

Decision No. 25329

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
LOS ANGELES RAILWAY CORPORATION, a)
corporation, and PACIFIC ELECTRIC)
RAILWAY COMPANY, a corporation,)
operating under the name of Los)
Angeles Motor Coach Company, for)
certain exceptions from General)
Orders No. 83 and No. 86 in con-)
nection with the applicants')
Wilshire Boulevard Motor Coach Line.)

APPLICATION NO. 18398

ORIGINAL

BY THE COMMISSION.

OPINION AND ORDER

The Pacific Electric Railway Company and the Los Angeles Railway Corporation, in their capacity of joint operators of motor busses under the name of Los Angeles Motor Coach Company, filed the above entitled application requesting an order of this Commission granting certain exceptions from the requirements of this Commission's General Orders Nos. 83 and 86, in connection with the operation of its so-called Wilshire Boulevard Motor Coach Line.

The Commission, by its Decision No. 24929, dated June 27, 1932, on Application No. 18210, granted a certificate of public convenience and necessity to applicants for the operation of motor coach service between downtown Los Angeles and the City of Santa Monica, and for lateral service between Wilshire Boulevard and the University of California at Los Angeles, and Wilshire Boulevard and the intersection of McCarthy Vista and San Vincente Boulevard, over and along the route of its so-called Wilshire Boulevard Motor Coach Line. The length of the Wilshire Boulevard Line from terminal to terminal, not including the above described laterals, is seventeen (17) miles.

Applicants request that an exception from this Commission's General Order No. 83 be granted for the Wilshire Boulevard Motor Coach Line, identical with that granted by the Commission's Decision No. 23809, dated June 22, 1931, on Application No. 17379, for other lines of the Los Angeles Motor Coach Company, which is as follows:

"IT IS HEREBY ORDERED that the Pacific Electric Railway Company and Los Angeles Railway Corporation, operating as Los Angeles Motor Coach Company, be, and they are, hereby exempted from only those provisions of General Order No. 83 requiring notices of change in schedules and posting of said notices in depots, provided that said Los Angeles Motor Coach Company shall file with the Commission a time schedule which shall cancel all time schedules on file in the Company's name with the Railroad Commission, and shall show, under the names of the various routes operated, the approximate hours of operation of each route, subject to the following conditions:

"1. The order herein shall not be construed as authority to make any change in the operative rights under which the motor coach service is operated, with particular reference to the territory served and the days on which said service is to be performed.

"2. The authority herein granted shall not be construed as authority to deviate from the requirements of General Order No. 83 where the operations involved are interurban in character."

Applicants allege that although the Wilshire Boulevard Line exceeds by two miles the distance set forth in Rule 24 of General Order No. 86 as the maximum length of an urban line, said line is more nearly urban than it is interurban; that service performed by the line is similar to that usually performed by street cars; that the route traversed is purely urban; that the basic headway is ten minutes, but during peak hours the headway is much shorter; that from time to time it becomes necessary for operating convenience, or other reasons, to change the time of arrival or departure of various schedules on the line; that no depots are maintained at the terminals or along the route of the line, and that notice of change in schedules cannot be posted in accordance with the provisions of General Order No. 83.

Applicants also request that exceptions to General Order No. 86, similar to those granted by the Commission's Decisions Nos. 22461 and 22495 and certain other exceptions be authorized for its Wilshire Boulevard Motor Coach Line, which exceptions are as follows:

Exception from Rule 1, Paragraph (b) - Windshield Wipers

Applicants' practice has been to remove wiper blades during the dry months, June 1 to September 30, inclusive, thus minimizing theft of blades during period of non-use. Exception sought would permit continuance of this practice.

Exception from Rule 1, Paragraph (c) - Skid Chains

Applicants claim skid chains are not required on certain equipment of double-deck, six-wheel type, the wheels being tandem, and equipment fairly heavy.

Exception from Rule 1, Paragraph (d) - Extra Tires

Applicants allege that motor coaches operated on the Wilshire Line are double-deck motor coaches and not equipped with spare tire carriers; that service trucks with spare tires and mechanics are maintained at readily available points for this line, and that tire changes on these coaches can be made more quickly and conveniently, through the use of such service trucks and mechanics with the equipment they carry, than they can be made by operators of the coaches.

Exception from Rule 12 - Seating of Passengers Forward of Back of Driver's Seat

Exception sought only for double-deck busses, which are so constructed that enforcement of rule would be impractical.

Exception from Rule 13 - Standees

Applicants allege that although the Wilshire Line is two miles longer than that provided for urban service by

Rule 24 of General Order 86, the service is urban in character; that the upper deck of the coaches is open and during inclement weather, passengers prefer to stand in the aisles of the lower deck, which is enclosed. Applicants request that authority be granted permitting standees on the motor coaches of its Wilshire Line in accordance with the provisions for urban service.

Exception from Rule 17 - Hours of Service

Applicants request that their Wilshire Line be considered as urban service in so far as Rule No. 17 of General Order No. 86 is concerned.

Exception from Rule 18 - Station Facilities

Applicants claim operations are urban in character, making unnecessary stations or rest rooms.

Approval of Fire Extinguisher

Applicants are now using fire extinguishers of one-quart size, approved by the National Board of Fire Underwriters.

We are of the opinion that this is a matter in which a public hearing is not necessary and that as the exceptions and approval sought are not unreasonable and are justified by the conditions as set forth by the applicants, the application should be granted.

IT IS HEREBY ORDERED that authority be, and it is, hereby granted to Pacific Electric Railway Company and Los Angeles Railway Corporation, operating under the name of the Los Angeles Motor Coach Company, for the exceptions to this Commission's General Orders Nos. 83 and 86 and the approval as prayed for by

applicants in Application No. 18398 and as herein set forth,
for their so-called Wilshire Boulevard Motor Coach Line.

Dated at San Francisco, California, this 7th day
of November, 1932.

O. C. Seaver
Leon A. Sullivan
W. A. Curran
M. B. Hayes
Fred G. Stearns
Commissioners.