

Decision No. 31764

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application
of ORIGINAL STAGE LINE, INC., a
corporation, to abandon portions
of its existing service between
Burbank on the one hand, and
that section of Los Angeles known
as North Hollywood, on the other.

Application
No. 22229

Rodney F. Williams and Don L. Campbell, for applicant.

E. L. Cochran, for Chamber of Commerce of North
Hollywood, interested party.

K. Charles Bean and Stanley M. Lanham, for Board of
Public Utilities & Transportation
of the City of Los Angeles, interested party.

H. O. Marler, for the Pacific Electric Railway Company,
interested party.

BY THE COMMISSION:

O P I N I O N

Applicant seeks authority to abandon certain portions of
its operative rights authorized by the Commission in its Decision
No. 29968, dated July 27, 1937, on Application No. 21157. One
portion to be abandoned will be referred to as Route No. 1, and
is as follows:

Commencing at Olive Avenue and San Fernando Road,
thence via Olive Avenue to Lake Street, thence via
Lake Street to Alameda Avenue, thence via Alameda
Avenue to Olive Avenue, thence via Olive Avenue to
Pass Avenue, thence via Pass Avenue to Riverside
Drive, thence via Riverside Drive to Cahuenga Boule-
vard, thence via Cahuenga Boulevard to Moorepark
Street, thence via Moorepark Street to Colfax Avenue,
thence via Colfax Avenue to Ventura Boulevard,
thence via Ventura Boulevard to Laurel Canyon Boulevard.

At the commencement of the hearing applicant was granted
authority to file an amended application to abandon certain other

portions of its operative rights. They are as follows:

Commencing at the intersection of Laurel Canyon Boulevard and Ventura Boulevard, thence via Laurel Canyon Boulevard to Magnolia Avenue, thence via Magnolia Avenue to Lankershim Boulevard; also that portion of its operative rights commencing at the intersection of Lankershim Boulevard and Burbank Boulevard, via Burbank Boulevard to Cahuenga Boulevard, thence via Cahuenga Boulevard to Magnolia Avenue.

This will hereinafter be referred to as Route No. 1-(a).

Applicant also seeks authority to extend its operative rights as follows:

Commencing at the intersection of Magnolia Avenue and Cahuenga Boulevard, thence via Magnolia Avenue to Lankershim Boulevard; also commencing at the intersection of Burbank Boulevard and Lankershim Boulevard, thence via Burbank Boulevard to Colfax Avenue, thence via Colfax Avenue to Magnolia Avenue.

This will hereinafter be referred to as Extension No. 1.

A public hearing upon the application was held before Examiner Cameron at Los Angeles, on October 25, 1938.

The record discloses that applicant has maintained a service consistent with the authority granted by the Commission, and through advertising and other means of solicitation, has attempted to increase the number of persons patronizing the service. From the month of October, 1937, to the present time, applicant has kept a monthly record of the miles traveled, the total revenues received, and the average per mile revenue, together with the average per mile cost. Mr. Campbell, testifying on behalf of applicant, stated in substance in reference to Route No. 1, that the buses operated approximately 7600 miles per month; that the revenues averaged approximately \$200.00 a month, or 2.6¢ per mile and that the total per-mile output for this operation was 10.67¢ per mile. A survey conducted by the Board of Public Utilities of the City of Los Angeles shows that Route No. 1 was

(1)
patronized by 46 passengers. By the abandonment of said route
13 passengers would be inconvenienced. (2) It appears that the
abandonment of this portion of applicant's operative rights
would not seriously affect the public. This was corroborated by
the testimony of witness Stanley M. Lanham of the Board of
Public Utilities of the City of Los Angeles, who conducted the
survey above referred to. It appears proper, therefore, that
the portion of applicant's route designated as Route No. 1,
should be abandoned.

In reference to the abandonment of that portion of the
operative rights set out in the amended application, referred to
as Route No. 1-(a), approximately the same situation exists. This
portion of applicant's operative rights should also be abandoned.

In regard to the extension of applicant's operative
rights, referred to as Extension No. 1, it is apparent that
applicant will be in a much better position to render a more
efficient service between Burbank and North Hollywood. This
will enable applicant to operate more economically without
appreciably diminishing the number of passengers now patronizing
applicant's service. This is verified by the survey and testimony
of witness Lanham, together with the testimony of witness Campbell. (3)

(1)
Survey consisted of distributing 323 questionnaires (Exhibit No. 1)
to all inbound passengers on an average day. 307 of the questionnaires
were returned. Exhibit No. 2 is a compilation from the returned
questionnaires, showing number of passengers traveling to and from
the various zones indicated on map (Exhibit No. 3).

(2)
Term "inconvenience" is used to show that patrons would be
required to walk not less than a quarter mile and not more than
a half mile to contact available service.

(3)
Exhibits Nos. 1, 2 and 3.

It is apparent that the extension of the route as requested should be authorized.

Witness Lanham further testified that in addition to the abandonment and extension as above set out, applicant's operations could be more efficiently conducted and the public better served by abandoning that portion of its service commencing at the intersection of Hollywood Way and Magnolia Avenue, via Hollywood Way, to Olive Avenue, thence via Olive Avenue to Pass Avenue, thence via Pass Avenue to Riverside Drive, thence via Riverside Drive to Cahuenga Boulevard, thence via Cahuenga Boulevard to Magnolia Avenue, hereinafter referred to as the Studio Loop, and substituting in lieu of said route a service directly from the intersection of Hollywood Way and Magnolia Avenue, via Magnolia Avenue to the intersection of Cahuenga Boulevard and Magnolia Avenue, which will hereafter be referred to as Extension No. 1-(a), thereby giving a direct service from Burbank, via Magnolia Avenue to North Hollywood. In so doing, applicant would eliminate approximately 60 miles a day, based on schedule and route. There would be a few patrons inconvenienced, as is shown by Exhibits Nos. 2 and 3. It was urged by witness Lanham that this through service would not only benefit the Company in reducing its costs, but also be a facility to the great portion of the public who travel between Burbank and North Hollywood. The survey conducted by Mr. Lanham on behalf of the Board of Public Utilities of the City of Los Angeles shows, however, that on an average day 39 people use applicant's buses on the Studio Loop in each direction.

In view of the testimony and the evidence it appears that applicant should not abandon the Studio Loop route, as there is sufficient public necessity to justify the maintenance of this service. However, it does appear that the service could be rendered more

economically by reducing the schedule without seriously affecting the public requirements. The evidence is sufficient also to justify granting to applicant an alternate route on Extension No. 1-(a).

After careful consideration of the evidence and the Exhibits in this proceeding, we conclude and hereby find as a fact that the record herein justifies the granting of the application to abandon that portion of applicant's route designated as Route No. 1, and also that portion designated as Route No. 1-(a).

We hereby further find that public necessity requires and justifies granting the request of applicant's amended application for the extension hereinabove designated as Extension No. 1.

We also find the evidence justifies that a service be maintained on Magnolia Avenue, herein referred to as Extension No. 1-(a).

ORDER

A public hearing having been held in the above entitled application, evidence having been received, the matter having been duly submitted and the Commission now being fully informed, and basing its order on the conclusions and findings of fact appearing in the opinion which precedes this order,

IT IS ORDERED that routes "(c)" and "(d)" as set forth at sheet 4 of Decision No. 29968, dated July 27, 1937, are hereby amended to read as follows:

Beginning at the intersection of Olive Avenue and San Fernando Road, in the city of Burbank, thence via Olive Avenue, to First Street, to Magnolia Avenue, to Lankershim Boulevard, to Burbank Boulevard, to Colfax

Avenue to the intersection of Colfax Avenue and Magnolia Avenue. Beginning at the intersection of Magnolia Avenue and Hollywood Way, thence along Hollywood Way to Olive Avenue, to Pass Avenue, to Riverside Drive, to Cahuenga Boulevard, to the intersection of Cahuenga Boulevard and Magnolia Avenue.

Applicant shall immediately prepare, in duplicate, and file with the Commission a time schedule giving effect to the changes in service brought about by the amended routing herein authorized.

IT IS FURTHER ORDERED that Decision No. 29968 shall remain in full force and effect except as herein amended.

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

Dated at San Francisco, California, this 20th day of February, 1939.

Raymond A. Brown
James D. Brown
Raymond A. Brown
James D. Brown
James D. Brown
James D. Brown
COMMISSIONERS