

ORIGINAL

Decision No. 35892

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
LOS ANGELES RAILWAY CORPORATION for) Application No. 19179
an in lieu certificate for its motor) 46th Supplemental
coach lines.)

GIBSON, DUNN & CRUTCHER, by MAX EDDY UTT,
for applicant.

H. M. KAUFFMAN, for Board of Public
Utilities and Transportation,
City of Los Angeles.

ROY HAMPTON, for residents of Beaudry-White
Noll District, protestants.

BY THE COMMISSION:

O P I N I O N

Los Angeles Railway Corporation has filed an application as above numbered for authority to abandon operation on its Beaudry-West First Street Motor Coach Line in the city of Los Angeles.

A public hearing was held before Examiner Gannon at Los Angeles on September 15, 1942, and the matter was duly submitted.

The service which it is proposed to abandon was established pursuant to Decision No. 30616, dated February 14, 1938, and was then known as the "Temple-Beaudry Line." The name was subsequently changed to "Beaudry-West First Street Line," and certain re-routings were authorized. Decision No. 32851, dated February 27, 1940, as amended by Decisions Nos. 33485 and 33900, fixed the present route of operation over and along the following streets:

Eastbound - From the intersection of Bonnie Brae Street and 2nd Street, thence via 2nd Street, Westlake Avenue, Beverly Boulevard, Loma Drive, 2nd Street, Columbia Avenue, 3rd Street, Beaudry Avenue, West 1st Street, Hill Street, California Street, Bunker Hill Avenue, Boston Street, North Figueroa Street, Alpine Street, and Beaudry Avenue to College Street;

Westbound - From the intersection of Beaudry Avenue and College Street, thence via College Street, Centennial Street, Alpine Street, and thence via the eastbound route in the reverse direction to the intersection of Beaudry Avenue and West 1st Street, thence via West 1st Street, Bixel Street, 2nd Street, Beverly Boulevard and Bonnie Brae Street to its intersection with 2nd Street.

The request for authority to abandon is chiefly predicated on a desire by applicant to comply with the express wish of the Office of Defense Transportation, that paralleling and feeder extension lines be promptly abandoned as a means of conserving rubber and other materials vital in the government's war program. With this policy the Commission is in the fullest accord, particularly where, as in this instance, abandonment may be affected without undue inconvenience to the travelling public.

It appears from exhibits filed at the hearing and from the testimony of the Director of Research of applicant company that adequate service will be provided by street railway and other transportation lines in the same vicinity and that the entire area served by the Beaudry-West First Street Coach Line is now adequately served by other rail and motor coach lines.

The granting of the application was protested by a number of residents of the area lying northeast of the intersection of Figueroa Street and Sunset Boulevard, known as the White Noll district, who would be required to walk either to Sunset or Temple.

The record shows that it is less than a quarter of a mile from any point on the Beaudry-West First Street Line to the nearest paralleling service, with the possible exception of a small area in the vicinity of the terminus of this line at Beaudry Avenue and College Street.

Exhibit "D", attached to the application, shows that since its establishment in 1938 the line has never carried an average of as much as three passengers per coach mile. During the first seven months of 1942 the average number of passengers carried per one-way trip was 7.7. Operation of the line has never shown a profit. The average monthly operating expenses for the first seven months of 1942 show an excess of \$2018.07 over the average monthly revenue for the same period. In direct costs the saving resulting from abandonment would be \$28,901 per year.

The abandonment as proposed will effect a saving of approximately 192,355 motor coach miles or 1,154,130 tire miles per year. Three 30-passenger coaches will be released for service elsewhere.

The Board of Public Utilities and Transportation of the city of Los Angeles is on record with the Commission as favoring the proposed abandonment.

Discontinuance of the operation may result in some slight inconvenience to patrons of the line residing in the White Noll area, but the effect of abandonment must be measured by the ultimate benefit to the public as a whole, and to the all-important national emergency. The application will be granted.

O R D E R

The above application having been filed, a public hearing having been held, and the Commission being fully advised,

IT IS ORDERED that Los Angeles Railway Corporation is authorized to abandon, until further order of the Commission, the operation of its "Beaudry-West First Street Coach Line," as such operation is described and set forth in the foregoing opinion.

This authorization is subject to the following conditions:

1. Applicant shall give the public at least ten (10) days' notice of the abandonment authorized herein by posting notices on all coaches operating on the line involved and at all stations affected.
2. Applicant shall, within thirty (30) days after the expiration of the ten day period hereinabove referred to, advise the Commission in writing of the abandonment herein authorized and of compliance with the conditions thereof.

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

Dated at Los Angeles, California, this 20th day of October, 1942.

Justice J. Coe
Ray
H. Baker
Frank R. Havens
Robert H. ...
 COMMISSIONERS