

Decision No. 25526

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 permission to discontinue motor coach passenger service between intersection of Fairfax Avenue and Wilshire Boulevard and the intersection of Blackburn Avenue and Sweetzer Avenue, and intermediate points in the City of Los Angeles, State of California.

APPLICATION NO. 18562

BY THE COMMISSION,

ORIGINAL

OPINION AND ORDER

The above entitled application was filed by the Los Angeles Railway Corporation and Pacific Electric Railway Company, operating under the name of Los Angeles Motor Coach Company, for authority to discontinue motor coach passenger service on their so-called Crescent Heights Motor Coach Line operating between the intersection of Fairfax Avenue and Wilshire Boulevard and the intersection of Blackburn Avenue and Sweetzer Avenue, and intermediate points, in the City of Los Angeles, County of Los Angeles.

Applicants were authorized to establish said passenger motor coach service by this Commission's Decision No. 24403, dated January 18, 1932, on Application No. 17897, over and along the following route:

Commencing at the intersection of Fairfax Avenue and Wilshire Boulevard, west on Wilshire Boulevard to Crescent Heights Boulevard, north on Crescent Heights Boulevard to Blackburn Avenue, west on Blackburn Avenue to Sweetzer Avenue, south on Sweetzer Avenue to Fourth Street, east on Fourth Street to La Jolla Avenue, south on La Jolla Avenue to Lindenhurst Avenue, east on Lindenhurst Avenue to Fairfax Avenue, south on Fairfax Avenue to Wilshire Boulevard.

Said order provided that the above service be established for a trial period of three months, at the end of which time applicants were to file a supplementary application in the event it was desired to discontinue the operation. Applicants did not choose to discontinue the trial operation at the end of the specified period and continued the operation for further trial.

Applicants allege that their request to discontinue said motor coach service is based upon the fact that the operation of said line has shown a continual out-of-pocket loss ever since inception; that the average number of passengers carried during the month of August, 1932, was 1.4 passengers per trip and that there is no indication that revenues will increase sufficiently to equal cost of operation.

The financial results of operation (Exhibit "C" attached to the application) for said line during the period February 8 to August 31, 1932, are as follows:

Total Operating Revenue,	\$1479.64
Total Operating Expenses (Out-of-Pocket),	2743.56
Net Loss from Operation,	<u>\$1263.92</u>
Taxes,	114.39
Total Out-of-Pocket Loss from Operation,	<u>\$1383.31</u>

The Board of Public Utilities and Transportation of the City of Los Angeles has advised, in writing, that it has no objection to the abandonment of motor coach service herein proposed.

After carefully considering all of the evidence in this matter, it appears that the continued operation of the motor coach service herein proposed to be discontinued is not justified by the patronage offered by the traveling public, in that the amount of revenue, in comparison to operating costs, places an undue and unwarranted burden on applicants and their patrons, in the continued maintenance of the unprofitable motor coach service herein proposed to be discontinued, therefore,

IT IS HEREBY ORDERED that Los Angeles Railway Corporation and Pacific Electric Railway Company, operating under the name of Los

Angeles Motor Coach Company, be, and they are, hereby authorized to discontinue all motor coach service on their so-called Crescent Heights Line operating between the intersection of Fairfax Avenue and Wilshire Boulevard and the intersection of Blackburn Avenue and Sweetzer Avenue, and intermediate points, in the City of Los Angeles, County of Los Angeles, and to cancel, in conformity with the rules of this Commission, all passenger rate tariffs and time schedules between said points, subject to the following conditions:

- (1) Applicants shall afford the public at least ten (10) days' notice of the discontinuance of service herein authorized, by the posting of notices of such discontinuance of service in all busses operating on said line.
- (2) Applicants shall notify the Commission, in writing, within thirty (30) days after said discontinuance of service has become effective.
- (3) If said service has not been discontinued within one (1) year from the date hereof, the authorization herein granted shall 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 matter as to it may appear just and proper or as may be required by public convenience and necessity.

IT IS HEREBY FURTHER ORDERED that Decision No. 24403, dated January 18, 1932, on Application No. 17897, be, and the same is, hereby revoked and annulled.

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

Dated at San Francisco, California, this 9th day of

January, 1933.

C. L. Seavey
Leon Whiteley
W. J. Lewis
W. B. Kinnear
Walter H. ...
Commissioners.