

Decision No. 27611.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
BAY CITIES TRANSIT COMPANY for a  
certificate of public convenience  
and necessity to operate an automo-  
bile passenger service for the  
transportation of passengers be-  
tween VENICE and SAN FERNANDO and  
intermediate points

ORIGINAL

Application No. 16480.

Richard T. Eddy, for Applicant.

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

BY THE COMMISSION:

FOURTH SUPPLEMENTAL OPINION AND ORDER

Bay Cities Transit Company filed its Fourth Supple-  
mental application in the above entitled proceeding, requesting  
authority to discontinue its passenger motor coach service be-  
tween the entrance to the University of California at Los Angeles  
and the intersection of Scenic Drive and Beverly Glen Boulevard,  
in the City of Los Angeles, County of Los Angeles.

A public hearing on this matter was held before Ex-  
aminer Gorman at Los Angeles on November 28th, 1934, at which  
time the matter was duly submitted.

By Decision No. 27196, dated July 10th, 1934, appli-  
cant was authorized to discontinue motor coach service between  
the intersection of Scenic Drive and Beverly Glen Boulevard and  
San Fernando and was required to continue the operation between  
the University entrance and the intersection of Scenic Drive and

Beverly Glen Boulevard for a trial period of ninety (90) days, for the purpose of ascertaining whether or not a more frequent service between said points could be made a financial success. Prior to said decision, applicant was operating four round trips daily between the University and Scenic Drive which, on August 1st, 1934, was increased to thirteen round trips daily.

Applicant was required to continue the service between the University entrance and Scenic Drive for a trial period, in view of the fact that the testimony at the previous hearing indicated that the residents of Beverly Glen Canyon were not satisfied with the existing service and indicated that, if a more frequent service were offered by applicant, a much greater patronage would be received and that the line might be made a profitable venture.

The record shows that for the period August 1st to November 27th, inclusive, 1934, the average number of passengers per trip was less than one and that the operating revenue was approximately 12¢ per bus mile, while the operating expense was approximately 13¢ per bus mile. These statistics tend to show that the residents of Beverly Glen Canyon have not availed themselves of the transportation offered. The record further shows that the total operating revenue, from August 1st to November 27th, was \$160., while the operating expense was approximately \$1,500., which clearly indicates that the revenue from the traffic offered was far from sufficient to meet out-of-pocket operating expenses.

Paul J. Brindel, a resident of Beverly Glen Canyon, protested by letter the proposed discontinuance of service. No one appeared at the hearing, however, to protest the granting of this application.

After carefully considering all the evidence in this proceeding, it is concluded that public convenience and necessity do not justify the continuation of motor coach service between the entrance to the University of California at Los Angeles and the intersection of Scenic Drive and Beverly Glen Boulevard, particularly in view of the fact that the operating revenues are insufficient to meet the out-of-pocket cost of operation, and to require the continuation of said service would place an undue and unwarranted burden upon applicant and patrons of applicant's system.

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 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 La Conte Avenue and Hilgard Avenue (University entrance) and the intersection of Beverly Glen Boulevard and Scenic Drive, in the City of Los Angeles, and to withdraw and cancel, in conformity with the rules of this Commission and within twenty (20) days after the 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 22nd day of December, 1934.

Leon Overman

W. H. Carr

M. B. Harris

Walter H. ...

Paul R. ...

Commissioners.