

Decision No. 35913

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
the LOS ANGELES RAILWAY CORPORATION)
for an in lieu certificate for its)
motor coach lines.)

Application No. 19179
47th Supplemental

BY THE COMMISSION:

ORIGINAL

O P I N I O N

This is an application by Los Angeles Railway Corporation for authority to abandon a portion of its "Avenue 50 and El Paso Drive Line," and to re-route said line.

Applicant's motor coach routes involved herein are operated under authority of Decision No. 27052, dated May 14, 1934, on original Application No. 19179. Subsequently the Commission issued its order authorizing operation of the so-called "Avenue 50 and El Paso Drive Line." ⁽¹⁾ Following this, applicant's operation was extended and re-routed, and the name was changed to "Avenue 50 and San Pascual Motor Coach Line No. 43." ⁽²⁾ Under the authority so granted operation was conducted from the intersection of San Pascual Avenue and Ferrara Street to Toland Way and return,

(1) Decision No. 27493, dated November 5, 1934, on 6th Supplemental Application No. 19179.

(2) Decision No. 34648, dated October 7, 1941, on 40th Supplemental Application No. 19179.

(3)
and has so continued to the present time.

Applicant now proposes to abandon the San Pascual portion of said routing and to re-route the said line and to rename the same "Avenue 50 and El Paso Motor Coach Line No. 43." The new routing proposed is set forth with particularity in the order herein.

Various exhibits are filed with the application. From these it would appear that while the number of passengers carried on the San Pascual Line has increased from month to month during the past year, the fact remains that the entire line carried only two passengers per coach mile during that period and that the operation was conducted at an average monthly loss of \$1292 during the first seven months of 1942. Moreover, the exhibits would indicate that by far the greater revenue comes from the portion of the route to be retained. The proposed re-routing will mean a saving of an estimated 86,143 coach miles per year, equivalent to 516,858 tire miles. It will also release one 23-passenger motor coach for service elsewhere.

Aside from these considerations, there is also the necessity of compliance with the request of the Office of Defense Transportation to eliminate duplicating and paralleling motor coach operations where such curtailment can be effected without serious inconvenience to the public. This is all in the interest

(3) The route is described as follows:

Commencing at the intersection of San Pascual Avenue and Ferrara Street, thence via San Pascual Avenue, Pasadena Avenue, North Figueroa Street, Avenue 50, El Paso Drive, Toland Way to Mendota Avenue; return via Mendota Avenue, Avenue 49, El Paso Drive, Avenue 50, North Figueroa Street, Pasadena Avenue, San Pascual Avenue, Elgin Street, Avenue 67 and Ferrara Street to San Pascual Avenue.

of conserving rubber and other critical materials necessary to the war effort.

It is clearly apparent from Exhibit "A" which is a map of the area involved, that there exists sufficient paralleling service in the territory to insure reasonable transportation to the public under prevailing conditions.

The changes herein proposed are in the public interest and the application will be granted. A public hearing does not appear to be necessary.

O R D E R

IT IS ORDERED that service regulation (1) in paragraph II of Decision No. 34648, dated October 7, 1941, on Application No. 19179 (40th Supplemental) is hereby deleted, and in lieu thereof is inserted the following:

- (1) Subject to the authority of this Commission to change or modify such at any time by further order, said passenger stage operation shall be conducted over and along the following route:

Commencing at the intersection of Avenue 50 and North Figueroa Street, thence via Avenue 50, El Paso Drive and Toland Way to Mendota Avenue; returning via Mendota Avenue, Avenue 49, El Paso Drive, Avenue 50, Monte Vista Avenue, Avenue 51 and North Figueroa Street to Avenue 50.

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, and of the new routing of said line, 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 San Francisco, California, this 5th day of November, 1942.

Justus J. Coomer
W. J. Baker
Francis D. Havenner
Richard Kachis
COMMISSIONERS