

Decision No. 35966

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the)
LOS ANGELES RAILWAY CORPORATION for an) Application No. 19179
in lieu certificate for its motor coach) 48th Supplemental
lines.)

BY THE COMMISSION:

INTERIM OPINION

By its forty-eighth supplemental application in the above-entitled proceeding, Los Angeles Railway Corporation seeks authority, among other things, temporarily to discontinue service over its Figueroa Street Motor Coach Line No. 49. This is necessary, it is alleged, to comply with the directives and instructions of the Office of Defense Transportation of the Federal Government respecting the curtailment of motor coach operation when it would not adversely affect essential civilian economy; to accomplish the conservation of rubber tires; and to promote the most effective and economical use of equipment. Particularly, these require (a) all transit companies to make full use of street car lines, discontinuing bus and trolley coach service wherever possible; (b) diversion of traffic from bus lines to street railway routes; and (c) the utilization of equipment to full capacity during off-peak periods.

Pursuant to Decision No. 27052, dated May 14, 1934, on the original application in this proceeding, and under supplemental decisions therein, applicant was authorized to operate the Figueroa Street Motor Coach Line No. 49 over the following route:

"Commencing at the intersection of 5th and Hill Streets, thence via Hill Street, 8th Street, Hope Street, Washington Street, Figueroa Street, to the intersection of Figueroa Street and Manchester Avenue, and return via Figueroa Street, Washington Street, Hope Street, 8th Street, Olive Street, 5th Street, to the intersection of 5th and Hill Streets, the point of commencement."

The suspension of this service during the present war emergency, it appears, would permit the conservation of both tires and equipment and appears to be in the public interest. This could be accomplished, it was shown, without substantial inconvenience to the travelling public. Traffic would be diverted from this coach line to applicant's "7" and "8" rail lines, operating on Broadway south of Santa Barbara Avenue; to its "F" rail line, operating on Hoover Street from Santa Barbara Avenue to 70th Street; and to its "9" rail line, operating on Santa Barbara Avenue, Hoover Street, and 48th Street. The route followed by the Figueroa Street Motor Coach Line No. 49 is one-quarter mile west of the "7" and "8" rail lines on Broadway, and one-quarter mile east of the "F" and "9" rail lines on Hoover Street. The area north of Santa Barbara Avenue served by the Figueroa Street Motor Coach Line is also served by other rail lines operating north and south on Grand Avenue, and by east and west rail lines on Jefferson Boulevard and Washington Boulevard, and north of Washington Boulevard on Figueroa Street. It is contemplated that five rail cars would be diverted to the "7" rail line on Broadway during the morning peak hours, and six cars during the peak period in the evening.

Through the suspension of service contemplated, applicant would be able to effect an annual saving of 448,269 coach miles and 2,689,614 tire miles. From statistics submitted showing the number of passengers handled over the Figueroa Street Motor Coach Line during representative periods, in August, 1942, (Exhibit "I"

accompanying the application) it appears that throughout a large part of each day the number of passengers carried are far less than the capacity of the coaches. Under the circumstances shown, it is our opinion that the suspension of this line during the present war emergency is justified, and should therefore be authorized. By subsequent orders we shall dispose of the other phases presented by this supplemental application. No public hearing appears to be necessary.

INTERIM ORDER

Application having been made as above-entitled; and the Commission now finding that the public interest so requires:

IT IS ORDERED as follows:

(1) That subject to the authority of the Commission, at any time, to change or modify by further order the authority herein granted, applicant Los Angeles Railway Corporation is hereby authorized to suspend the service now conducted by its Figueroa Street Motor Coach Line No. 49 over and along the following route:

"Commencing at the intersection of 5th and Hill Streets, thence via Hill Street, 8th Street, Hope Street, Washington Street, Figueroa Street, to the intersection of Figueroa Street and Manchester Avenue, and return via Figueroa Street, Washington Street, Hope Street, 8th Street, Olive Street, 5th Street, to the intersection of 5th and Hill Streets, the point of commencement."

Such authority is granted subject to the following condition:

- (a) Applicant shall give public notice of the suspension authorized herein by posting notices on all coaches operating on the line involved and at all stations affected, not less than five days before such suspension becomes effective.

(b) Applicant shall, within thirty (30) days after the expiration of the five-day period last referred to, advise the Commission, in writing, of the suspension herein authorized and of compliance with the conditions thereof.

(2) That in all other respects said Decision No. 27052 as modified and amended, shall remain in full force and effect.

(3) That jurisdiction herein shall be and it is hereby reserved by the Commission to make such further order or orders in this proceeding, and upon the pending forty-eighth supplemental application therein, as the Commission in its discretion may deem just and proper.

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

Dated at Los Angeles, this 18th day of November, 1942.

Don R. Kees
J. P. Parker
Francis T. Havens
Richard K. Kees
COMMISSIONERS