

**ORIGINAL**

Decision No. 34640

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the )  
 BAY CITIES TRANSIT COMPANY, )  
 a corporation, for an emergency interim )  
 order for authority to suspend service )  
 upon )  
 (A) A portion of its Route No. 13-Los Angeles, Airdrome Street and Cheviot Hills Line ) Application  
 (B) A portion of its Route No. 4-Carlyle and Victoria Avenue Line, and, ) No. 24406  
 (C) In its entirety Route No. 11-Washington Avenue Line, )

A P P E A R A N C E S

Hector P. Baida, for the Applicant.  
 Ray L. Chesebro, City Attorney, Gilmore Tillman, Assistant City Attorney; K. Charles Bean, Chief Engineer and General Manager of the Board of Public Utilities, by Stanley M. Lanham, Assistant, for the City of Los Angeles.  
 Hal Hughes, 615 Broadway Arcade Bldg., Los Angeles, Cal., for certain property owners.

HAVENNER, Commissioner

O P I N I O N

By the above numbered application Bay Cities Transit Company seeks the Commission's authority to suspend service upon

- (A) A portion of its Route No. 13-Los Angeles-Airdrome Street and Cheviot Hills Line,
- (B) A portion of its Route No. 4-Carlyle and Victoria Avenue Line, and
- (C) The entire Washington Avenue Line, Route No. 11.

Public hearings in this matter were held at Los Angeles on August 29, September 5 and 25, 1941, before Commissioner Havenner and Examiner Ager, and on the latter date it was taken under submission and it is now ready for decision.

At the hearing on September 25 applicant verbally amended its application and advised that it had no desire to prosecute said application so far as it appertained to Route No. 13, or Route No. 4.

On these particular lines, certain modifications in existing schedules are proposed which should provide a reasonable service and will possibly enable the lines to at least earn out-of-pocket operating expenses. The proposed changes in schedules on Route No. 13 have been approved by the City of Los Angeles, as well as by the residents of the area involved, and no evidence was offered to indicate that the new schedules proposed for Route No. 4 were unsatisfactory. In view of these facts the only matter to be considered in the present opinion is the proposal to suspend service on the Washington Avenue line, (Route No. 11), in the City of Santa Monica. The record shows that this line is paralleled on either side, at a distance of one-quarter mile, by applicant's lines on Montana Avenue (Lincoln Blvd. line) and Wilshire Boulevard. Exhibit No. 6 indicates that for the year 1940 service on Route No. 11 was conducted at a loss of \$1293. Since the above numbered exhibit was prepared applicant has found it necessary to increase operators' wages by 10¢ per hour which, if the service is continued, will add substantially to this annual loss.

Except for 12 coaches, out of a total of 98, used by the Bay Cities Transit Company in rendering service in the Santa Monica Bay area, all of the equipment has been purchased second-hand, is rather old, and little depreciation is charged against the operation. If it were necessary to purchase new equipment and make full depreciation charges the loss on the Washington Avenue line, as well as other lines of the company's system, would be substantially greater.

Applicant has retained consulting engineering assistance and the Commission has been informed that it is his intention to proceed immediately with a comprehensive survey of the entire system with the ultimate objective of determining just what should be perpetuated in the City of Santa Monica in the way of necessary transportation.

In a number of decisions in the past the Commission has held that service involving a walking distance of one-quarter mile to urban

transportation is reasonable and that reasoning appears to be applicable in the instant proceeding. If applicant's financial position were not so precarious there might be some justification for continuing the service pending completion of the engineering study above referred to. With circumstances as revealed by the record, however, we feel that its continuance might jeopardize all of applicant's operations to the detriment of many more persons than could possibly be discommoded by the suspension of service on this single line.

The Lincoln Boulevard line referred to above is likewise being operated at a considerable annual loss and the suspension of service on the Washington Avenue line will undoubtedly beneficially affect the earnings on this line and ultimately redound to the benefit of the Santa Monica riding public generally.

While a number of protests were received prior to the hearing from residents who are potential patrons of the Washington Avenue service, no official protest was received from the City of Santa Monica, nor was any evidence offered in support of a protest. A careful review of the record in this proceeding leads us to the conclusion that the Washington Avenue line is not essential to the City of Santa Monica and that applicant is entitled to such financial relief as may be realized by the suspension of service on the Washington Avenue line (Route No. 11), and the establishment of revised schedules on the Los Angeles-Airdrome Street and Cheviot Hills line (Route No. 13), and on the Carlyle and Victoria Avenue line (Route No. 4). The following order will so provide:

O R D E R

Public hearings having been held and the Commission being fully advised,

IT IS HEREBY ORDERED that applicant be and it is hereby authorized to suspend service on its Washington Avenue motor coach

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line (Route No. <sup>16</sup>~~4~~), in the City of Santa Monica, until July 1st, 1942, subject to the following conditions:

1. The public shall be afforded at least five days' notice of the above suspension by posting of notices in all motor coaches operating over said line and at all stations affected.

2. Within 30 days after said suspension pursuant to this order applicant shall so advise the Commission in writing.

IT IS HEREBY FURTHER ORDERED that applicant be and it is hereby authorized to reduce service on its Route No. 4 and Route No. 13 so as to operate substantially in accordance with the revised schedules introduced in evidence as Exhibits Nos. 9 and 8 respectively.

The effective date of this order shall be twenty days from the date hereof.

Dated at San Francisco, California, this 7<sup>th</sup> day of October, 1941.

[Signature]  
[Signature]  
Justin F. Green  
Francis R. Havenue  
[Signature]  
Commissioners