



Commission authorized applicant to operate motor coach service between Venice and San Fernando via the University of California at Los Angeles over and along the following route:

Beginning at the intersection of Windward Avenue and Venice Way, in the Town of Venice; thence north-easterly along Windward Avenue to Second Avenue; thence southeasterly along Second Avenue to Venice Way; thence westerly along Venice Way to Windward Avenue; thence southwesterly along Windward Avenue to Speedway; thence via Speedway to Pier Avenue; thence via Pier Avenue to Main Street; thence via Main Street to Pico Boulevard; thence via Pico Boulevard to Ocean Avenue; thence via Ocean Avenue to Santa Monica Boulevard; thence via Santa Monica Boulevard to Westwood Boulevard; thence via Westwood Boulevard to La Conte Avenue; thence via La Conte Avenue to Hilgard Avenue; thence via Hilgard Avenue to Beverly Boulevard; thence via Beverly Boulevard to Beverly Glen Boulevard (or South Sherman Way); thence via Beverly Glen Boulevard (or South Sherman Way) to Valley Vista Street; thence via Valley Vista Street to Van Nuys Boulevard (or South Sherman Way); thence via Van Nuys Boulevard (or South Sherman Way) to San Fernando Boulevard; thence via San Fernando Boulevard to Maclay Avenue; thence via Maclay Avenue to its intersection with Third Street.

The motor coach line between the University of California and San Fernando, a distance of sixteen miles, has been operating since August, 1930, and according to the application said line has never, during any month since its inception, earned sufficient revenue to pay operating expenses. Originally the line was operated with twelve round trip schedules daily; however, due to the low earnings, the company, on September 4, 1931, reduced the service to four round trips daily.

The revenue and motor coach miles operated for the years 1932 and 1933 and for the period January to May, inclusive, 1934, are as follows:

	<u>1932</u>	<u>1933</u>	<u>Jan. 1st to May 30, 1934</u>
Revenue	\$4,897.42	\$4,144.35	\$1,397.06
Coach Miles Operated	75,202	74,945	25,444
Revenue per coach mile	\$.065	\$.055	\$.055

A statement showing average individual costs per coach mile for applicant's system indicates that the out-of-pocket cost of operation, which includes depreciation, is approximately ten cents per coach mile. A traffic check taken during the period July 1st to November 30, 1933, and during the month of February, 1934, shows an average traffic of about 1200 passengers per month or 5 passengers per trip on that portion of the Venice-San Fernando Line proposed to be abandoned.

The only objection to the abandonment of said line was directed to that portion of the line between the University and the intersection of Beverly Glen Boulevard and Scenic Drive, a distance of 3.6 miles. Mr. Willits, representing the West Los Angeles Division of the Los Angeles Chamber of Commerce, testified that there were 175 homes with approximately 300 residents adjacent to the line in Beverly Glen Canyon, south of Scenic Drive, and that the abandonment of service south of Scenic Drive would leave these residents without any common carrier transportation service. Mr. Paul Brindel testified that he, as well as other war veterans, resided in the Beverly Glen Canyon and that applicant's motor coach line was the only means of transportation available between their homes and the U. S. Government Hospital at Sawtelle.

At the hearing, counsel for applicant advised that he would have his client give further consideration to the possibility of retaining that portion of the line between the University and Scenic Drive. On June 12, 1934, by letter, counsel for applicant advised that the Bay Cities Transit Company was unable to agree to the continuation of the line between the University and Scenic Drive, inasmuch as the travel to and from Beverly Glen Canyon was relatively insignificant. An analysis of the traffic check shows that, of the total traffic of about 1200 passengers

per month on that portion of the line proposed to be abandoned, only 200 passengers per month, or about one passenger per trip, originate at or are destined to points between the University and Scenic Drive.

The rendition of a transportation service with four round trips daily does not afford much inducement to the public to avail itself of such service. It may be possible that a more frequent service would be more attractive to the travelling public and result in a substantial increase in traffic. We do not have available in this record a traffic check showing the number of passengers handled in the Beverly Glen Canyon during the time that 12 schedules daily were being operated. The record is not clear as to the earning ability of Bay Cities Transit Company's entire system nor is it convincing that a continuation of the motor coach service as far north as Scenic Drive would cause a financial hardship upon the company. We believe it is reasonable to require applicant to continue the motor coach service as far north as Scenic Drive, with the understanding that if traffic did not increase within ninety (90) days, as the result of more frequent service, applicant may seek by proper application discontinuance of the service.

The Board of Public Utilities and Transportation of the City of Los Angeles advised, in writing, that it had no objection to the granting of this application; however, said Board suggested that consideration be given to the retention of that portion of the line between the University and Scenic Drive.

After carefully considering all of the evidence in this proceeding, we conclude that it is reasonable to permit applicant to discontinue that portion of its Venice-San Fernando Motor Coach Line between the intersection of Scenic Drive and Beverly Glen

Boulevard and San Fernando and that applicant should, for a trial period of ninety (90) days, continue the operation between the University and Beverly Glen Boulevard, with a more frequent service, for the purpose of determining whether or not the public will patronize to a sufficient extent such improved service.

O R D E R

Bay Cities Transit Company having filed the above entitled application, a public hearing having been held and the Commission being fully apprised of the facts, therefore,

IT IS HEREBY ORDERED that Bay Cities Transit Company be and it is hereby authorized to discontinue that portion of its so-called Venice-San Fernando Motor Coach Line between the intersection of Beverly Glen Boulevard and Scenic Drive, in the City of Los Angeles and the City of San Fernando, and to withdraw and cancel, in conformity with the rules of this Commission and within twenty (20) days after date hereof, all passenger rate tariffs and time schedules applying to that portion of said line authorized to be discontinued, subject to the following conditions:

- (1) Applicant shall afford the public at least ten (10) days' notice of such discontinuance of service, by posting notices of such discontinuance at its terminals and in all motor coaches operating over said line.
- (2) Applicant shall notify this Commission, in writing, within thirty (30) days after said discontinuance of service becomes effective.
- (3) The Commission reserves the right to issue such other and further orders in this proceeding as to it may appear just and proper or as, in its opinion, may be required by public convenience and necessity.

The effective date of this Order shall be twenty (20)

days from and after the date hereof.

Dated at San Francisco, California, this 10<sup>th</sup> day of

July 1934.

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*Leon Whitely*

*M. A. Orr*

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*M. B. Davis*

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COMMISSIONERS.