

Decision No. 26843.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ELSIE MARTIN, et al.,
Complainants,

-v-

LOS ANGELES RAILWAY CORPORATION,
a corporation,
Defendant.

ORIGINAL

Case No. 3699

Elsie Martin, for Complainants.

James Gunn, for Board of Public Utilities
and Transportation of the City of Los
Angeles, Interested Party.

Gibson, Dunn and Crutcher, by Woodward M. Taylor,
and H. G. Weeks, for Los Angeles Railway
Corporation.

R. E. Wedekind, for Pacific Electric Railway
Company, Interested Party.

BY THE COMMISSION:

O P I N I O N

The above entitled case was filed with this Commission by Elsie Martin, requesting that the Los Angeles Railway Corporation be required to extend its rail lines westerly on Adams Street, a distance of $1\frac{1}{2}$ miles, and on Washington Street, a distance of one mile, to the city limits, or that the company's primary fare zone be extended so as to include the company's motor coach operations on said streets between their connection with the rail lines and the westerly city limits of Los Angeles.

A public hearing in this case was conducted by Examiner Geary at Los Angeles on December 14, 1933, at which time the matter

was duly submitted.

Defendant, Los Angeles Railway Corporation, operates as part of its local transportation system street car lines along Washington Street, Adams Street and Jefferson Street. The westerly terminus of the Washington Street car line is at Rimpau Boulevard, a distance of 5.92 miles from the intersection of Seventh and Broadway, which is considered the center of the downtown business section; the Adams Street Line at Alsace Avenue, a distance of 7 miles; and the Jefferson Street Line at Ninth Avenue, a distance of 5.43 miles. Defendant also operates a motor coach line known as its Washington-Adams-Jefferson Line which connects with the said rail lines at their respective termini and serves the area beyond the limits of the rail operations.

The Los Angeles Railway Corporation's Inner Zone fare of 7 cents cash or $6\frac{1}{2}$ cents token now applies to the westerly termini of the rail lines, while a 10-cent fare is required for transfer from the rail lines to the bus line, which is entirely within Zone 2. The local fare on the bus line is 7 cents cash or $6\frac{1}{2}$ cents token.

It appears from the record that complainant and others who appeared in her support were not particularly desirous of having the rail lines extended and made no showing in this regard, but were particularly anxious to have the Los Angeles Railway Corporation's Inner Zone fare extended westerly on Washington Boulevard at least to Hauser Boulevard, a distance of 6.35 miles from Seventh and Broadway, alleging that the 10-cent fare for transportation from points on the bus line to downtown Los Angeles was detrimental to the area served by the bus line inasmuch as it was practically impossible to rent property and that as a result of the high fare development in the area had become stagnated.

The record shows that in 1925 the Railway Corporation was

petitioned for a westerly extension of the Washington Street car line or the establishment of bus service westerly from the terminus of the car line and it was during that year that the bus service was established on Washington Street and a year or so later extended along Adams and Jefferson Streets. Originally the fare on both the rail and bus lines was 5 cents, resulting in a through fare of 10 cents. In 1928, when the Los Angeles Railway Corporation was permitted to raise its basic fare from 5 cents to 7 cents, or 6½ cents token, this 10-cent through fare remained the same.

The financial results of operation of defendant's Washington-Adams-Jefferson Motor Coach Line for the ten months' period ending October 31, 1933, as shown by Exhibit No. 6 are as follows:

Revenue,	\$11,645.65
Operating Expense (Incl. Deprec.)	22,685.24
Operating Income	<u>\$11,039.59*</u>
Taxes,	1,436.38
Loss,	<u>\$12,475.97*</u>

* Red Figures.

Exhibit No. 7 shows that the Railway Corporation, during the eight-year period ending October 1933 has sustained an operating loss of \$137,586.75 on this motor coach line.

Prior to the filing of this formal complaint, the Commission recognized the necessity of making a study dealing with various phases of the service of the Los Angeles Railway Corporation, one of which was the matter of zone boundaries on an equitable basis. At the direction of the Commission, a committee, consisting of representatives of the City of Los Angeles, the carriers - Los Angeles Railway Corporation and Pacific Electric Railway Company, and the Commission's Engineering Department, was organized for the purpose of making a comprehensive study of the problems existing on the local street transportation systems in the city. This com-

mittee has now been functioning approximately five months and as a result of its work several recommendations on rates and service have been made, among which is a plan for the adjustment of the Los Angeles Railway Corporation's Inner Zone boundaries. The general plan provides for the establishment of a circular Inner Zone, having a radius of six miles from Seventh and Broadway. Under this plan all sections of the city within the zone are afforded equal privileges and it also provides a logical basis for the determination of zone limits without establishing what may otherwise appear to be inconsistencies or discriminations. The consummation of the plan will result in decreased fares to a large portion of the company's patrons through an extension of the present zone limits on many lines.

Under this plan the six-mile radius circle intersects Washington Street at Burnside Avenue, which is two blocks east of Hauser Boulevard, thereby extending the Inner Zone westerly on Washington Street, a distance of approximately one mile.

The Los Angeles Railway Corporation, on February 10, 1934, filed its Application No. 19305, requesting authority to establish the zone plan recommended by said committee, and the Commission, by its Order in Decision No. 26842, dated March 5, 1934, granted said authority.

It appears that the subject matter of this complaint has been included in the company's Application No. 19305, which embraces the recommendations of said committee on the matter of zone extensions for the system. Under the new plan of operation the Inner Zone fare limit on Washington Street has been extended to Burnside Avenue, which appears to be consistent with the other operations of this carrier. There has been nothing presented in the instant case to justify the Commission directing the carrier to extend the

Inner Zone fare limits beyond Burnside Avenue; therefore, since the Commission's Order in Decision No. 26842 covers the matter of zone extension on both Washington and Adams Streets, this complaint should be dismissed and the following Order shall so provide.

O R D E R

The above entitled case having been filed by Elsie Martin, a public hearing having been held and the Commission being fully apprised of the facts,

IT IS HEREBY ORDERED that the above entitled case be and the same is hereby dismissed.

Dated at San Francisco, California, this 5th day of March, 1934.

C. J. Seavey
Leon Whidely
M. H. Green
M. B. Hanna
W. H. [unclear]
Commissioners.