

Decision No. 28400

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
the LOS ANGELES RAILWAY CORPORATION ) Eighth Supplemental  
for an in lieu certificate for its ) Application No. 19179  
motor coach lines )

Gibson, Dunn & Crutcher and Woodward M. Taylor,  
by Woodward M. Taylor, for Applicant.

Ray L. Chesbro, City Attorney, by E. J. Burns,  
Public Utility Engineer, Interested Party.

Lester O. Luce, for City of Inglewood, Interested Party.

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

S. E. Davis and C. O. Fisher, for Slauson Heights  
Improvement Association, Interested Party.

Orvin Koch, residing on Slauson Avenue, appearing  
individually, Interested Party.

Frank M. Sheppard, for 54th and Crenshaw Chamber  
of Commerce, Interested Party.

Earl C. Gay, Member of Los Angeles City Council,  
in District Affected, Interested Party.

BY THE COMMISSION.

OPINION AND ORDER

The above entitled application was filed by the Los Angeles Railway Corporation on August 23, 1935, seeking permission: First, to abandon entirely its so-called Fairview Heights motor coach line; second, to shorten its so-called Avalon-San Pedro-Main Street line by eliminating that portion of said line which now operates along San Pedro Street, 59th Place and Avalon Boulevard between 59th Place and Cage Avenue.

A public hearing on these matters was conducted before Examiner Hunter in Los Angeles on November 6, 1935, at which time they were taken under submission and are now ready for decision.

There is no physical connection between the two operations involved herein, so for the purpose of clarity, this opinion will deal, first with the so-called Fairview Heights line and, second, with the Avalon-San Pedro-Main Street line.

With respect to the Fairview Heights line, the record shows that it was established on February 16, 1929, at the instigation of a real estate development company operating in this district, which donated some \$11,000 in the nature of a subsidy. One coach is used in the service and operates on a twenty-minute headway during the morning and afternoon peak periods, and during the balance of the day on a thirty-minute headway with no service on Sundays or holidays. The total length of the line is about three miles. Exhibit "A," attached to and made a part of the application, shows that the line has consistently been operated at an out-of-pocket loss since its inception, the total loss for the period from February 16, 1929, to June 30, 1935, amounting to a sum in excess of \$35,000. Exhibit "B," attached to the application, shows an "on and off" check of passengers by stops, taken on July 1, 1935, for the entire day. This tabulation shows there were less than 100 passengers carried in each direction.

Numerous protestants appeared at the hearing and advanced various reasons why this operation should not be discontinued entirely. The principal reasons were attached to the fact the line was originally subsidized and also that should the line be removed, the people in the Fairview Heights district would be left without any means of public transportation, which would jeopardize property values in the district.

On the supposition that the present route over which this coach is operated does not traverse the proper streets to enable it to attract the greatest patronage, a number of rerouting proposals were offered by interested parties, with the hope that such rerouting would result in a material increase in the earnings of the line and thereby stay the elimination of transportation service in this district. These new routes met with objection of the applicant, due to the fact that most of the streets over which it was proposed to operate the rerouted service were not in proper condition for motor coach operation. This contention was met by the proponents of the rerouting plan by the statement that the streets would be improved immediately, as they had been given assurance that sufficient money would be made available from the gasoline tax funds for this purpose.

It appears that the plan of street improvement is imminent whether or not the bus rerouting is put into effect. With this street improvement plan assured and with the definite understanding the streets would be placed in suitable condition for motor coach operation, applicant expressed itself as willing to put into effect a trial operation for a period of ninety days, over the following route:

Commencing at La Brea Avenue and Fairview Boulevard, thence easterly over Fairview Boulevard to Buckler Avenue; thence northerly on Buckler Avenue to 59th Place; thence easterly on 59th Place to West Boulevard; thence northerly on West Boulevard to 54th Street; thence easterly on 54th Street to Crenshaw Boulevard; thence southerly on Crenshaw Boulevard to 59th Place; thence westerly on 59th Place and returning by reverse of going route.

As a further condition of this trial operation, applicant announced that if at the end of the ninety-day trial period, the operation failed to show a substantial increase in revenue, it would renew its application to the Commission for complete abandonment.

This plan of rerouting does not contemplate any changes in fares, headways or type of equipment operated.

Two other possible reroutings were suggested at the hearing, both of which involved routing the busses over Overhill Drive to 59th Place and thence over 59th Place. It appears, however, that the route described above is more nearly the correct one, for two reasons: First, it more nearly traverses the center of the built-up section, and, second, it would be impractical to operate a motor coach over 59th Place between Buckler Avenue and Overhill Drive, due to excessive grades between those two streets.

After a careful review of the record, the Commission is of the opinion that the proposed new route justifies the said ninety-day trial period, and the order in this proceeding will so provide.

Turning to that portion of the application dealing with the plan to shorten the Avalon-San Pedro-Main Street motor coach line: This line was established on its present route on August 9, 1931, and has a length of approximately five miles. The present route is as follows:

Commencing at the intersection of Manchester Avenue and Avalon Boulevard, thence via Avalon Boulevard, 59th Place, San Pedro Street, Manchester Avenue, Main Street to the intersection of Main Street and 71st Street, and return via the same route to the point of commencement.

The major portion of this operation is along three parallel, adjacent streets situated one-quarter mile apart. In the instant application, it is proposed to shorten this line to approximately half its present length by eliminating service entirely on San Pedro Street between Firestone Boulevard and 59th Place, as well as those portions of the line operating on 59th Place between San Pedro and Avalon Boulevard and on Avalon Boulevard between 59th Place and Cage Avenue.

Exhibit No. 2, introduced at the hearing, shows that from 1932 up to the present time, this line has been operated at an out-of-pocket loss which exceeds \$67,000 for the period. The loss is attributed largely to the fact that the territory is over-serviced,

that is, the lines are too close together. Elimination of the portion of this line on San Pedro Street will still provide service for the residents on that street within one quarter mile walking distance, and it is not felt by the applicant that there will be any loss in revenue due to the removal of that portion of the line. In addition, considerable saving in operating expenses will result, since the new line can be operated with three coaches, whereas, the present operation requires five. More frequent service will be provided under the proposed set-up, by reason of the fact that present midday headways are twelve minutes, whereas, it is expected to reduce these to ten minutes. Peak service will be the same as under the present schedule, the headways being nine minutes. No change in fare or type of equipment operated is contemplated.

Little opposition developed to the granting of this portion of the application, and the record clearly shows that with the proposed revised operation of this line, the district will still retain adequate service, as the Commission has held, in numerous previous instances, that service within one-quarter mile is reasonable and adequate. It appears to the Commission that every operating economy which can be accomplished, without placing an undue burden upon the traveling public, should be effected, and this appears to be such a case.

O R D E R

A public hearing having been held and the Commission being fully advised,

IT IS HEREBY ORDERED:

I. Applicant is hereby authorized to reroute its Fairview Heights motor coach line for a trial period of ninety (90) days, over the following route:

Commencing at La Brea Avenue and Fairview Boulevard, thence easterly over Fairview Boulevard to Buckler Avenue; thence northerly on Buckler Avenue to 59th Place; thence easterly on 59th Place to West Boulevard; thence northerly on West Boulevard to 54th Street; thence easterly on 54th Street to Crenshaw Boulevard; thence southerly on Crenshaw Boulevard to 59th Place; thence westerly on 59th, and returning by reverse of going route,

instead of over the route described in item 6 of Exhibit "A" attached to and made a part of Decision No. 27052, dated May 14, 1934, on Application No. 19179. This rerouting is subject to the following conditions:

- (1) Necessary improvement of the streets involved in the proposed rerouting shall be completed, in order that the new service may be made effective not later than January 1, 1936.
- (2) During this ninety-day trial period, applicant shall maintain an accurate record of the earnings and expenses of the same, which shall be available to the Commission and all interested parties involved.
- (3) The public shall be afforded at least five (5) days' notice of the proposed rerouting authorized herein, by posting notices thereof on all motor coaches operated on the line and at all stations affected.

II Applicant is hereby authorized to shorten and rename its Avalon, San Pedro-Main Street line, so as to operate over the following route:

AVALON-MAIN STREET LINE:

Commencing at the intersection of Avalon Boulevard and Cage Avenue, thence via Avalon Boulevard, Manchester Avenue and Main Street to 71st Street,

instead of over the route described in item 18 of Exhibit "A" attached to and made a part of Decision No. 27052, dated May 14, 1934, on Application No. 19179, subject to the following conditions:

- (1) Applicant shall afford the public at least five (5) days' notice of the rerouting authorized herein, by posting notices in all motor coaches operating on said line and at all stations affected.

III. The authorizations herein granted are both subject to the following conditions:

- (1) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the effecting of the reroutings authorized herein.
- (2) The authorizations herein granted shall lapse and become void, if not exercised within one year from the date hereof, unless further time is granted by subsequent order.

In all other respects, Decision No. 27052, as amended, shall remain in full force and effect.

For all other purposes, the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 2nd day of December, 1935.

John A. White

W. J. Cunn

W. B. Cunn

Walter Cunn

Frank R. Cunn

Commissioners.