

Decision No. 28842.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of  
the LOS ANGELES RAILWAY CORPORATION  
for an order permitting certain  
changes in its methods, practices  
and facilities so as to improve its  
service in the City of Los Angeles.

Application No. 19305.

ORIGINAL

BY THE COMMISSION:

O R D E R

This application deals with changes in the method of operation, practices and facilities of the Los Angeles Railway Corporation.

The instant filing is the first in this proceeding and deals primarily with the matter of establishing a uniform zone system. It is contemplated that supplemental applications will be filed at a later date having to do with other phases of service and allied matters.

Looking toward a betterment of service and fare structure on applicant's system, a general conference was called by the Commission on October 9, 1933, at which representatives of the Los Angeles Railway Corporation, the Pacific Electric Railway Company, and the City of Los Angeles joined the Commission. At the conclusion of this conference it was determined that a comprehensive study should be undertaken covering the two carriers' local operations in Los Angeles, the committee to be composed of representatives of the City Attorney's office and the Board of Public Utilities and Transportation of the City of Los Angeles, the Los Angeles Railway Corporation, the Pacific Electric Railway Company, and the Commission's Engineering Department, which hereinafter will be referred to as the Committee.

One of the phases of the service and fare study was the matter of establishing a uniform Inner Zone on the lines of the Los Angeles Railway Corporation. It was the Committee's conclusion that an improvement in the present arrangement would obtain by establishing, in so far

as practicable, a uniform Inner Zone radiating six miles from Seventh and Broadway, which is considered the center of Los Angeles, the zone point on each line to be determined by prevailing conditions but as nearly to the six-mile line as is considered practicable.

Following a recommendation of the Committee, the Los Angeles Railway Corporation filed this application seeking authority to establish new zone limits which will involve extensions on nine lines in its Inner Zone, one in Zone 2 and one in Zone 3. <sup>(1)</sup> These extensions vary from about a quarter of a mile to two miles in length. In the case of the North Figueroa Street rail line, the zone limit is not proposed to be changed although it extends approximately one mile beyond the six-mile

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(1) The Inner Zone to be extended on the following lines:

- (a) On rail line along Crenshaw Boulevard, from Fifty-Fourth Street to Slauson Avenue.
- (b) On Van Ness Avenue motor coach line - from Fifty-Fourth Street to Florence Avenue.
- (c) On Washington-Adams-Jefferson motor coach line - on Washington Street, from Vineyard Avenue to Burnside Ave.
- (d) On Washington-Adams-Jefferson motor coach line - on Jefferson Street, from Ninth Avenue to LaBrea Avenue; on LaBrea Avenue, from Jefferson Street to Adams Street, and on Adams Street, from LaBrea Avenue to Alsace Ave.
- (e) Melrose Avenue motor coach line - from Western Avenue to LaBrea Avenue.
- (f) Olympic Boulevard motor coach line - entire line.
- (g) Verdugo Road motor coach line - entire line.
- (h) Florence-Soto motor coach line - along Florence Avenue, from Vermont Avenue to Western Avenue.
- (i) Normandie Avenue motor coach line, from Florence Avenue to 79th Street.

Zone 2 to be extended as follows:

Subzone Southgate: Hollydale motor coach line, along Tweedy Road, from California Avenue to Otis Avenue.

Zone 3 to be extended as follows:

Subzone Atlantic: Hollydale motor coach line, along Imperial Highway, from Atlantic Boulevard to Los Angeles River.

point. In the application it is pointed out that to zone this line in conformity with the general plan would require placing the outer mile of the line in Zone 2, but following the recommendation of the Committee to make an exception to the general zone plan in the case of the North Figueroa Street rail line, applicant is willing to continue this entire operation in the Inner Zone provided it is not considered as a precedent in the future and upon the further understanding that if at a later date it is determined the Inner Zone limits should be equalized to eliminate discrimination, such equalization will take place without any exceptions.

The instant application also involves the establishment of overlap privileges in the fare structure on three of applicant's lines. (2) In support of these overlap privileges it is stated in the application that in order to enable a passenger paying the zone fare in Zone 2 to ride beyond the proposed limits of that zone on that particular line to the present limit of Zone 2, applicant deems it advisable and proposes to establish certain overlaps in its fare zones, which overlaps in each instance will consist of Zone 2 overlapping the Inner Zone, thus avoiding an increase in fare for this class of passenger.

Applicant also requests authority to remove one overlap privilege now in effect on its Normandie Avenue Line, which will result in increasing the fare of a small number of riders from 7¢ to 10¢. It

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(2) Following overlaps to be provided for:

Rail line along Crenshaw Boulevard.

Seven Cents (7¢), or Token Fare, or 40-Ride \$1.40 School Commutation Ticket, paid in Zone 2, Subzone Southwest, will also apply along Crenshaw Boulevard, from Slauson Avenue to Fifty-Fourth Street.

On Washington-Adams-Jefferson motor coach line.

Seven Cents (7¢), or token fare, or 40-Ride \$1.40 School Commutation Ticket, paid in Zone 2, Subzone Washington, will apply along Washington Boulevard, from Burnside Avenue to Vineyard Avenue.

On Melrose Avenue motor coach line.

40-Ride \$1.40 School Commutation Ticket presented in Zone 2, Subzone Melrose, will also apply from LaBrea Avenue to Western Avenue.

is shown in the application that about forty passengers per day make use of this overlap privilege. With the revised zone system in effect, this number should be reduced approximately one half. There is also another small group of patrons who might have their fares increased as a result of the proposed change, this group being those who, under the present plan, travel locally in Zone 2 and under the proposed plan, with the same ride, will cross a zone line due to the fact that a portion of Zone 2 is included in the Inner Zone.

In this application it is proposed to include the present Olympic Boulevard Motor Coach operation in the Inner Zone, if it is to remain a Los Angeles Railway operation, whereas at present it is in Zone 2. Should this line be taken over as a Los Angeles Motor Coach operation, however, it will be run on a fare zone basis similar to that of the Wilshire operation of this carrier. An investigation of this matter is now being conducted with the probability of an extension of the line, but as yet this study has not been completed. Applicant desires, if this application is granted, that the Commission allow this reduction in fare on its Olympic Boulevard Line to be made upon the filing of its tariff therefor within ninety days from the date hereof, with the understanding that if it is decided not to give Los Angeles Motor Coach Company service in this territory, applicant then can and will immediately file such tariff to place its presently operated Olympic Boulevard Line in the Inner Zone, as herein proposed. The primary reason for requesting permission to file this tariff at a later date is to avoid the possibility of first reducing fares on this line and soon thereafter increasing them should it be determined to provide Los Angeles Motor Coach service on this line.

This general plan of establishing uniform zone boundaries is a step in the right direction, both from the standpoint of ironing out irregularities in the fare structure and also laying the foundation for future rate studies on the most equitable basis. It is right and

proper that all applicant's patrons should be afforded the same general class of service and privileges upon the same fare structure. It is recognized that there is a differential in the fare structure of applicant's operations and those of the Pacific Electric Railway Company on its local lines serving Los Angeles. The change proposed herein places applicant's operations on a better basis for a future reconciliation of all local fares charged in Los Angeles than now obtains.

In view of the fact that the public will derive considerable benefit through the granting of this application, as it will, with very few exceptions, result in an extension of fare limits, thereby effecting a reduction in fares, together with the fact that the City of Los Angeles, through its duly organized representatives, has signified its approval of the granting of this application, there appears to be no necessity for a public hearing, the minor increases in fares resulting from the proposed change appearing to be justified, therefore this application should be granted.

IT IS HEREBY ORDERED that Los Angeles Railway Corporation be and it is hereby authorized to file a revision of its Tariff No. 15 C.R.C. No. 23, in accordance with the changes suggested in this application and set forth herein, subject to the following conditions:

- (1) Applicant is allowed Ninety (90) days in which to file the reduction in fare covering the said Olympic Boulevard operation.
- (2) Applicant shall file, in triplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, 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.
- (3) The authorization herein granted shall lapse and become void within one (1) year from the date hereof unless further time is granted by subsequent order.

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

Dated at San Francisco, California, this 5<sup>th</sup> day  
of March, 1934.

C. C. Leary  
Leon Whitell  
M. J. Am  
M. B. Lewis  
W. H. ...

Commissioners.