

Decision No. 25932

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY, a)
corporation, for an in lieu certifi-)
cate of public convenience and)
necessity.)

APPLICATION NO. 17984

ORIGINAL

BY THE COMMISSION.

TENTH SUPPLEMENTAL OPINION AND ORDER

The Pacific Electric Railway Company filed its tenth supplemental application in the above entitled proceeding, requesting authority to abandon a portion of the route and to amend the route of the remaining portion of its Annandale-Avenue 64-Hermon Motor Coach Line, in the City of Los Angeles, County of Los Angeles. A small portion of the route of this line is in the City of Pasadena, however, applicant does not propose any change on that end of the line.

The Commission, by its Decision No. 24854, dated June 13, 1932, on Application No. 17984, authorized applicant to operate motor coach service over and along the following route:

Commencing at the intersection of Arroyo Drive and La Loma Road, thence westerly on La Loma Road to San Rafael Avenue, northerly on San Rafael Avenue to Nithsdale Road, thence westerly on Nithsdale Road to Avenue 64, thence southerly on Avenue 64 to Pasadena Avenue, westerly and southerly on Pasadena Avenue to Avenue 57, southerly on Avenue 57 to Benner Street, easterly on Benner Street to Avenue 60, easterly on Avenue 60 to Monterey Road, thence southerly along Monterey Road to Huntington Drive; returning reverse of going trip.

Applicant proposes to discontinue that portion of its Annandale-Avenue 64-Hermon Motor Coach Line between the inter-

section of Monterey Road and Kendall Avenue and the intersection of Huntington Drive and Monterey Road, and to amend the route of the remaining portion of the line, the route of which is as follows:

Commencing at the intersection of Arroyo Drive and La Loma Road, thence westerly on La Loma Road to San Rafael Avenue, northerly on San Rafael Avenue to Nithsdale Road, thence westerly on Nithsdale Road to Avenue 64, thence southerly on Avenue 64, westerly on Pasadena Avenue, southerly on North Figueroa Street (formerly Pasadena Avenue) and Avenue 57, easterly on Hermon Avenue and southerly on Monterey Road to Kendall Avenue.

Applicant does not propose any change in fares on said line except to cancel fares applying to and from or via that portion of the line proposed to be discontinued.

The present frequency of service on said line consists of a thirty-minute headway and applicant proposes to continue this frequency of service, except to provide a fifteen-minute service between the intersection of Kendall Avenue and Monterey Road and the intersection of Avenue 57 and Figueroa Street.

Applicant alleges that the patronage on that part of the line along Monterey Road south of Kendall Avenue (135 passengers in 100 trips) is very light and does not justify the continuation of the service; that the total operating revenue for the entire line for the year 1932 was \$4,116.00, while the out-of-pocket operating expense including taxes for the same period was \$6,964.00, resulting in an out-of-pocket loss of \$2,848.00; that the amended route along Avenue 57 and Hermon Avenue, in lieu of the present route along Benner Street and Avenue 60, will serve a more thickly populated district without unreasonably discommoding those living along the present route, and that by eliminating that portion of the route which has proved to be least remunerative and the establishing of more frequent service between the Hermon district and the Highland Park shopping district, it is believed that revenues

on the line will increase sufficiently to meet out-of-pocket operating expenses.

The Board of Public Utilities and Transportation of the City of Los Angeles has signified that it has no objection to the granting of this application.

It appearing that a public hearing is not necessary herein and that the application is reasonable and should be granted, subject to certain conditions, therefore,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity no longer require the operation of motor coach service on that portion of applicant's Annandale-Avenue 64-Hermon Motor Coach Line, as authorized by this Commission's Decision No. 24854, dated June 13, 1932, on Application No. 17984, between the intersection of Monterey Road and Kendall Avenue and the intersection of Monterey Road and Huntington Drive, in the City of Los Angeles, and that public convenience and necessity require that the remaining portion of the route of said line be changed so as to provide for the operation of said line over and along the following route:

Commencing at the intersection of Arroyo Drive and La Loma Road, thence westerly on La Loma Road to San Rafael Avenue, northerly on San Rafael Avenue to Nithsdale Road, thence westerly on Nithsdale Road to Avenue 64, thence southerly on Avenue 64, westerly on Pasadena Avenue, southerly on North Figueroa Street (formerly Pasadena Avenue) and Avenue 57, easterly on Hermon Avenue and southerly on Monterey Road to Kendall Avenue.

IT IS HEREBY ORDERED that the Pacific Electric Railway Company be, and it is, hereby authorized to discontinue the operation of motor coach service on that portion of its Annandale-Avenue 64-Hermon Motor Coach Line, as authorized by this Commission's Decision No. 24854, between the intersection of Monterey Road and Kendall Avenue and the intersection of

Monterey Road and Huntington Drive, in the City of Los Angeles, and to cancel, in conformity with the rules of the Commission, all rate tariffs and time schedules pertaining thereto, and to amend the route of the remaining portion of said line in accordance with the route as set forth above, subject to the following conditions:

- (1) Applicant shall afford the public at least ten (10) days' notice of the discontinuance of service and the change in route of said motor coach line, by posting notices in all busses operating on said line.
- (2) Applicant shall notify the Commission, in writing, within thirty (30) days after said discontinuance of service and rerouting has become effective.
- (3) Applicant is authorized to turn its motor vehicles at termini in the intersection of streets or by operating around a block contiguous to such intersection, in either direction, and to carry passengers thereon and thereover.
- (4) If said service has not been discontinued or rerouted 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.
- (5) 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.

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

Dated at San Francisco, California, this 8th day of

May, 1933.

O. C. Levey
Leon Curdsey
M. A. Lee
W. B. Haines
W. H. Haines
Commissioners