not less than one day's notice to the Commission and the public, tariffs containing fares upon the following basis, which fares are for experimental purposes and shall remain in effect until the further order of the Commission:

INTERURBAN FARES

1. One-way fares based upon 2 cents per mile within a zone extending  $12\frac{1}{2}$  miles from the terminal stations in Los Angeles. This will include points on lines as follows:

Pasadena Short Line	Pasadena
Pasadena via Oak Knoll Line	"
Sierra Madre Line	Villa Station
Monrovia-Glendora Line	Sunset Boulevard
Alhambra-San Gabriel Line	San Marino St. (San Gabriel)
Covina Line	Alhambra Avenue
Whittier Line	Eyer Station
Santa Ana Line	New York Avenue
Long Beach Line	Caldwell Avenue (Compton)
Newport Beach-Balboa Line	" "
San Pedro via Dominguez Line	" "

Redondo Beach via Gardena Line	Gardena
San Pedro via Gardena Line	"
Hawthorne Line	Cypave Station
Venice Short Line	Cour D'Alene
Redondo Beach via Del Rey Line	Motor dome
Santa Monica via Sawtelle Line	Sawtelle
San Fernando Valley Line	North Hollywood
Glendale Line	Glendale
Burbank Line	Benmar Hills

Fare limit points shall be established within such 12½-mile zone approximately as follows:

<u>Where the distance from Los Angeles is</u>	<u>Fare from Los Angeles</u>
6.24 miles	10¢
8.74 "	15¢
11.24 "	20¢

2. One-way fares based upon 2½ cents per mile between all points outside the 12½-mile zone set forth in paragraph 1.

3. One-way fares between points set forth in paragraph 1 and points outside of the 12½-mile zone set forth in paragraph 2 based upon 2 cents per mile within such 12½-mile zone from the Los Angeles terminals of the various lines and 2½ cents per mile outside of this zone.

4. Round-trip fares based on double the one-way fare where the one-way fare is 25 cents or less, and on the following basis where the one-way fare is 30 cents or over:

<u>Where one-way fare is</u>	<u>Round-trip fare will be</u>
30¢	Double the one-way fare, less 5¢
35¢ to 60¢, inclusive	" " " " " 10¢
65¢	" " " " " 15¢
70¢ to 95¢, inclusive	" " " " " 20¢
\$1.00	" " " " " 25¢
\$1.05 to \$1.30, inclusive	" " " " " 30¢
\$1.35	" " " " " 40¢

5. Fares in preceding paragraphs 1 to 4, inclusive, shall be subject to the following conditions:

(a) All fares shall end in multiples of 5 cents. In computing fares, fractions of 2½ cents will be increased to the nearest multiple of 5 cents; fractions of less than 2½ cents will be dropped.



(b) The minimum one-way fare to and from Los Angeles shall be 10 cents, except that between Los Angeles and Venice via the Hollywood lines the minimum one-way fare shall be 5 cents.

(c) The minimum one-way fare between all other points shall be 5 cents.

(d) The proposed fares shall not apply to, from or between points on the Mount Lowe line north of Hygiea.

#### LOS ANGELES LOCAL FARES

6. Establish book of 16 tickets for \$1.00, good between zones No. 1 and No. 2, in lieu of present 20 ticket book. Ticket to be limited for use within sixty days and to be good for bearer. To be sold by agents and local conductors, good for full transfer privilege within zones for which issued.

7. Cancel 20-ride tickets sold for \$2.00, good for use between zone No. 1 and certain points in zone No. 4.

8. Cancel round-trip fare of 25 cents between any four contiguous zones, and establish such fare between zones No. 1 and No. 4 only.

#### MISCELLANEOUS FARES

##### Monthly Passes

9. The following fares for monthly passes shall be established between Los Angeles and points in fare zones as follows:

<u>Where the one-way fare is</u>	<u>Rate for Monthly Pass shall be</u>
15¢	\$ 6.00
20¢	7.50
25¢	8.50
30¢	9.50
35¢	10.50
40¢	11.50
45¢	12.00

The following special monthly passes to be established:

- (a) Between Los Angeles and points within inner local limits of Glendale, to include transportation on motor coach lines . . . . . \$7.50
- (b) Between Los Angeles and points in the outer local fare zone of Glendale, to include transportation on motor coach lines and between Los Angeles and Burbank . . . . . 8.50
- (c) Between Los Angeles and points on local lines within Inner Zone of Pasadena, to include transportation on local street car or motor coach lines . . . . . 9.00
- (d) Between Los Angeles and points on Pasadena local lines within Outer Local Fare Zone of Pasadena, to include transportation on local street car or motor coach lines and between Los Angeles and Hygiea . . . . . 10.00
- (e) Between Los Angeles and points on local street car lines in the City of Long Beach, as well as between Los Angeles and points on local street car lines in the City of San Pedro, including transportation on local lines . . . . . 13.00

All passes shall be sold subject to the following conditions:

- (f) All passes shall include transportation on local street car lines within Zone No. 1 (Inner) of the City of Los Angeles.
- (g) Passes shall be sold only where sale of 60-ride commutation tickets has previously amounted to 100 or more tickets per month within zone or district covered by such pass.
- (h) All passes sold for any month shall be good until 2:00 a.m. on the morning of the first day of the succeeding month.
- (i) All passes shall be good for "Bearer," but shall be honored for only one person on any car or train.

- (j) Passes shall be sold for that portion of any month from the 16th to the last day on the basis of charging one-half of the monthly rate, plus 50 cents.
- (k) Refunds on unused passes shall be made on the following basis: Where pass is surrendered to the Company at any time before the 16th of any month, refund will be made on the basis of charging one-half of the purchase price of such pass, plus 50 cents, for the portion used, the difference between the amount arrived at in this manner and the purchase price of pass to be refunded to purchaser.

10. Sunday Passes

- (a) Cancel Sunday Pass for system sold for \$2.50.
- (b) Continue Sunday Pass sold for \$1.00 without change of territory, excepting that pass may be sold on Holidays as well as Sundays, and be withdrawn from sale during such period of each year as in applicant's judgment its sale is not warranted.

The Commission reserves the right to make such further order or orders in this proceeding as may appear just and reasonable.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

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

Dated at San Francisco, California, this 10<sup>th</sup> day of June, 1929.

Thos B. Curtis  
Ch. L. ...  
Ernest ...  
Leon ...

Commissioners.

Decision No. 21212

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In the Matter of the Application of  
PACIFIC ELECTRIC RAILWAY COMPANY, a  
corporation, for an order granting  
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ORIGINAL

Application No. 13460.

WHITSELL, COMMISSIONER:

OPINION ON SUPPLEMENTAL APPLICATION

Pacific Electric Railway Company filed a supplemental application in the above entitled proceeding on April 3rd, 1929, seeking to modify the experimental passenger fares which have been in effect on applicant's system during the past year. Applicant desires to try out for a further experimental period of six months and, until changed, certain modifications of existing experimental fares which would, in general, result in slightly higher one-way and round-trip fares on its interurban lines, without changing its commutation fares except for the general issuance of monthly passes. No changes are proposed in local fares, except in Los Angeles where it is proposed to increase the two-zone 20-ride ticket from \$1.00 to \$1.25, together with certain other minor changes.

Public hearings were conducted on the supplemental application at Los Angeles on April 26th and May 21st, 1929, at which time the matter was submitted.

From an analysis of the prior decisions in this proceeding and the evidence presented with respect to the supplemental application, it would appear that a determination of the present request will not involve the broad issues usually present in a rate case.

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With respect to the interurban fares, applicant expressed its willingness at that time to try out, for a limited period, certain low trial fares, consisting of materially reduced one-way and round-trip rates, to determine whether sufficient additional travel could be attracted at the lower fares to result in increased revenues. This trial was authorized by the Commission in Decision No. 19566. Coincident with these decreases, commutation fares were increased. Since establishing the present experimental fares, a careful check has been kept of the travel, in order that the effect of these fares might be determined. It appears, however, that in addition to the lowering of one-way and round-trip fares, there has arisen an increased competition on certain of the lines in the form of common carrier bus operations, which has affected the revenues of the company. As to those lines, therefore, it is impossible to determine, from the traffic comparisons, the precise effect of either factor and in order to measure the real effect of the lower fares, a comparison of travel and revenues during this period with a preceding period on those lines, where the additional factor of increased competition was absent, has been prepared.

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<u>Decrease in Revenue</u>	\$454,950.60
Decrease %      8.2%	
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<u>Increase in Travel</u>	1,358,728
Increase %      5.6%	

Thus it appears that, where traffic was primarily influenced by the reduction in fares, travel has increased but the increase has not been sufficient to overcome the decrease in the rate, with the result that the earnings of the company, already inadequate to the extent of approximately \$210,000., as set forth in said Decision No. 19566, have still further decreased. Had the remaining lines, where competition has increased, been included in the above comparisons, the results would appear even more unfavorable.

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<u>Increase in Travel</u>	125,963
Increase %      0.4%	

These comparisons show that on the local lines while revenues have decreased, travel has increased slightly. Operations of the Los Angeles Motor Coach Company, in which applicant owns a half interest, have been excluded for the reason that fares were not adjusted on April 27th, 1928 on these lines.

For the entire passenger operations of applicant, the record shows that revenues have decreased \$1,132,593.31 or 9.6% during the 12 months period, while the increase in travel amounted to 662,514 passengers carried or 0.7%.

The record shows, furthermore, that net additional operative property has been acquired or constructed in excess of a million dollars on applicant's system since the finding of value in Decision No. 19566, previously referred to.

Applicant's proposal will result in a fare structure on the interurban lines between the low experimental fare and the former scale, as shown by the following tabulation of the several rates in cents per mile.

	<u>Suspended Fares in effect prior to 4-27-28</u>	<u>Experimental Fares now in effect</u>	<u>Applicant's present proposal</u>
One Way	2.75¢	2.0¢(a) to 2.75¢	2.0¢(b) to 2.5¢
Round Trip	2.25¢	1.7¢(a) to 2.25¢	2.0¢(b) to 2.2¢

(a) applies up to 30 miles from Los Angeles.

(b) applies up to 12½ miles from Los Angeles.

It will be noted that one-way rates, based on the present proposal, will be practically the same as the reduced experimental fares now in effect, while the round-trip will be somewhat higher than the present rates, although not as high, in general, as the old suspended rates.

Applicant proposes to extend the monthly pass to all points on its system where the volume of business warrants the sale of same. This proposal, if made effective, should tend to encour-

age travel and in many cases will decrease the cost of riding to the commuter patron. The proposed rates at which the pass is offered appear to be reasonable.

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Applicant also desires to cancel the 20 ride ticket sold for \$2.00 between points in Zone No. 1 and points in Zone No. 4 and to discontinue the round trip fare of 25¢ between any four contiguous zones, except between Zone No. 1 and Zone No. 4. Both of these proposals appear to be reasonable and supported by the evidence. The request of applicant to change its fares on the Hyperion-Glen-dale Boulevard Motor Coach Line has already been disposed of by Decision No. 20962 on Application No. 15121.

The record shows that the increases proposed will amount to approximately \$600,000. a year on paper, which the actual increase to applicant will probably not exceed \$400,000. after considering the decreases in fare as a result of the use of the monthly pass and deflection in travel. Assuming that the applicant receives the \$600,000. in increased revenue, its passenger operations will earn less than 4% on the value of the property.

In determining the issues raised in the supplemental application, it must be borne in mind that the present rates were established in good faith on a strictly experimental basis. Confronted with a record that this experiment has not worked out as successfully as expected and also with a desire on the part of the applicant to modify its rates for a further period of experimentation,



this Commission would not be acting in good faith in not consenting to such further experimentation if the proposals in themselves are fair and equitable.

After carefully considering the proposals of modification by some of the interested parties, it is concluded that the effecting of the same which, in some cases, will materially reduce the company's revenue, should not be carried out at this time; however, after the effect of the further experimentation of the plans now proposed is determined, it may be appropriate to reconsider these modifications.

As before, the record will be left open for another year so that any parties convinced that further experimentations should be undertaken, may have the opportunity of bringing the matter up without instituting a new proceeding. It is believed, however, that at least six months should elapse before the matter is again reopened formally.

Nothing has been presented in this record to show that the rates now proposed for a further trial period are, in fact, in themselves unreasonable, inequitable or discriminatory, and, in view of this situation, our only course, in fairness, is to authorize the further experimentation now sought.

In the preparation of the detailed tariffs pursuant to the authority herein granted, it should be understood that the company should have the privilege of providing, when local circumstances so justify, certain blanket rates of non-discriminatory character, subject, however, to the requirement that any such blankets should be brought specifically to the attention of the Commission at the time the tariffs are filed. As before, the applicant will be expected to confer with members of the Commission's staff as to the working out of the tariffs herein authorized.

I propose the following form of order:

THIRD SUPPLEMENTAL ORDER

Pacific Electric Railway Company having, by supplemental application, requested certain adjustments in the experimental fares as authorized by Decision No. 19566 in this proceeding, public hearings having been held, the matter being under submission upon the filing of the concurrent briefs, now, therefore,

IT IS HEREBY ORDERED that applicant, Pacific Electric Railway Company, be and it is hereby authorized to cancel all passenger tariffs containing fares, rules and regulations authorized by Decision No. 19566, dated April 7, 1928, and Decision No. 19763, dated May 15, 1928, in this proceeding, inconsistent with the fares, rules and regulations hereinafter prescribed.

IT IS HEREBY FURTHER ORDERED that applicant, Pacific Electric Railway Company, be and it is hereby authorized to establish, within thirty (30) days from the date of this order, upon not less than one day's notice to the Commission and the public, tariffs containing fares upon the following basis, which fares are for experimental purposes and shall remain in effect until the further order of the Commission:

INTERURBAN FARES

1. One-way fares based upon 2 cents per mile within a zone extending  $12\frac{1}{2}$  miles from the terminal stations in Los Angeles. This will include points on lines as follows:

Pasadena Short Line	Pasadena
Pasadena via Oak Knoll Line	"
Sierra Madre Line	Villa Station
Monrovia-Glendora Line	Sunset Boulevard
Alhambra-San Gabriel Line	San Marino St. (San Gabriel)
Covina Line	Alhambra Avenue
Whittier Line	Eyer Station
Santa Ana Line	New York Avenue
Long Beach Line	Caldwell Avenue (Compton)
Newport Beach-Balboa Line	" "
San Pedro via Dominguez Line	" "

Redondo Beach via Gardena Line	Gardena
San Pedro via Gardena Line	"
Hawthorne Line	Cypave Station
Venice Short Line	Cour D'Alene
Redondo Beach via Del Rey Line	Motor dome
Santa Monica via Sawtelle Line	Sawtelle
San Fernando Valley Line	North Hollywood
Glendale Line	Glendale
Burbank Line	Benmar Hills

Fare limit points shall be established within such 12½-mile zone approximately as follows:

<u>Where the distance from Los Angeles is</u>	<u>Fare from Los Angeles</u>
6.24 miles	10¢
8.74 "	15¢
11.24 "	20¢

2. One-way fares based upon 2½ cents per mile between all points outside the 12½-mile zone set forth in paragraph 1.

3. One-way fares between points set forth in paragraph 1 and points outside of the 12½-mile zone set forth in paragraph 2 based upon 2 cents per mile within such 12½-mile zone from the Los Angeles terminals of the various lines and 2½ cents per mile outside of this zone.

4. Round-trip fares based on double the one-way fare where the one-way fare is 25 cents or less, and on the following basis where the one-way fare is 30 cents or over:

<u>Where one-way fare is</u>	<u>Round-trip fare will be</u>
30¢	Double the one-way fare, less 5¢
35¢ to 60¢, inclusive	" " " " " 10¢
65¢	" " " " " 15¢
70¢ to 95¢, inclusive	" " " " " 20¢
\$1.00	" " " " " 25¢
\$1.05 to \$1.30, inclusive	" " " " " 30¢
\$1.35	" " " " " 40¢

5. Fares in preceding paragraphs 1 to 4, inclusive, shall be subject to the following conditions:

(a) All fares shall end in multiples of 5 cents. In computing fares, fractions of 2½ cents will be increased to the nearest multiple of 5 cents; fractions of less than 2½ cents will be dropped.

(b) The minimum one-way fare to and from Los Angeles shall be 10 cents, except that between Los Angeles and Venice via the Hollywood lines the minimum one-way fare shall be 5 cents.

(c) The minimum one-way fare between all other points shall be 5 cents.

(d) The proposed fares shall not apply to, from or between points on the Mount Lowe line north of Hygiea.

#### LOS ANGELES LOCAL FARES

6. Establish book of 16 tickets for \$1.00, good between zones No. 1 and No. 2, in lieu of present 20 ticket book. Ticket to be limited for use within sixty days and to be good for bearer. To be sold by agents and local conductors, good for full transfer privilege within zones for which issued.

7. Cancel 20-ride tickets sold for \$2.00, good for use between zone No. 1 and certain points in zone No. 4.

8. Cancel round-trip fare of 25 cents between any four contiguous zones, and establish such fare between zones No. 1 and No. 4 only.

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#### MISCELLANEOUS FARES

##### Monthly Passes

9. The following fares for monthly passes shall be established between Los Angeles and points in fare zones as follows:

<u>Where the one-way fare is</u>	<u>Rate for Monthly Pass shall be</u>
15¢	\$ 6.00
20¢	7.50
25¢	8.50
30¢	9.50
35¢	10.50
40¢	11.50
45¢	12.00

The following special monthly passes to be established:

- (a) Between Los Angeles and points within inner local limits of Glendale, to include transportation on motor coach lines . . . . . \$7.50
- (b) Between Los Angeles and points in the outer local fare zone of Glendale, to include transportation on motor coach lines and between Los Angeles and Burbank . . . . . 8.50
- (c) Between Los Angeles and points on local lines within Inner Zone of Pasadena, to include transportation on local street car or motor coach lines . . . . . 9.00
- (d) Between Los Angeles and points on Pasadena local lines within Outer Local Fare Zone of Pasadena, to include transportation on local street car or motor coach lines and between Los Angeles and Hygiea . . . . . 10.00
- (e) Between Los Angeles and points on local street car lines in the City of Long Beach, as well as between Los Angeles and points on local street car lines in the City of San Pedro, including transportation on local lines . . . . . 13.00

All passes shall be sold subject to the following conditions:

- (f) All passes shall include transportation on local street car lines within Zone No. 1 (Inner) of the City of Los Angeles.
- (g) Passes shall be sold only where sale of 60-ride commutation tickets has previously amounted to 100 or more tickets per month within zone or district covered by such pass.
- (h) All passes sold for any month shall be good until 2:00 a.m. on the morning of the first day of the succeeding month.
- (i) All passes shall be good for "Bearer," but shall be honored for only one person on any car or train.

- (j) Passes shall be sold for that portion of any month from the 16th to the last day on the basis of charging one-half of the monthly rate, plus 50 cents.
- (k) Refunds on unused passes shall be made on the following basis: Where pass is surrendered to the Company at any time before the 16th of any month, refund will be made on the basis of charging one-half of the purchase price of such pass, plus 50 cents, for the portion used, the difference between the amount arrived at in this manner and the purchase price of pass to be refunded to purchaser.

10. Sunday Passes

- (a) Cancel Sunday Pass for system sold for \$2.50.
- (b) Continue Sunday Pass sold for \$1.00 without change of territory, excepting that pass may be sold on Holidays as well as Sundays, and be withdrawn from sale during such period of each year as in applicant's judgment its sale is not warranted.

The Commission reserves the right to make such further order or orders in this proceeding as may appear just and reasonable.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

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

Dated at San Francisco, California, this 10<sup>th</sup> day of June, 1929.

Paul Smith  
C. L. Lewis  
Emmott  
Leon White

Commissioners.