

ORIGINAL

51816

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application of
 METROPOLITAN COACH LINES, a corporation,
 and ASBURY RAPID TRANSIT SYSTEM, a cor-
 poration, for authority to make certain
 route extensions, modifications, and
 abandonments in the Cities of Los
 Angeles, Pasadena, Glendale, Burbank,
 and San Fernando.

Application No. 36673

In the Matter of the application of
 ASBURY RAPID TRANSIT SYSTEM, a corpora-
 tion, and METROPOLITAN COACH LINES, a
 corporation, to establish joint fares
 in the San Fernando Valley, and appli-
 cation of ASBURY RAPID TRANSIT SYSTEM
 for authority to adjust rates.

Application No. 36686

Waldo K. Greiner and James H. Lyons for applicants
 Metropolitan Coach Lines and Asbury Rapid Transit System,
Archie L. Walters and George W. Bullock for the City of
 Burbank; Frank C. Lynch for the Burbank Chamber of Com-
 merce; William L. Carpenter for Woodland Hills Association;
 protestants. Henry McClerman and John H. Lauten for the
 City of Glendale; Roger Arneburgh, Alan Campbell and
Claude E. Hilker for the City of Los Angeles; Robert
Russell and Melvin Gainer for the Department of Public
 Utilities and Transportation of the City of Los Angeles;
David Canning for Los Angeles Transit Lines; Hugo C. Burns
 and Emily Krug for South Burbank Home Owners Association;
 interested parties. W. R. Roche for the Public Utilities
 Commission of the State of California.

O P I N I O N

The above-entitled matters having been consolidated for
 public hearing, and oral and documentary evidence having been
 adduced on behalf of applicants, protestants, and other interested
 parties, the applications were submitted for the Commission's
 consideration and decision.

The record shows that both Metropolitan Coach Lines and Asbury Rapid Transit System^{1/} operate quite extensive passenger bus services in the San Fernando Valley and between said valley and the surrounding cities and communities. Asbury's operations are centered principally in the eastern portion of San Fernando Valley and in the City of Burbank, with lines also extending to San Fernando, Culver City, Hollywood, Los Angeles, Glendale and Pasadena. Metropolitan's operations, in so far as they are pertinent to the two applications now under consideration, are in the central and western portions of San Fernando Valley immediately westerly of and contiguous to the territory served by Asbury. Both applicants operate along some of the same streets and highways, particularly in the communities of Universal City and North Hollywood and vicinity.

Prior to August 1954, applicants were competing operators in portions of said valley and between said area and several of the surrounding communities. At the time of the filing of these applications Asbury was and now is a wholly owned subsidiary of Metropolitan. The two companies are, for all practical purposes, under one management, the principal supervisory personnel being the same. Under the common ownership some of the physical properties have already been integrated, other facilities and equipment are in joint use, and union contracts for the operators have been consolidated. Applicants are also in the process of combining other and additional facilities and entering into lease arrangements for interchange of buses and equipment.

^{1/} For brevity, Metropolitan Coach Lines and Asbury Rapid Transit System will be referred to as Metropolitan and Asbury, respectively.

By Application No. 36673, Metropolitan and Asbury each seek authority to make several route changes in order to eliminate duplication of service and provide improved over-all bus transportation in the San Fernando Valley and the City of Burbank. By Application No. 36686, said applicants are requesting authority to establish joint fares with inter-company transfer privileges in the San Fernando Valley and Burbank areas, and Asbury also proposes to establish transfer privileges between its own lines and to increase its fares.

The principal route changes proposed by Metropolitan are (1) rerouting of its Riverside Drive Line No. 86 along Victory Boulevard, Alameda Avenue and Buena Vista Street, between the intersection of Riverside Drive and Victory Boulevard and the intersection of Riverside Drive and Buena Vista Street, instead of the present route along Riverside Drive; (2) the abandonment of that portion of its Line No. 88 along Lankershim Boulevard between Riverside Drive and Chiquita Street; (3) the abandonment, except for seven daily school schedules which will be available to the public, of the portion of its Line No. 87 between the intersection of Laurel Canyon Boulevard and Moorpark Street and the intersection of Van Nuys Boulevard and Ventura Boulevard; (4) the replacement of present service along Oxnard Street and Whitsett Avenue by an extension of Asbury's Line No. 20; and (5) the rerouting of a portion of Metropolitan's Line No. 88.

There is substantial evidence of record to justify all of said proposed route changes, and we so find.

The rerouting of Line No. 86 from Riverside Drive to Alameda Avenue will result in an improved service for a greater

number of patrons. At present the area south of Riverside Drive is for the most part undeveloped, whereas the Alameda Avenue route approximately one-half mile northerly of Riverside Drive and parallel thereto, will traverse an area which is well populated on both sides of the new route.

Continuation of the Line No. 88 segment southerly of Riverside Drive is not justified on the basis of past and present patronage. The record shows that there are three passenger stops along that portion of the route proposed to be abandoned. It further shows that a total of 46 persons boarding or alighting daily, at the Chiquita Street stop, would have the option of walking approximately one-half mile to other lines of Metropolitan Coach Lines or of using Asbury Rapid Transit System's proposed Line No. 22 on Cahuenga Boulevard and transferring to Metropolitan's services on Riverside Drive or Ventura Boulevard. It was also shown that a total of 26 persons loading or alighting daily at Whipple Street would be required to walk approximately 0.3 mile to other lines. The 44 passengers loading or alighting daily at Moorpark Street are only 0.15 mile from Metropolitan's No. 86 line (Exhibit No. 23, Pages 26, 27). The protestants' position was that Line No. 88 should be continued and extended to Ventura Boulevard. The evidence of record does not justify the suggested extension.

On that portion of Line No. 87 westerly of the intersection of Laurel Canyon Boulevard and Moorpark, which is to be abandoned, 74 adult passengers on 14 outbound trips, and 83 adult passengers on 16 inbound trips, are carried daily. The bus miles operated along this segment of the route are 125 miles per day and the average number of passengers per bus mile is 1.25. In view of this limited patronage, and as the line is operating at a loss, applicant's request appears justified and we so find.

Metropolitan is also proposing a further change in Line No. 88 by extending the service along Vanowen Street between Whitsett Street and Van Nuys Boulevard. The evidence of record shows that present and proposed residential, school, and commercial developments along the proposed route justify the establishment of the service. At present the only cross valley bus service in this area is along Victory Boulevard a distance of one-half mile southerly of and parallel to Vanowen Street. There are no east-west lines north of Victory Boulevard and the Chandler Boulevard Line No. 93 is one and one-quarter miles south of Victory Boulevard.

Other minor reroutings are also proposed. Having considered the entire evidence pertaining to Metropolitan's proposed route changes, and being mindful of the resulting inconvenience to some of its present patrons, we find the said proposals are in the general public interest and will result in an improved over-all service to a large majority of the riders in the areas served by the respective lines.

Asbury also proposes several route changes and consolidations. Three principal changes will be made. One, the elimination in its entirety of Line No. 13, the Los Angeles-Burbank-Lockheed Air Terminal Line. The present patrons of this line will continue to be served by other lines of the Asbury system in the City of Burbank, and by the rerouting of Metropolitan's Line No. 86, known as the Los Angeles-North Hollywood-Van Nuys Line. A passenger check on said Line No. 13 shows that of 284 passengers transported, 188, or 66 percent, of the present riders would have direct service

via an alternate route, and the remaining 96, or 34 percent, would be served by a combination of two lines, with free transfer privileges. A second important change is the proposed extension of Victory Boulevard Line No. 20 westerly on Victory Boulevard to a new shopping center at Laurel Canyon Boulevard. The third change pertains to the Hollywood-Surbank Line No. 22. A portion of this line along Glenoaks Boulevard between Olive Avenue and Keystone Street will be eliminated, and service, with increased schedules, will be provided by the Glenoaks Boulevard branch of Line No. 12. Very few passengers would be inconvenienced by this change, and none would have to walk more than 0.35 miles to Line No. 12.

Other proposed route changes and line consolidations are of minor importance. There is substantial evidence that the overall benefit to be derived by the riding public from the service changes, as hereinafter authorized, is desirable and justified, and we find that applicants' rerouting programs, when considered with the proposed inauguration of free transfer privileges, are necessary and will be a convenience to the public. In view of the extent of the operations and services provided by the applicants in San Fernando Valley and the City of Surbank, the proposed route changes will inconvenience only a small minority of applicants' patrons, while, on the other hand, most of the riding public will be benefitted by the proposed extensions, reroutings, and transfer privileges.

In Application No. 36686 applicant Asbury Rapid Transit System alleges that its financial and earning position is becoming

impaired because of increased operating costs, and that its revenue under present fares will not be sufficient to return a reasonable profit. It seeks, in said application as amended, to increase its fares, issue transfers on its lines, establish joint fares with Metropolitan, and issue transfers between its lines and Metropolitan's lines as follows:

(1) Increase adult fares:

| <u>Zones</u> <u>Travelled</u> | <u>Present Fare in Cents</u> | <u>Proposed Fare in Cents</u> |
|----------------------------------|------------------------------|-------------------------------|
| 1 or 2 | 15 | 20 |
| 3 | 20 | 25 |
| 4 | 25 | 30 |
| 5 | 30 | 35 |
| 6 | 33 | 36 |
| 7 | 35 | 41 |
| 8 | 38 | 45 |
| 9 | 41 | 50 |
| 10 | 44 | 55 |
| 11 | 47 | 59 |
| 12 | 50 | 59 |
| 13 | 53 | 59 |

Santa Anita Race Track fares are to be increased:

| | | |
|-------------------|----|----------|
| from 50 cents | to | 64 cents |
| and from 53 cents | to | 68 cents |

(2) Increase commutation fares:

| <u>Present 12-ride book</u> | <u>Proposed 10-ride book</u> |
|-----------------------------|------------------------------|
| - | \$3.90 (a) |
| \$4.55 | 4.30 |
| 4.90 | 4.75 |
| 5.25 | 5.25 |
| 5.60 | 5.60 |
| 6.00 | 5.60 |
| 6.35 | 5.60 |

(a) New commutation fare to apply where adult cash fare is 41 cents.

(b) Commutation books will be good for a period of 30 days.

2/ Applicant's proposed fare zones are described on pages 5 to 8, inclusive, of revised Exhibit B (Exhibit No. 22) filed with Application No. 36686.

(3) Increase children's half fares:

One-half the proposed adult cash fare adjusting to the next higher "0" or "5".

(4) Increase school fares:

where 40-ride book is Increase 40-ride book to

| | |
|--------|--------|
| \$3.00 | \$3.60 |
| 4.00 | 4.80 |
| 4.50 | 6.00 |
| 6.00 | 7.20 |

(5) Asbury transfer privileges:

Applicant Asbury proposes to issue transfers enabling passengers to travel between zones on its various lines at fares shown in section (1) hereinabove.

(6) Transfer privileges between Asbury and Metropolitan:

Transfers will be valid at each point of intersection of the lines of the two companies in the territory north of, but not including, the intersection of Barham Boulevard and Cahuenga Boulevard in the City of Los Angeles; the intersection of Forest Lawn Drive and Riverside Drive in the City of Los Angeles on Metropolitan Coach Lines; and the intersection of Grandview Avenue and San Fernando Road in the City of Glendale on Asbury Rapid Transit Lines.

Fare collected on the initial carrier will be the regular fare on that carrier to the point of transfer. The fare collected on the connecting carrier will be as follows:

Asbury Rapid Transit Lines will collect 5¢ for each additional zone beyond the zone of transfer.

Metropolitan Coach Lines will collect 6¢ for each additional zone beyond the zone of transfer.

EXCEPTION: The fare between St. Joseph's Hospital, on Buena Vista Avenue, Burbank, and the intersection of Olive Avenue and San Fernando Road, Burbank, will be 20¢, as shown on revised page 4a of Exhibit B of this application.

Both companies joined in said application, and evidence, oral and documentary, was presented in their behalf in support of the various requests. In addition, Asbury's witnesses and the Commission's staff introduced evidence showing estimated results of operations based on present and proposed fares. The Commission's staff also presented studies showing estimated results of operations based on alternate fare structures and zone changes. Representatives of the Cities of Los Angeles, Burbank and Glendale and of several civic groups and the Los Angeles Transit Lines also participated in the proceedings and helped develop the record.

Estimated results of operations are as follows:

Applicant Asbury's Estimated Results of Operations for Year Ending 12/31/53/

| Item | Actual Year Ending 10/31/54 | Under Present Fares & Present Operations | Under Proposed Fares & Proposed Operations (a) |
|--------------------------------------|-----------------------------|--|--|
| Mileage | 2,312,306 | 2,179,120 | 2,090,450 |
| Total Revenue | \$1,180,131 | \$1,049,040 | \$1,205,690 |
| Total Exp. (Inc. Dep. & Oper. Taxes) | 1,183,341 | 1,221,020 | 1,192,100 |
| Net Bef. Inc. Taxes | (3,210) | (171,980) | 13,590 |
| Income Taxes | - | 25 | 2,270 |
| Net Income | (3,210) | (172,005) | 11,320 |
| Oper. Ratio after Inc. Taxes % | - | 116.4 ✓ | 99.1 |
| Rate Base | - | \$ 513,400 * | \$ 513,400 * |
| Rate of Return % | - | - | 2.20 |

(Red Figure)

Commission's Staff Estimated Results of Operations Year Ending 12/31/55/

| Item | Actual Year Ending 12/31/55 | Under Present Fares & Present Operations | Under Proposed Fares & Proposed Operations (a) |
|--------------------------------------|-----------------------------|--|--|
| Mileage | 2,279,788 | 2,180,585 | 2,128,231 |
| Total Revenue | \$1,156,610 | \$1,031,720 | \$1,184,640 |
| Total Exp. (Inc. Dep. & Oper. Taxes) | 1,179,021 | 1,063,120 | 1,047,500 |
| Net Bef. Inc. Taxes | (22,411) | (31,400) | 137,140 |
| Income Taxes | 25 | 25 | 62,460 |
| Net Income | (22,436) | (31,425) | 74,680 |
| Oper. Ratio after Inc. Taxes % | 101.9 | 103.0 | 93.7 |
| Rate Base | - | \$ 518,100 | \$ 518,100 |
| Rate of Return % | - | - | 14.4 |

(Red Figure)

(a) Assumes proposed fares and proposed operations throughout the year 1955.

3/ Exhibit No. 15a, Page 1, Columns (1), (2) and (5).

4/ Exhibit No. 24, Page 10.

* Based on Exhibit No. 15a, as modified by testimony at hearing. ✓

Commission's Staff Figures
 Estimated Results of Operations Under Alternate
 Fare Plans and Recommended Fare Zones
 For Year Ending 12/31/55 5/

| Item | Plan "A" proposed operation(b) | Plan "B" proposed operation(b) | Plan "C" proposed operation(b) |
|---|--------------------------------------|--------------------------------------|--------------------------------------|
| Mileage | 2,128,231 | 2,128,231 | 2,128,231 |
| Total Revenue | \$ 968,200 | \$1,057,700 | \$1,083,600 |
| Total Exp. (Inc. Dep. & Oper. Taxes) | 1,039,810 | 1,041,160 | 1,041,550 |
| Net bef. Inc. Taxes | (71,610) | 16,540 | 42,050 |
| Income Taxes | 25 | 1,780 | 11,190 |
| Net Income | (71,635) | 14,760 | 30,860 |
| Oper. Ratio after Inc. Taxes % | 107.4 | 98.6 | 97.2 |
| Rate Base | \$ 518,100 | \$ 518,100 | \$ 518,100 |
| Rate of Return % | - | 2.8 | 6.0 |

(Red Figure)

(b)

Alternate "A"

Fare zones on Asbury Rapid Transit System were constructed comparable to present zone system on Metropolitan Coach Lines in the San Fernando Valley, so as to provide a uniform fare structure with Metropolitan Coach Lines and Los Angeles Transit Lines, with a basic fare of 17¢, tokens at 7 for \$1.00, and full inter-company transfer privileges including transfers in downtown Los Angeles. In the San Fernando Valley-Surbank area, a 17¢ fare or token would be good through any two contiguous zones, with a 6¢ increment for each added zone.

Alternate "B"

The same fare zones used for Alternate "A" were used in estimating revenue under Alternate "B". Fares under Alternate "B" were based on 17¢ minimum fare (no tokens) for two zones in the San Fernando Valley, with 6¢ increment for each added zone, but no inter-company transfers with Los Angeles Transit Lines, and transfer privileges between Metropolitan Coach Lines and Asbury Rapid Transit System limited to the San Fernando-Surbank area. This is essentially the same as the transfer arrangement proposed by applicants.

5/ Exhibits nos. 27 and 28.

Alternate "C"

This is based on a 20¢ fare from Los Angeles to Verdugo Road & San Fernando Road, a 25¢ fare from Los Angeles to Los Feliz & San Fernando Road, a 29¢ fare from Los Angeles to Doran & San Fernando Road, with 6¢ increments for each added zone northwest of Doran, zone limits being identical with those outlined under Alternates "A" and "B". In the San Fernando Valley-Burbank area, fares would be the same as under Alternate "B", that is, 17¢ for two zones, with 6¢ increment for each added zone, which zones are the same as those outlined under Alternates "A" or "B". Transfer arrangements will be as outlined under Alternate "B".

Applicants heretofore were independent and competing carriers, and as the communities which they served grew the companies' operations expanded until they each are now rendering similar transportation services in the same area. Because of their separate backgrounds, applicants now have different fare structures and dissimilar fare zones, and no joint fare or transfer arrangements. In view of the present common ownership, management, and operation of the two companies, the area served, and the similar characteristics of the services performed, the Commission is of the opinion that uniform fares, zones and transfer privileges in the San Fernando Valley should now be established, and therefore finds, upon due consideration of the entire evidence of record, that public convenience and necessity require that the Commission staff's Alternate Plan "C", with certain modifications, which plan as modified we hereby adopt as reasonable, be made effective. (The modifications provide minor changes in zone limits and transfers between all connecting lines of Asbury.) We further find that an increase in fares, as hereinafter set forth, is justified and reasonable. We are also of the opinion that said rate increases and zone changes, together with the mileage reduction that will result from the proposed route changes, will yield a reasonable

revenue and will result in a reasonable return for applicant Asbury. Although exact future results are not predictable, it is evident that the rate of return will not exceed the estimate made by the staff. This record does not require detailed reconciliation of the differences in the estimates of the applicant and the staff.

For the purpose of clarity, and because of the numerous certificates of public convenience and necessity heretofore granted to Asbury Rapid Transit System, and the several additional route changes now proposed, the Commission will grant the company an in lieu certificate in place and stead of all operating rights heretofore granted to or acquired by said applicant.

Both applications will be granted in part and denied in part, as hereinafter set forth.

O R D E R

Public hearings having been held in the above-entitled matters, the Commission being fully advised in the premises and hereby finding that public convenience and necessity so require, and that the fares as herein authorized are justified,

IT IS ORDERED:

I

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Metropolitan Coach Lines, a corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of persons along the routes and between the points hereinafter

specified and designated as Lines Nos. 86, 87 and 88, as an extension and enlargement of, and to be consolidated with, its existing operating rights, and said applicant is hereby authorized to abandon and discontinue service along such portions of its present Lines Nos. 86, 87 and 88 as set forth in its application as amended.

(2) That in providing service pursuant to the certificate herein granted, there shall be compliance with the following service regulations:

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within ninety days after the effective date hereof, and upon not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Metropolitan Coach Lines shall conduct said passenger stage operations over and along the following described routes:

LINE 86 - LOS ANGELES-NORTH HOLLYWOOD-
VAN NUYS VIA RIVERSIDE DRIVE

From the terminal between 4th and 5th Streets on Olive Street (Los Angeles), thence via Olive Street, 5th Street, Figueroa Street, Pasadena Freeway, Riverside Drive, Victory Boulevard, Alameda Avenue, Buena Vista Street, Riverside Drive, Lankershim Boulevard, Oxnard Street, Laurel Canyon Boulevard, Victory Boulevard, Van Nuys Boulevard, Chase Street, Woodman Avenue, and Osborne Street to Van Nuys Boulevard.

Returning via reverse of above route to Figueroa Street and 5th Street (Los Angeles), thence via Figueroa Street, 6th Street, and Olive Street to the Los Angeles Terminal.

Line 86 (Continued)

RESTRICTIONS:

- A. Passengers shall not be handled locally between the terminus of the line in Los Angeles and the intersection of Riverside Drive and Hyperion Avenue, both points inclusive, including intermediate points.
- B. Passengers, baggage and express may not be received or discharged on the Pasadena Freeway between Riverside Drive and Alpine Street.

LINE 87 - NORTH HOLLYWOOD-STUDIO CITY

From Saticoy Street and Tujunga Avenue, thence via Saticoy Street, Lankershim Boulevard, Magnolia Boulevard, Colfax Avenue, Riverside Drive, and Laurel Canyon Boulevard to Ventura Boulevard.

Return via reverse of above route.

ALTERNATE ROUTE:

From Colfax Avenue and Riverside Drive, thence via Colfax Avenue, Moorpark Street, Coldwater Canyon Avenue, Riverside Drive, Woodman Avenue and Ventura Boulevard to Van Nuys Boulevard.

Return via reverse of above route.

LINE 88 - NORTH HOLLYWOOD-VAN NUYS

From Lankershim Boulevard and Magnolia Boulevard, thence via Lankershim Boulevard, Tujunga Avenue and Vanowen Street to Van Nuys Boulevard.

Return via reverse of above route.

Applicant is authorized to turn its motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, or in accordance with local traffic rules.

II

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Asbury Rapid Transit System, a corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 226

of the Public Utilities Code, for the transportation of persons along the routes and between the points hereinafter specified, and said certificate is granted in place and stead of, and shall supersede, all certificates of public convenience and necessity for the transportation of persons heretofore granted to or acquired by Asbury Rapid Transit System, which prior certificates are hereby annulled and revoked.

(2) That in providing service pursuant to the certificate herein granted, there shall be compliance with the following service regulations:

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within ninety days after the effective date hereof, and upon not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Asbury Rapid Transit System shall conduct said passenger stage operations over and along the following described routes:

LINE 12 - LOS ANGELES-SAN FERNANDO

From 11th Street and Main Street (Los Angeles), thence via Main Street, Spring Street, New High Street, Ord Street, Castelar Street, Pasadena Freeway, Figueroa Place, Avenue 26, San Fernando Road, Truman Street, Wolfskill Street and Celis Street to rear entrance of Terminal (San Fernando).

Return via San Fernando Road and reverse of above route to the intersection of New High Street, Spring Street, and Sunset Boulevard (Los Angeles), thence via Sunset Boulevard, Los Angeles Street, and 11th Street to Main Street.

Line 12 (Continued)

ALTERNATE ROUTES

1. From San Fernando and Lincoln Street (Burbank), thence via Lincoln Street, Empire Avenue, Lockheed Aircraft Corporation roadway, and Hollywood Way to San Fernando Road.

Return via reverse of above route.

2. From Hollywood Way and San Fernando Road (Burbank), thence via Hollywood Way, Glenoaks Boulevard, Osborne Place, and Osborne Street to San Fernando Road.

Return via reverse of above route.

3. From Magnolia Boulevard and San Fernando Road (Burbank), thence via Magnolia Boulevard, Glenoaks Boulevard, Osborne Place, and Osborne Street to San Fernando Road.

Return via reverse of above route.

RESTRICTIONS:

- A. No passengers shall be picked up south of 9th Street northbound or discharged south of 8th Street southbound.
- B. No passengers shall be picked up or discharged on the Pasadena Freeway.

LINE 14 - BURBANK-NORTH HOLLYWOOD-SAN FERNANDO

From Olive Avenue and San Fernando Road (Burbank), thence via Olive Avenue, First Street, Magnolia Boulevard, Laurel Canyon Boulevard, San Fernando Mission Boulevard, San Fernando Road, Chatsworth Drive and Celis Street to rear entrance of Terminal (San Fernando).

Return via San Fernando Road, Wolfskill Street, Celis Street, San Fernando Mission Boulevard and reverse of above route.

LINE 15 - SAN FERNANDO-OLIVE VIEW-U. S. VETERANS' HOSPITAL

From San Fernando Terminal, thence via San Fernando Road, Wolfskill Street, Truman Street, Maclay Avenue, 7th Street, Borden Avenue, Polk Street, Foothill Boulevard, Roxford Street, entrance of Olive View Sanitarium grounds, exit via Cobalt Street gate,

Line 15 (Continued)

Foothill Boulevard, Sayre Street, U. S. Veterans' Hospital grounds, Sayre Street, Foothill Boulevard, Polk Street, Borden Avenue, 7th Street, Maclay Avenue, San Fernando Road, Chatsworth Drive, and Celis Street to rear entrance of Terminal.

LINE 16 - SUN VALLEY-NORTH HOLLYWOOD

From Sunland Boulevard and Penrose Street (Sun Valley), thence via Sunland Boulevard, Vineland Avenue and Magnolia Boulevard to Lankershim Boulevard (North Hollywood).

Return via reverse of above route.

LINE 17 - HOLLYWOOD-PASADENA

From Hollywood Boulevard and La Brea Avenue (Hollywood), thence via Hollywood Boulevard, Prospect Avenue, Vermont Avenue, Los Feliz Boulevard, Brand Boulevard (Glendale), Broadway, Colorado Boulevard, Orange Grove Avenue, Green Street, and Arroyo Seco Parkway or Marengo Avenue to Colorado Street (Pasadena).

Return via Colorado Street, Colorado Boulevard, and reverse of above route.

RESTRICTIONS:

No passengers shall be handled locally between the intersection of Hollywood Boulevard and La Brea Avenue and the intersection of Los Feliz Boulevard and Lambeth Street, both points inclusive.

LINE 19 - BURBANK BOULEVARD

From San Fernando Road and Alameda Avenue (Burbank), thence via Alameda Avenue, Lake Street, Verdugo Avenue, San Fernando Road, Burbank Boulevard, Evergreen Street and Edison Street to Burbank Boulevard.

Return via Burbank Boulevard and reverse of above route.

LINE 20 - VICTORY BOULEVARD

From San Fernando Road and Olive Avenue (Burbank), thence via San Fernando Road, Burbank Boulevard, Victory Boulevard, Laurel Canyon Boulevard, Oxnard Street, Whitsett Avenue to Victory Boulevard.

Return via Victory Boulevard, Burbank Boulevard, and San Fernando Road to Olive Avenue.

LINE 21 - CULVER CITY-HOLLYWOOD-LOCKHEED

From Washington Boulevard and Motor Avenue (Culver City), thence via Washington Boulevard, National Boulevard, Robertson Boulevard, Wilshire Boulevard, Fairfax Avenue, Melrose Avenue, Highland Avenue, Hollywood Boulevard, Vine Street, Yucca Street, Cahuenga Boulevard, Hollywood Freeway, Barham Boulevard, Olive Avenue, Hollywood Way, Lockheed Air Terminal, Hollywood Way, San Fernando Road, and Victory Place to Empire Avenue.

Return via Maria Street to Victory Place and reverse of above route.

LINE 22 - HOLLYWOOD-BURBANK

From Hollywood Boulevard and La Brea Avenue (Hollywood), thence via Hollywood Boulevard, Vine Street, Yucca Street, Cahuenga Boulevard, Hollywood Freeway, Barham Boulevard, Cahuenga Boulevard, Lankershim Boulevard, Cahuenga Boulevard, Riverside Drive, Pass Avenue, Rowland Avenue, Olive Avenue, Fairview Street, Verdugo Avenue, and Olive Avenue to San Fernando Road.

Return via reverse of above route.

LINE 25 - HOLLYWOOD-HOLLYWOOD PARK RACE TRACK

From Hollywood Boulevard and Vine Street (Hollywood), thence via Hollywood Boulevard, Highland Avenue, Melrose Avenue, Fairfax Avenue, Wilshire Boulevard, Robertson Boulevard, National Boulevard, Washington Boulevard, Overland Avenue, Jefferson Boulevard, Sepulveda Boulevard, Centinela Avenue, Florence Avenue, and Prairie Avenue to Hollywood Turf Club.

Return via reverse of above route.

RESTRICTIONS:

The service herein authorized shall be operated only during the racing season at Hollywood Turf Club and on race days only. No passengers will be carried between two points, both of which are at or between Centinela Avenue and La Brea Avenue on the one hand, and Hollywood Turf Club on the other hand.

LINE 26 - HOLLYWOOD-SANTA ANITA RACE TRACK

From Hollywood Boulevard and La Brea Avenue (Hollywood), thence via Hollywood Boulevard, Prospect Avenue, Vermont Avenue, Los Feliz Boulevard, Brand Boulevard (Glendale), Broadway, Colorado Boulevard, Orange Grove Avenue, Green Street (Pasadena), Arroyo Seco Parkway, Colorado Street, Colorado Place, and Huntington Drive to Santa Anita Race Track.

Return via reverse of above route to Arroyo Seco Parkway, thence via Colorado Street to Orange Grove Avenue, then via reverse of going route.

RESTRICTIONS:

The service herein authorized shall be operated only during the racing season and on race days only. No passengers, except those having their point of origin or point of destination at the Santa Anita Race Track in Arcadia, shall be transported locally between the intersection of Arroyo Seco Parkway and Colorado Street, Pasadena, and the westerly point of the Santa Anita Race Track.

Applicant is authorized to turn its motor vehicles at terminal and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, or in accordance with local traffic rules.

III

(1) That Asbury Rapid Transit System, a corporation, and Metropolitan Coach Lines, a corporation, be and they hereby are authorized to establish, on not less than five days' notice to the Commission and to the public, the zones, fares, joint fares, and transfer privileges as set forth in the appendix to this decision which is made a part hereof.

(2) That in addition to the required filing and posting of tariffs, applicants shall give notice to the public, by posting in its buses and terminals in use in the San Fernando Valley, a printed explanation of the route changes, increase in fares,

zone changes, joint fares and transfer privileges herein authorized, such notice to be posted not less than five days before the effective date of said route, zone and fare changes, and shall remain posted until not less than twenty days after said effective date.

IV

That, except as herein specifically authorized, Applications Nos. 36673 and 36686 (as amended) be and they hereby are denied, and the authority herein granted shall expire unless exercised within sixty days after the effective date of this order.

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

Dated at San Francisco, California,
this 9th day of August, 1955.

John E. Mitchell
President
James J. Caenen
Ronald W. Freeman
William J. Foley
R. H. Hertz
Commissioners

APPENDIX

ZONES, FARES AND TRANSFER PRIVILEGES

ASBURY RAPID TRANSIT SYSTEM

(A) Zones:

Fare zones limits are to be established substantially as shown on the map shown on Sheet 2 of Exhibit 27, with the following modifications:

- (1) At Warner Brothers Studio, near Olive Avenue and Hollywood Way, Burbank, modification is to be made so that zone along Hollywood Way south of Victory Boulevard will extend to the Studio, instead of terminating at Riverside Drive.
- (2) Zone in San Fernando between Terra Bella and San Fernando Mission Boulevard is to be divided into two zones, the zone line to be made at the Asbury depot in San Fernando.
- (3) Zone in the North Hollywood area along Laurel Canyon Boulevard between Magnolia Boulevard and Oxnard Street shall be revised to end on the north at Chandler Boulevard. Zone along Laurel Canyon Boulevard between Oxnard Street and Saticoy Street shall be extended southerly to Chandler Boulevard.

(B) One-way Adult Fares:

(1) Fares on individual lines -

- | | |
|---|---|
| Line 12 - Los Angeles-San Fernando |) Fares shall be as shown in fare table contained in Exhibit 27 (Sheet 3, Alternate "C"). |
| Line 14 - Burbank-North Hollywood-San Fernando |) On each of these lines, zone fares shall be on basis of |
| Line 15 - San Fernando-Olive View-U.S.Veterans Hospital |) 17¢ for any two contiguous zones plus 6¢ increment for |
| Line 16 - Sun Valley-North Hollywood |) each added zone of travel. Exception: |
| Line 17 - Hollywood-Pasadena |) On Line 21, 17¢ |
| Line 19 - Burbank Boulevard |) shall be minimum |

APPENDIX

(3) One-Way Adult Fares (Continued)

| | |
|--|---|
| Line 20 - Victory Boulevard |) fare in Hollywood |
| Line 21 - Culver City- Hollywood-Lockheed |) Zone, extending from Fairfax and Wilshire |
| Line 22 - Hollywood-Surbank |) Boulevard to Vine Street and Hollywood Boulevard, plus 6¢ increment for each added zone of travel beyond Hollywood Zone. |
| Line 25 - Hollywood- Hollywood Park Race Track |) Fares shall be as requested by the applicant. |
| Line 26 - Hollywood-Santa Anita Race Track |) |

(2) Fares between lines of Asbury -

Fares shall be named between all lines and transfers permitted at all points where lines intersect or terminate, except as otherwise indicated below. No fares shall be established which would permit a passenger to travel on any line or combination of lines in a manner contrary to the restrictions included in the certificate contained in the order. No fares between lines shall be named to or from Line 25 - Hollywood-Hollywood Park Race Track, or Line 26 - Hollywood-Santa Anita Race Track, or between Line 17 and Lines 21 or 22 with transfer in Hollywood.

Fares between lines shall be constructed as follows:

(a) Between all lines in San Fernando Valley*: 17¢ minimum fare for two contiguous zones, plus 6¢ increment for each added zone of travel.

(b) From points south of Alameda Avenue and San Fernando Road on Line 12 to points in San Fernando Valley*: To the fare on Line 12 through the Surbank Zone, add 6¢ increment for each added zone of travel in San Fernando Valley*. Fares in the reverse direction shall be constructed in the same manner.

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(B) One-Way Adult Fares (Continued)

(c) From points south of Barham Boulevard and Hollywood Freeway on Line 21 or Line 22 to points in San Fernando Valley*: To the fare on Line 21 or 22 through the Universal City Zone, add 6¢ increment for each added zone of travel in San Fernando Valley*. Fares in reverse direction shall be constructed in the same manner.

* San Fernando Valley is defined as the area served by applicant which is north of Barham Boulevard and Hollywood Freeway or north and west of Alameda Avenue and San Fernando Road.

(C) One-Way Child's Fares:

One-way fares for children shall be one-half the adult one-way fares, adding sufficient, when necessary, to make child's fare end in "0" or "5", with the exception that minimum child's fare shall be 17¢.

(D) Adult Commutation Fares:

Ten-ride commutation tickets, good for transportation within thirty days from date of sale, of bearer only, shall be sold at rates named as follows:

| Where the One-Way Adult Fare is | Fare for Ten-Ride Commutation Ticket will be |
|---------------------------------|--|
| \$.41 | \$3.90 |
| .47 | 4.50 |
| .53 | 5.05 |
| .59 | 5.60 |
| .64 | 6.10 |
| .65 | 6.20 |
| .68 | 6.50 |
| .71 | 6.75 |

(E) School Commutation Ticket Fares:

Forty-ride school commutation tickets shall be sold at rates named below:

| Where the One-Way Adult Fare is | Fare for Forty-Ride School Commutation Ticket will be |
|---------------------------------|---|
| \$.17 | \$ 3.60 |
| .20 or .23 | 4.80 |
| .25 or .29 | 6.00 |
| .35 | 7.20 |
| .41 | 8.40 |
| .47 | 9.60 |
| .53 | 10.80 |
| .59 | 12.00 |

APPENDIX

ASBURY RAPID TRANSIT SYSTEM and METROPOLITAN COACH LINES

(A) Joint One-Way Adult Fares:

Joint fares shall be named between all Asbury Rapid Transit Lines and all Metropolitan Coach Lines in the San Fernando Valley*, and transfers permitted at all points where lines intersect or terminate. Joint fares are to apply and transfers permitted only within the area defined as San Fernando Valley*, and are not to apply between points in San Fernando Valley and points outside that area, with the exception that joint fares with Line 86 of Metropolitan Coach Lines-Riverside Drive shall be named and transfers permitted.

Joint fares shall be constructed as follows:

- (1) Between all lines in San Fernando Valley* on lines of both carriers: 17¢ minimum fare for two contiguous zones, plus 6¢ increment for each added zone of travel. Zones on Asbury Rapid Transit Lines are to be substantially as shown in map contained in Exhibit 27 as modified herein. Zones on Metropolitan Coach Lines in San Fernando Valley are as set forth in that company's Local Passenger Tariff No. 7, Cal. P.U.C. No. 9, supplements thereto or re-issues thereof. No transfers to lines of Asbury are to be issued on Metropolitan token fares.

*See subparagraph B-2 for limits of area.

(B) Joint One-Way Child's Fares:

Joint one-way fares for children shall be one-half the joint adult one-way fares, adding sufficient, when necessary, to make child's fare end in "0" or "5", with the exceptions that minimum child's fare shall be 17¢, and that no child's fare shall be named so as to contravene local child's fares on Line 86 of Metropolitan Coach Lines.

(C) Joint Commutation Fares:

Joint fares for ten-ride commutation tickets or forty-ride school commutation tickets shall be the same as set forth herein in connection with local one-way adult fares applicable on Asbury Rapid Transit.