

ORIGINAL

Decision No. 32492.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

Valley Boulevard Improvement Association

and

Greater Garvey Boulevard Improvement  
Association,

Complainants,

Case No. 4518.

vs.

Pacific Electric Railway Company,

Defendant.

Clayton L. Howland, for Valley Boulevard  
Improvement Association and Greater Garvey  
Boulevard Improvement Association, Com-  
plainants.

C. W. Cornell and Randolph Karr for Pacific  
Electric Railway Company, Defendant.

BY THE COMMISSION:

OPINION AND ORDER

The above numbered formal complaint, filed by the Valley Boulevard Improvement Association and the Greater Garvey Boulevard Improvement Association, naming as defendant Pacific Electric Railway Company, seeks an order from the Commission reducing rates, adjusting schedules, reinstating the 90-day family commutation book and providing new equipment for use over Valley and Garvey Boulevards between Los Angeles and El Monte.

Public hearing in this matter was conducted by Examiner Ager at Los Angeles on July 3rd, 1940, at which time it was duly submitted, and it is now ready for decision.

The record clearly indicates that, since the complaint was filed, thirty-four new motor coaches have been purchased and placed in service on the lines involved, to be supplemented in the immediate future by seven additional units. Five of the newest units of the old equipment are being retained for use in tripper and standby service, and witnesses for the complainants expressed themselves as being entirely satisfied with the equipment now offered if they could have the assurance that it was not being used as a temporary expedient in an attempt, on the part of defendant, to pacify the users. Definite assurance by witnesses for the defendant that the old out-moded equipment would be retired and that the new equipment was a permanent installation leads us to the conclusion that no further comment need be made upon this phase of the complaint.

Considerable evidence was offered in an attempt to show that on numerous occasions patrons are required to stand for excessive periods of time aboard the coaches in this service. Exhibit No. 27, submitted by defendant, shows that for the week of June 16th to June 22nd, both dates inclusive, a total of 1150 schedules (575 inbound and 575 outbound), were operated, of which only 58 carried standees. This exhibit further shows that the maximum number of standees at any time was 13 and that the average number for the 58 schedules was only 4.1.

It appears that the principal issue of the complaint reduces to the matter of fares. Prior to 1930, fares on these lines, which were then owned and operated by Motor Transit Company, were based upon a flat rate of 3¢ per mile. Between that time and May 1, 1933, no fixed basis was in effect on Motor Transit lines but the general rate was approximately 2½¢ per mile, with a minimum of 10¢ in most instances. The rates per mile varied widely between the various lines, in certain instances reaching 7½¢. In territory

competitive with Pacific Electric Railway Company, one-way fares on the two systems were the same, with the 10¢ minimum applying on Motor Transit routes. On May 1, 1933, the minimum one-way fare was reduced from 10¢ to 5¢ for the initial zone of approximately 2½ miles.

Immediately preceding the introduction of interim fares authorized by the Commission's Decision No. 30783, dated April 11, 1938, in Application No. 21656, persons commuting from Los Angeles to South Alhambra (Garfield Avenue), a distance of 8.3 miles, were offered a 15¢ one-way fare, with a 10-ride book selling for \$1.15 and a 30-ride book at \$2.70. On May 1, 1938, pursuant to the interim order above referred to, these fares were increased to 17¢ one way, with a 10-ride book selling for \$1.30 and a 30-ride book selling for \$2.95. Effective January 15, 1940, pursuant to Decision No. 32599, dated December 5, 1939, the zone limit to South Alhambra was extended to Almansor Street, increasing the zone to 8.65 miles and establishing a one-way fare of 15¢, a 10-ride book selling for \$1.35 and a 30-ride book selling for \$3.60.

Similar increases were placed in effect in other zones in the same general area, amounting in some cases to as much as 32 per cent over those charged prior to May 1, 1938. Further than this, the present 30-ride books are individual books, restricted to the use of the purchaser, whereas the 30-ride books which were sold prior to the fare increase, as well as those under the Commission's interim order, were family books, good for use by purchaser and members of his immediate family. Superficially, it would appear that such fare increases as are now in effect are excessive, but inspection of the tariffs of the Motor Transit Company prior to the recent order of the Commission will indicate that the commutation fares then offered in this area were exceptionally low.

It was the intent of the Commission, by its Decision No. 32599, in so far as practicable, to establish fares on the

Pacific Electric system upon a uniform basis of 2¢ per mile, with generous reductions for purchasers of commutation tickets, and to simplify the complicated fare structure.

Generally, the decision above referred to has resulted in fare decreases and it is unfortunate that the adjustment should be upward in the case of these residents of Alhambra, Monterey Park and vicinity; however, the matter of fares was thoroughly considered in the proceeding under Application No. 21656 and no new evidence has been submitted herein that would indicate the necessity of deviating from the fare structure established by Decision No. 32599 therein. That decision retains full jurisdiction over the matter of fares and states therein that they shall be subject to review from time to time. The complaint will be dismissed.

ORDER

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

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

The effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 17<sup>th</sup> day of September, 1940.

Ray L. Riley  
James P. DeLoach  
Paul J. Gagnier  
H. H. Hall  
Justus F. Gagnier  
Commissioners.