

ORIGINAL

Decision No. 47521

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )	
LOS ANGELES TRANSIT LINES for authority )	
to discontinue service on and abandon )	Application No. 33425
Route No. 62 known as "West Washington )	
Motor Coach Line." )	

Gibson, Dunn and Crutcher, by Max Eddy Utt, for applicant.  
Elsie Martin, protestant.

T. M. Chubb, Chief Engineer and General Manager, Department of Public Utilities and Transportation, City of Los Angeles, by Melvin E. Gainder, and Culver City Municipal Bus Lines, by Richard S. Thompson, interested parties.

O P I N I O N

By Decision No. 39512, dated October 15, 1946, on Seventy-second Supplemental Application No. 19176, applicant was given authority to operate a passenger stage service over the following route:

West Jefferson-West Washington Motor Coach Line No. 62

Commencing at the off-street terminal on Jefferson Boulevard near Tenth Avenue, thence via West Jefferson Boulevard and Fairfax Avenue in the City of Los Angeles, and via Fairfax Avenue, Adams Boulevard, Hines Avenue and West Washington Boulevard in the City of Culver City, thence via West Washington Boulevard to the intersection of West Washington Boulevard and Vineyard Avenue in the City of Los Angeles; return via reverse of above route.

Thereafter, applicant requested authority to abandon all of the described route except that lying along Jefferson Boulevard between Tenth Avenue and Fairfax Avenue, and to consolidate that portion of the line with its Line No. 27. The abandonment was denied, but applicant was given authority to consolidate the Jefferson Avenue leg with Line No. 27. As a result, applicant's present Line No. 62 is operated between the intersection of Jefferson Boulevard and Fairfax Avenue, via Fairfax Avenue, Adams

(1) Decision No. 46054, dated August 7, 1951, on Application No. 32471.

8

Boulevard, Hines Avenue and Washington Boulevard to its intersection with Vineyard Avenue, a distance of 2.7 miles one way. Applicant here seeks authority to abandon this latter-described Line No. 62.

A public hearing was held at Los Angeles. Prior thereto, notices of the hearing were posted in applicant's affected buses and at its passenger stops. <sup>(2)</sup> One protestant appeared but offered no material evidence. The abandonment of that portion of Line No. 62 which is in the City of Los Angeles has been authorized by that city. <sup>(3)</sup> The City of Culver City was advised of the hearing, but made no appearance other than that made by Culver City Municipal Bus Lines as interested party.

Applicant maintains a one-half-hourly schedule daily, except Sunday, from 5:50 A. M. until 8:40 P. M., eastbound, and from 6:00 A. M. until 9:00 P. M., westbound. On Sundays the same schedules are maintained except that the first three morning schedules are deleted. Traffic checks made by the applicant show that on May 22, 1952, Line No. 62 carried a total of 90 passengers eastbound and 127 passengers westbound; on June 11, 1952, it carried 113 passengers eastbound and 137 passengers westbound; on Saturday, May 24, 1952, it carried 56 passengers eastbound and 78 passengers westbound; and on Sunday, May 25, 1952, it carried 50 passengers eastbound and <sup>(4)</sup> 44 passengers westbound. On the best day checked, June 11, 1952, applicant carried a total of 250 passengers on 31 round trips, an average of slightly over eight passengers on each round trip, or four passengers each direction each trip.

From February 1 to May 31, 1952, applicant had an out-of-pocket loss of \$4,206, and a loss of \$5,796 on a full-cost basis, <sup>(5)</sup> from the operation of Line No. 62.

- 
- (2) Exhibit No. 1.
  - (3) Exhibit No. 10.
  - (4) Exhibit No. 9.
  - (5) Exhibit No. 8.

While such matters are not determinative of the request for authority to abandon where a transportation company, such as the applicant, purports to render service to an extensive area as opposed to specific routes, they will justify an abandonment where patrons will not be seriously inconvenienced if the service is abandoned. Such is the case in the instant application, as shown by lack of patronage as above set forth, and adequate alternate service as set out below.

The Washington Boulevard portion of Route No. 62 is served by the Culver City Municipal Bus Lines which operates on a 15-minute schedule as compared with applicant's 30-minute schedule. The fare is 10 cents, and there are no transfer privileges between applicant's services and the Culver City bus service. As a result of this factor, it costs  $2\frac{1}{2}$  cents or 5 cents more, depending on whether cash or a token is tendered to the originating "W" line, to travel from Los Angeles to Washington Boulevard and Hines Avenue via the Los Angeles Transit Lines "W" car and the Culver City bus than it costs to go to that point via applicant's services using the "W" car and the Line No. 62 buses. Applicant's witness testified that a substantial number of the patrons who use the "W" rail line of applicant from downtown Los Angeles to the easterly terminal of Line No. 62 at Washington Boulevard and Vineyard pay a single-zone fare on the "W" line, receive a transfer and take either the Culver City Line bus or the Line No. 62 bus from that point west. If the Culver City Line bus is waiting, the passengers throw away their transfers and pay the Culver City Lines a 10-cent fare. If the Line No. 62 bus is waiting, they tender their transfers from the "W" line and 5 cents for the Zone 2 fare.

Persons using public transportation from or to the area served by Line No. 62 will not be obligated to pay the extra fare on the Culver City Line, however, as there are two services paralleling

Line No. 62, one or the other of which is within reasonable walking distances from all points on Line No. 62.

Pacific Electric Railway has a bus which provides local service to downtown Los Angeles via Venice Boulevard. This line has a 12-minute headway, the same fare structure as the Los Angeles Transit Lines, and transfers are given from one line to the other. Venice Boulevard and Washington Boulevard, at Cochran Place, are 1,200 feet apart, a reasonable walking distance. Venice Boulevard and Washington Boulevard, at Curson Avenue, are 1,700 feet apart, the maximum distance between Washington Boulevard and Venice Boulevard along the Washington Boulevard portion of Line No. 62. At that point, however, Adams Boulevard is approximately 1,300 feet from Washington Boulevard. Applicant's Line No. 11 bus runs from Hines and Adams, the westernmost point of Line No. 62, via Adams Boulevard and Hill Street to downtown Los Angeles. This line has a basic frequency of 12 minutes. Stops on this line at Hauser Boulevard, Dunsmuir Avenue and Redondo Boulevard are more than one-quarter mile from the passenger stops of Line No. 62. However, at the comparable stops of Line No. 62 on Washington Boulevard, i.e., Hauser Boulevard, Burnside Avenue, Cochran Avenue and Redondo Boulevard, on the two days of a check period <sup>(6)</sup> no passengers boarded the buses eastbound, and only nine passengers alighted at these points. On those same days only seventeen westbound passengers alighted at those same points. Passengers who board or alight from the Line No. 62 bus at Orange Drive or La Brea Avenue, points not within a reasonable walking distance of either Venice Boulevard or Adams Boulevard, will be able to use the applicant's Line No. 85 bus south to Adams Boulevard and transfer to the Line No. 11 bus, or north to Venice Boulevard and transfer to the Pacific Electric bus. Each of the latter two buses provide direct service to downtown Los Angeles, and

---

(6) Exhibit No. 6.

the combination of fares is the same as that presently collected for service via Line No. 62 and the "W" line.

Upon the evidence of record herein, we are of the opinion and find that public convenience and necessity do not require that the applicant continue service as a passenger stage corporation, over and along the route hereinafter described, and abandonment of service thereon will be authorized.

O R D E R

Application having been filed, a public hearing having been held thereon, and the Commission having found that public convenience and necessity do not require that certain portions of applicant's existing services be continued in operation and that the abandonment thereof should be authorized,

IT IS ORDERED:

(1) That Los Angeles Transit Lines, a corporation, is authorized to abandon and discontinue its No. 62 Line over the route and along the streets described as follows:

Between the intersection of Jefferson Boulevard and Fairfax Avenue, via Fairfax Avenue in the City of Los Angeles, via Fairfax Avenue, Adams Boulevard, Hines Avenue and West Washington Boulevard in the City of Culver City, and via West Washington Boulevard to Vineyard Avenue in the City of Los Angeles.

(2) That applicant be, and it hereby is, authorized to cancel all fares, rules, regulations and schedules applying to the portions of its lines hereby authorized to be abandoned and discontinued by ordering paragraph numbered (1) herein.

(3) That, for at least ten (10) days prior to the abandonment of service as authorized in ordering paragraph numbered (1) herein, applicant shall keep posted in each bus used in such service and at a conspicuous spot at each of its regular passenger boarding and alighting points, notices stating when such discontinuance of

service will be effective, and the nearest point at which applicant's services will be available to prospective passengers.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 28<sup>th</sup> day of July, 1952.

R. J. [Signature]  
PRESIDENT  
Justus J. [Signature]  
Harold P. [Signature]  
Thomson P. [Signature]  
John E. [Signature]  
COMMISSIONERS