

Decision No. 25221.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
LOS ANGELES RAILWAY CORPORATION for a
certificate of public convenience and
necessity to operate motor coaches for
the carriage of passengers along
portions of Slauson Avenue, Overhill
Avenue, and Fairview Boulevard, County
of Los Angeles.

Application No. 15309.

ORIGINAL

H. G. Weeks, for the Applicant.

BY THE COMMISSION:

FIRST SUPPLEMENTAL OPINION

The Los Angeles Railway Corporation, in this application, requests authority to discontinue service on Sundays and principal holidays on its so-called Slauson-Fairview Motor Coach Line, in the City of Los Angeles, County of Los Angeles.

A public hearing on said application was conducted by Examiner Kennedy, at Los Angeles, on September 8, 1932, at which time the matter was duly submitted.

Applicant operates motor coach service daily on its Slauson-Fairview motor coach line, between the intersection of 54th Street and Angeles Mesa Drive and the intersection of Fairview Boulevard and Highland Avenue in the City of Los Angeles. The operation of said line is conducted with one motor coach between the hours of approximately 7:00 A.M. and 7:00 P.M.

Applicant alleges that its request to discontinue service on said line on Sundays and principal holidays is based upon the fact that, in its opinion, the number of passengers carried on this line on Sundays and holidays is such that public convenience and necessity do not justify the operation; that the revenue

received on said line is insufficient to pay operating costs and that, due to the financial condition of the company at this time, it is imperative that it effect all reasonable economies in operation.

A traffic check taken on Sunday, September 4, 1932, and Monday (Labor Day), September 5th, shows an average traffic per trip of 1.4 and 1.1 passengers, respectively. The average revenue received per Sunday during the month of July, 1932, was \$3.30 which was insufficient to pay the driver's time, irrespective of other operating expenses.

The financial results of operation and other statistics of said line during the year 1931, as shown by Exhibit No. 6 introduced in evidence in this proceeding, are as follows:

	<u>1931</u>
Operating Income,	\$ 3,684.68
Operating Expenses,	11,543.89
Taxes,	449.54
Operating Expenses and Taxes,	<u>11,993.43</u>
Loss,	\$8,308.75
Passenger Revenue per Coach Mile,	5.95¢
Operating Expenses and Taxes per Coach Mile,	19.69¢
<u>Passengers:</u>	
Revenue,	40,355
Free,	4,318
Transfer,	26,743
Total,	<u>71,416</u>

The financial results of operation of applicant's entire system for the month of June, 1932, are as follows:

Operating Revenues,	\$821,078.10
Operating Expenses,	785,270.78
Net Income,	<u>35,807.32</u>
Taxes,	55,698.04
Operating Income	<u>19,890.72*</u>
Non-operating Income,	16,829.62
Gross Income,	<u>3,081.10*</u>
Deductions from Gross Income,	124,313.28
Net Income,	<u>\$127,374.38*</u>

*=Red Ink Figures.

No one appeared at the hearing in protest of the granting of this application. The record shows that applicant's plan to reduce service on this line meets with the approval of the Board of Public Utilities and Transportation of the City of Los Angeles.

After carefully considering all of the evidence in this proceeding, we are of the opinion, and hereby find as a fact, that public convenience and necessity do not require the continued operation of the motor coach service on Sundays and principal holidays on this line, it being apparent that the operation cannot be conducted except at a material out-of-pocket loss and that it appears reasonable to reduce the operating loss on said line by the discontinuance of the service on Sundays and principal holidays.

FIRST SUPPLEMENTAL ORDER

The Los Angeles Railway Corporation having filed the above entitled application, a public hearing having been held and the Commission being fully apprised of the facts,

IT IS HEREBY ORDERED that Los Angeles Railway Corporation be and it is hereby authorized to discontinue service on Sundays and principal holidays on its Slauson-Fairview Motor Coach Line in the City of Los Angeles, County of Los Angeles, subject to the following conditions:

1. Applicant shall afford the public at least ten (10) days' notice of such discontinuance of service, by posting notice of such discontinuance in all busses operating on said line.
2. Applicant shall notify this Commission, in writing, within thirty (30) days after said discontinuance has become effective.
3. If said service has not been discontinued within one (1) year from the date of this order, the

authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

4. The Commission reserves the right to issue such other and further orders in this proceeding as to it may appear just and proper or as, in its opinion, may be required by public convenience and necessity.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 3rd day of October, 1932.

C. P. Jerney
Leon Whitely
W. A. C.
W. B. Harris
Fred G. Stewart
Commissioners.