

Decision No. 24849.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of  
 PACIFIC ELECTRIC RAILWAY COMPANY  
 for authority to reroute service on  
 the Los Angeles-Hollywood-Venice  
 Rail Line.

Application No. 17725.

**ORIGINAL**

R. E. Wedekind, for the Applicant.

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

BY THE COMMISSION:

O P I N I O N

The Pacific Electric Railway Company, a corporation, filed the above entitled application with this Commission requesting authority to reroute service on its Los Angeles-Hollywood-Venice Rail Line.

A public hearing on said application was conducted before Examiner Handford at Los Angeles, at which time the matter was duly submitted and it is now ready for decision.

Applicant at the present time operates said line from its Subway Terminal on Hill Street in Los Angeles between 4th and 5th Streets, over the surface tracks on Hill Street, to Sunset Boulevard, thence along Sunset Boulevard to a connection with its Hollywood Line via the Subway at Sunset Boulevard and Bonnie Brae Street. Applicant now proposes to operate said line daily, except Sunday, into the Subway Terminal via Glendale Boulevard and the Subway, instead of via Sunset

Boulevard and Hill Street. The operation of said line on Sunday will remain as at present.

In connection with the rerouting of said line, applicant intends to revise the routing of certain local lines in the City of Los Angeles so as to provide a proper coordination of the present Hollywood Boulevard local service with said through line.

If the Los Angeles-Hollywood-Venice service is removed from the present route on Hill Street and Sunset Boulevard, there will remain over that route applicant's Echo Park Avenue Line operating on a 15-minute headway with a 10-minute headway during peak hours; Franklin Avenue Line, operating on a headway of 15 minutes, with approximately 10 minutes headway during peak hours, and the Vineyard-Hollywood Line, operating on a headway of 10 minutes.

Applicant's witness testified that the principal purpose of the proposed rerouting is to effect economies in operation to partially offset the very material decrease in operating revenue on its entire system during the past two years. The proposed plan of rerouting will effect an economy of approximately one hundred dollars per day. The record shows that passenger revenues for the system during the month of October, 1931, was \$220,000. less than during October, 1929, and that the financial results of operations will show a material deficit for the current year.

It is imperative for this company, with its present earnings showing a deficit, to effect every reasonable economy in the interest of continuing to maintain an adequate and efficient transportation service.

The rerouting of said line into the Subway will decrease the running time from six to ten minutes, depending upon the time of day which is a material benefit to those passengers using the line from and to points west of Bonnie Brae Street.

The rerouting of said line during week days will eliminate the present through service to Venice from Sunset Boulevard east of Bonnie Brae Street and along Hill Street north of the Subway Terminal Building. A traffic check taken on November 27, 1931 shows that approximately seventy-five passengers used said line between points west of Beverly Hills and points on said line east of Bonnie Brae Street and Sunset Boulevard. The company's plan provides for an additional five cent fare for passengers traveling between points west of Beverly Hills and points along the present route on Sunset Boulevard and Hill Street. It appears, however, from the record herein that applicant is not opposed to a continuance of the present rates between said points, but was hesitant to propose such rates in fear of creating the precedent of issuing transfers between local and interurban lines.

The Beverly Hills Line, operating over the surface tracks, is the only line of applicant which provides both local and interurban transportation, so that the issuance of a transfer from said line to the Los Angeles-Hollywood-Venice Line at Beverly Hills for transportation to points west of Beverly Hills would not, in our opinion, create the precedent which applicant feared.

The representative of the Board of Public Utilities and Transportation of the City of Los Angeles, at the hearing

requested that ten days be provided for said Board to advise the Commission as to whether or not it desired to retract its approval to applicant's plan as shown by Exhibit "D" attached to the application. Said Board, on December 7, 1931, advised that it renewed its approval of the proposed change in route and service, but was not in accord with the proposed plan of requiring passengers along Hill Street and Sunset Boulevard to pay an additional five cent fare to and from points west of Beverly Hills.

Only one protestant appeared at the hearing, and it appears from the record that her complaint relative to the plan of rerouting was founded upon a misunderstanding that the local service over the route proposed to be abandoned was not operated after midnight. The file shows that another protest was received by letter, and it appears that this complainant's objection to the plan of rerouting was based upon the contention that the change would tend to increase the loads on the already overcrowded local cars operating over the route involved. This matter has been referred to our Engineering Department for investigation.

After carefully considering all of the evidence in this proceeding, with due consideration to the fact that it is reasonable to permit applicant to effect every reasonable economy in operation without undue impairment to the service; that applicant's plan of rerouting is reasonable and that a majority of the passengers using said line will be benefited by the reduced running time effected by said plan of rerouting, we are of the opinion that this application should be granted in accordance with the terms of the following order.

O R D E R

The above entitled application having been filed, a public hearing having been held and the Commission being now fully advised,

IT IS HEREBY ORDERED that Pacific Electric Railway Company, a corporation, is hereby authorized to reroute service daily, except Sunday, on its so-called Los Angeles-Hollywood-Venice rail line, so as to operate from and into the Subway Terminal, Los Angeles, as more specifically set forth in the application, subject to the following conditions:

1. Applicant shall post notices of such plan of rerouting in all cars operating on said line, and at all stations affected, at least five (5) days prior to the effective date of said rerouting.
2. Applicant shall, prior to the rerouting of said line, arrange that passengers desiring to travel between points along Hill Street north of the Subway Terminal and Sunset Boulevard east of Bonnie Brae Street and points west of Beverly Hills, be provided with the same rates as now in effect for such service on the line herein authorized to be rerouted.
3. Applicant shall, at least five days prior to the rerouting of said line, file with the Commission, a time table identical with that attached to the application, or a time table satisfactory to the Commission.
4. Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the effecting of the rerouting as authorized herein, and of its compliance with the conditions hereof.
5. The authorization herein granted shall lapse and become void, if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

The effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 28<sup>th</sup> day of December, 1931.

C. Seavey  
Leon A. Whelan  
M. J. [unclear]  
M. B. Harris  
Fred G. [unclear]  
Commissioners.