

Decision No. 22886

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of BAY CITIES TRANSIT COMPANY to abandon operative right between Culver City and entrance to University of California on Hilgarde Avenue.

) Application No. 17995.

**ORIGINAL**

In the Matter of the Application of WILLIAM THOMPSON for a certificate of public convenience and necessity to operate passenger and free hand baggage service as a common carrier between Inglewood and Westwood, U.C. L.A. Campus.

) Application No. 17668.  
(Supplemental)

- Richard T. Eddy, for applicants.
- E. F. Ball, for Board of Public Utilities and Transportation, City of Los Angeles, interested party.
- Wm. S. Emmons, City Attorney, for City of Culver City, interested party.
- M. C. McKenney, Secretary, Culver City Chamber of Commerce; Frank R. Reeves, Secretary of Transportation Committee of Culver City Chamber of Commerce, and E. R. Hurst, for the Cheviot Hills District, interested parties.
- H. G. Weeks, for Los Angeles Motor Coach Company, interested party.
- H. O. Marler, for Pacific Electric Railway, interested party.
- J. E. Anderson, President Bay Cities Transit Co., interested party.
- C. H. Dodds, Assistant to Comptroller U. C.L.A.

BY THE COMMISSION:

O P I N I O N

Bay Cities Transit Company, a corporation, has made application to abandon its operative right authorized by Decision No. 21893 on Application No. 15928 (as amended) dated October 19, 1929.

William Thompson has made application (supplemental) to reroute the service granted by Decision No. 24204 on Application No. 17668 for a certificate between Inglewood and University of

California L. A. at Westwood, dated November 19, 1931.

Hearings herein were conducted by Examiner Johnson at Los Angeles, at which time the matters were consolidated for hearing and decision.

Bay Cities Transit Company seeks its abandonment of the operating right involved for the reason that the operation conducted thereunder, which has been continuous since November 1, 1929, has been conducted at an annual loss of approximately \$10,000 and that there appears to be no outlook for bettering the income to sustain the service. Applicant proposes by relinquishing this certificate to continue certain transportation service exclusively within the City of Los Angeles under the jurisdiction of the City of Los Angeles, which service is a part of the general route followed by applicant under certificate. Exhibits filed by Bay Cities Transit Company fully sustain their representation of loss and justify the discontinuance of the service as authorized under certificate. Exhibit No. 2 filed by applicant indicates that in 1929 the receipts per mile were \$.061; in 1930, \$.072; in 1931, \$.070; and for 1932, (four months) \$.0711. The cost of operation per mile during the entire period was approximately 13.48 cents.

The abandonment of service was objected to by Culver City and by the University of California L. A. unless a satisfactory substitute service were provided, particularly for the students attending the University.

By his application to reroute his service between Inglewood and the University at Westwood, William Thompson seeks to occupy a portion of the route between Culver City and the University and perform the service sought to be discontinued by Bay Cities Transit Company. Culver City and University

representatives, together with interested parties from other services generally in the same field, withdrew objection to the abandonment of the service providing Thompson was authorized to alter his route and furnish schedules that would be available on practically the same basis as the abandoned service. At the hearing on April 5, the matter was left for conference between the interested parties and at the hearing on April 19 the record shows agreement by all that the substitute service proposed by Thompson, by diversion of his present route, would be satisfactory. In view of this agreement and upon the record produced by both applicants, we believe the abandonment should be granted, together with the rerouting, and thus preserve for the public adequate bus facilities between Culver City and the University at Westwood. The order following will provide for the changes in service sought.

O R D E R

Bay Cities Transit Company having made application to abandon all operation under its rights granted by Decision No. 21693 on Application No. 15928 dated October 19, 1929, for the operation of an automobile passenger service between Culver City and the University of California entrance on Hilgarde Avenue in the City of Los Angeles,

IT IS HEREBY ORDERED that the application be and the same hereby is granted subject to the following conditions:

Applicant shall abandon the said service only when service herein authorized under Application No. 17668 (supplemental) of William Thompson shall have been established and only after five days' notice posted in the terminals of Bay Cities Transit Company and in its coaches, of the date of discontinuance.

Applicant, Bay Cities Transit Company, shall file with this Commission withdrawal and cancellation of its time schedules and tariffs for such service now on file with the Commission, effective on the date of discontinuance.

IT IS FURTHER ORDERED that the operative rights heretofore granted by said Decision No. 21693 on Application No. 15928 be and the same are hereby revoked and annulled.

William Thompson having made application to reroute service performed by him between Inglewood and the University of California L. A. Campus at Westwood, a public hearing having been held and the matter having been duly submitted,

IT IS HEREBY ORDERED that applicant William Thompson is hereby authorized to reroute said service beginning at the time of abandonment of service of Bay Cities Transit Company of its rights between Culver City and Westwood over and along the following route:

Beginning at Union Terminal Depot  
on Market Street between Redondo  
Boulevard and Regent Street,  
Inglewood;  
North via Market and Commercial  
to Centinela Avenue;  
West on Centinela Avenue to  
Jefferson Street;

Southwest on Jefferson to Inglewood Blvd.; West on Jefferson to  
Northwest on Inglewood to Culver Blvd.; Duquesne;  
North on Culver to Sawtelle Blvd.; Northwest on Duquesne to  
Culver Blvd.;  
Northeast on Culver Blvd.  
to Main Street.;  
Northwest on Main to  
Bagley and Venice Blvd.;  
Southwest on Venice to  
Motor Drive;  
Northwest on Motor Drive  
to Manning;  
Northwest on Manning to  
Pico Blvd.;  
Southwest on Pico to  
Sawtelle Blvd.;

Northwest on Sawtelle Blvd. to Massachusetts Ave.;  
Northwest on Massachusetts to Sepulveda Blvd.;  
Northwest on Sepulveda to Wilshire Blvd.;  
Northwest on Wilshire to Westwood Blvd.;  
Westwood Blvd. to University of California.

IT IS FURTHER ORDERED that by such rerouting, applicant is authorized to establish two five-cent fare zones as follows:

- (1) Culver City, Bagley and Venice Boulevard, to Manning and Pico Boulevard, and
- (2) Manning and Pico Boulevard to Westwood,

in lieu of the former fare of ten cents Culver City to Westwood, subject to the following restrictions:

The 40-ride, 30-day book sold at a price of \$7 from Inglewood to the University at Westwood is to remain in full force and effect.

No local passengers shall be handled on Venice Boulevard between Bagley and Motor Drive; nor on Culver Boulevard between Overland Boulevard and Main Street-Bagley Avenue; nor between the corner of Sawtelle Boulevard and LaGrange Avenue and entrance to the University at Westwood; nor between Union Bus Depot in Inglewood (located on Market Street between Redondo Boulevard and Regent Street) on the one hand, and the intersection of Centinela Avenue and Damask Avenue on the other hand, and between points intermediate thereto, subject to the following conditions:

1. Applicant William Thompson shall immediately file his written acceptance of the change of route herein granted within a period of not to exceed fifteen (15) days from date hereof.
2. Applicant shall file in duplicate, and make effective within a period of not to exceed thirty (30) days from the date hereof, on not less than ten days' notice to the Commission and the public a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates and rules which, in volume and effect, shall be identical with the rates and rules shown in the exhibit attached to the application insofar as they conform to the change of route herein granted.

3. Applicant shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days from date hereof, on not less than five (5) days' notice to the Commission and the public, time schedules, according to form provided in General Order No. 83, covering the service herein authorized, in a form satisfactory to the Railroad Commission.

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 13<sup>th</sup> day of June, 1932.

C. Seaman  
Leon Sullivan  
W. A. Lee  
W. B. Harris  
Fred G. Stewart  
Commissioners.