

Decision No. 39357

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of Pacific Electric Railway Company, a corporation, for an order granting permission to increase and adjust passenger rates and fares for the transportation of persons between points in the State of California:

Los Angeles Motor Coach Lines for an order granting permission to increase and adjust certain passenger rates and fares for the transportation of persons between points in the State of California, to conform to any increases that may be granted to Pacific Electric Railway Company; so that the parallel rates affected may be equalized and in harmony.

ORIGINAL

Supplemental Application No. 27466

C. W. CORNELL; for Pacific Electric Railway.

MAX EDDY UTT, for Los Angeles Transit Lines.

ROGER ARNEBERG; Assistant City Attorney, for City of Los Angeles.

BENJAMIN CHAPMAN, Price Attorney, for Office of Price Administration.

J. E. WYNNE, U. S. Post Office, Los Angeles.

FIRST SUPPLEMENTAL ORDER

Pacific Electric Railway Company and Los Angeles Motor Coach Lines have filed a supplemental application seeking a modification in Decision No. 39302 requesting authority to increase certain fares on the lines of the Los Angeles Motor Coach Lines to the same extent as was granted the Pacific Electric Railway Company in said Decision No. 39302. A public hearing was conducted on the Supplemental Application before Examiner Hunter at Los Angeles, California, August 19, 1946.

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HAS BEEN REPHOTOGRAPHED
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The granting of this request was supported by the fact that Pacific Electric Railway Company and Los Angeles Motor Coach Lines serve certain common areas and have in the past served these areas under the same fare structure. A witness for applicant testified that unless these two operations are conducted on a parity of fares for similar services it will have the effect of causing diversion of traffic from the lines of the Pacific Electric Railway Company to those of Los Angeles Motor Coach with the resulting loss of revenue to the Pacific Electric. Also, such a shift of traffic, it is contended, will result in overloading the facilities of the Los Angeles Motor Coach to the disadvantage of the service of that carrier. No opposition developed to the granting of this application.

A review of this record leads to the conclusion that this supplemental application should be granted to preserve the parity of fares on these two systems pending the outcome of the general investigation in Case No. 4843.

The following order will so provide:

O R D E R

IT IS HEREBY ORDERED that Appendix "A" of Decision No. 39302 be amended by adding Provisions 3, 4 and 5 to Provisions 1 and 2 under the caption "Los Angeles Motor Coach Lines", as follows:

3. ONE-WAY FARES

Increase one-way fares 15%, adding sufficient where necessary to make fares end in full cent, with the following exceptions:

- (1) No increase in present fares applying wholly within territory east of Fairfax Avenue.
- (2) Ten-cent fare applying between Beverly Hills and Santa Monica to be increased to 15 cents.
- (3) Cancel 20-cent fare, without transfer between Los Angeles and Santa Monica.

- (4) Present 25-cent fare between Los Angeles and Santa Monica to be retained, but to include transfer only to or from other Los Angeles Motor Coach Lines.
- (5) Present 25-cent fare between Santa Monica and Los Angeles, including transfer to or from Inner Zone of Los Angeles Transit Lines or Zone 1 of Pacific Electric, to be increased to 27 cents.

4. TEN-RIDE COMMUTATION FARES

Present 10-ride commutation fares increased 15% except:

- (1) Between Los Angeles and Santa Monica, 10-ride ticket at rate of \$1.75 to be eliminated.

5. SCHOOL FARES

Rate of \$2.40 (6 cents a ride) for 40-ride school commutation ticket to be in effect between all points where one-way fare is 10¢, or 12¢.

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

Dated at Los Angeles, California, this 27th day of August, 1946.

Harold J. Hills
Justice F. Osmer
Thomas C. ...
J. B. Lowell
A. F. ...
 Commissioners.