

Decision No. 28200.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
the LOS ANGELES RAILWAY CORPORATION
for authority to operate motor coaches
for the carriage of passengers along
Melrose Avenue and Beverly Boulevard,
County of Los Angeles.

Second Supplemental
Application No. 18026.

BY THE COMMISSION:

SECOND SUPPLEMENTAL ORDER

ORIGINAL

In this Second Supplemental Application the Los Angeles Railway Corporation seeks a certificate of public convenience and necessity to operate a bus line on Melrose Avenue between La Cienega Boulevard and Western Avenue and another bus line on Beverly Boulevard between La Cienega Boulevard and the downtown section of Los Angeles. Authority is also sought to discontinue bus operation on La Cienega Boulevard between Melrose Avenue and Beverly Boulevard.

Aside from the proposed extension on Beverly Boulevard between Bonnie Brae and downtown Los Angeles, applicant is now providing bus service in this district. On April 17, 1932, the Melrose Avenue and Beverly Boulevard lines were consolidated through a connection on La Cienega to effect operating economies. Both the Melrose Avenue and the Beverly Boulevard bus lines have been operated more or less as an extension of a connecting car line.

Applicant now desires to extend its easterly terminal of its Beverly Boulevard line from Bonnie Brae to the downtown

business section of Los Angeles, which will give its patrons direct service to the downtown area without the necessity of transferring to a street car line. In the downtown area it is proposed to operate over two terminal routes which diverge at Second and Hill Streets, one route serving the business district adjacent to the Civic Center and the other the business district adjacent to Pershing Square.

In the application it is alleged that the Midtown Development Association has requested applicant to extend its Beverly Boulevard service as proposed herein and that the City of Los Angeles has approved the granting of this application.

While the proposed operation will give the patrons of the Beverly Boulevard line a direct service to the downtown section, it carries with it an increase in fares for that district between Larchmont Boulevard and Bonnie Brae, as the present fare is 7 cents cash or 6-1/4 cents token and under applicant's proposal the fare will be 10 cents, which will entitle the passengers to a transfer to any of applicant's intersecting rail or bus lines. This proposed bus fare on the Beverly Boulevard line appears to be consistent with the bus fares charged on other lines of this company.

With respect to discontinuing service on La Cienega Boulevard between Melrose Avenue and Beverly Boulevard, which was established at the time operation on Melrose Avenue and Beverly Boulevard was effected, it is shown in the application that the travel on this portion of the line has been comparatively light, averaging less than one passenger per trip. With this elimination of service, patrons on the line will have their distance of travel increased a maximum of one-quarter of a mile to reach a bus line.

It appears that this is not a matter in which a public hearing is necessary and that the application should be granted, therefore

The Railroad Commission of the State of California hereby declares that public convenience and necessity require the establishment of motor bus service for the transportation of passengers over and along the following routes:

Melrose Avenue Line:

Along Melrose Avenue from Western Avenue to La Cienega Boulevard.

Beverly Boulevard Line:

From Beverly and La Cienega Boulevards, thence via Beverly Boulevard, 2nd Street, Hill Street, 6th Street, Olive Street, 5th Street, Figueroa Street, 2nd Street and Beverly Boulevard to point of beginning;

Also, from the intersection of 2nd and Hill Streets, thence via 2nd Street to Los Angeles Street.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be and the same is hereby granted to Los Angeles Railway Corporation, subject to the following conditions:

- (1) Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from date hereof.
- (2) Applicant shall file, in triplicate, and make effective within a period of not to exceed thirty (30) days from the date hereof, on not less than ten (10) 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 in so far as they conform to the certificate herein granted.

- (3) 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 five days' notice to the Commission and the public, time schedules covering the service herein authorized, in a form satisfactory to the Railroad Commission.
- (4) The rights and privileges herein authorized may not be discontinued, sold, leased, transferred or assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.
- (5) No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.
- (6) Applicant is authorized to turn its motor vehicles at termini either in the intersection of streets or by operating around a block contiguous to such intersection in either direction and to carry passengers, as traffic regulations of the municipality may require.

IT IS HEREBY FURTHER ORDERED that a certificate heretofore granted by Decision No. 24626, in this proceeding, dated March 28, 1932, be and the same is hereby revoked.

The date of this order shall be the date hereof.

Dated at San Francisco, California, this 31st day of July, 1933.

C. Lewis
Leon Whittell
M. J. Lewis
M. B. Lewis

Commissioners.