

IN

Decision No. 23700

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
LOS ANGELES RAILWAY CORPORATION for)
exemption of certain provisions of .) Application
General Order No.83.) No. 17345

BY THE COMMISSION -

OPINION and ORDER

ORIGINAL

This is an application by Los Angeles Railway Corporation, which operates a street railway, and in connection therewith certain bus lines under certificate of public convenience and necessity granted by this Commission, for an order of the Railroad Commission exempting it from certain of the provisions of General Order No.83, requiring operators of automotive passenger stage lines to file time schedules covering their operations.

General Order No.83 requires that

" 'every passenger stage corporation,' as that term is defined in the Public Utilities Act of the State of California, operating any passenger stage within this state, shall file its time schedules with the Railroad Commission of the State of California,"

and, further, that

"before any change in time of arrival or departure of any such passenger stages shall be made, notice of such change shall be filed with the Railroad Commission and posted in all depots of said automotive passenger stage lines at least five (5) days prior to the effective date of said proposed new time schedule."

Another provision requires that

"all such automotive passenger stages, when proposing a change in service resulting in the elimination of schedules and consequent reduction in service, shall, in a letter of transmittal to the Railroad Commission, submitting said proposed new time schedule, list the schedule or schedules proposed to be eliminated and set forth the reasons for such proposed reduction in service, shall post a copy of said proposed new time schedule in its stage depots and file said schedule

with the Railroad Commission at least ten (10) days prior to the effective date of the proposed new schedule."

Applicant claims to be an "Urban Carrier" within the meaning of Rule No. 24 of the Commission's General Order No. 86, which reads as follows:

"An urban carrier is hereby defined as a carrier whose service is similar to that usually performed by street cars, or a service performed as an extension of or in lieu of street car service, provided such urban service is performed in full or in part in an area whose development is urban; but in no case shall a service be considered urban when the distance between the terminal points served extends over a distance of more than fifteen miles,"

and that because of the nature of its bus operations finds it impractical to comply with General Order No. 83, designed to cover operations of automotive passenger stage lines engaged in interurban service as such are defined by the Public Utilities Act. It has no depots in which to post notices of time schedule changes as is required by General Order No. 83, and, it declares, is frequently forced to make changes in its scheduled operations that should not be deferred the five or ten days necessary under the terms of General Order No. 83. Its bus connections are co-ordinated with its rail service, and it is the contention of applicant that it should be freed from any restriction which serves to prevent changes in its bus operations on short notice. It does not publish its rail line schedules, maintaining only such working sheets as are necessary to keep its employees properly informed.

Under the circumstances we are of the opinion that this application should be granted. Public hearing does not appear to be necessary. Therefore,

IT IS HEREBY ORDERED that Los Angeles Railway Corporation be and it is hereby granted exemption from the provisions of General Order No. 83, provided,

1- That Los Angeles Railway Corporation shall immediately file a time schedule covering all its bus operations, under route headings, which schedule shall cancel all previous time schedules filed by it, and shall set forth the approximate time and period of operation of its buses, and

2- That the order herein shall not be construed as authority to make any change in the operating rights under which the bus service is operated, with particular reference to the territory served and the days on which said service is to be performed.

3- That the order herein shall not be construed as authority to deviate from the requirements of General Order No.83 where the operations involved are interurban in character.

Dated at San Francisco, California, this 17th day of May, 1931.

C. A. ...
Leon ...
M. A. ...
M. B. ...
Fred G. ...
COMMISSIONERS.