

Decision No. 12434

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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ORIGINAL

In the Matter of the Application of)
SOUTHERN PACIFIC COMPANY, a cor- : Application No. 6880
poration, to discontinue and abandon :
its passenger service between)
Los Angeles and Anaheim.

Elmer Westlake for Applicant.

J. H. Strine for Board of Trade of Anaheim,
and residents of Anaheim, West Anaheim,
Brookhurst, Buena Park, Norwalk, Downey
and Cudahy.

BY THE COMMISSION,

O-P-I-N-I-O-N

Southern Pacific Company, a corporation, has petitioned the Railroad Commission for an order authorizing the discontinuance of passenger train service between Los Angeles and Anaheim and intermediate points. The application alleges that the daily motor car service operated over this branch line is now and has for some months been unremunerative and that such service has been maintained and operated at a considerable loss; that there is no prospect of increasing the revenue from passenger operation on this branch line; that there are now other adequate transportation facilities for the patrons heretofore using the motor car service operated on the Anaheim branch and that the interests of the public will not be prejudiced by the proposed discontinuance of service.

A public hearing on this application was conducted by Examiner Handford at Los Angeles, the matter was duly submitted and is now ready for decision.

The passenger train service, herein proposed to be discontinued, is that rendered by a gasoline motor car between Los Angeles and Anaheim serving the intermediate communities at Vernondale, Florence, Cudahy, Vinvale, Downey, Studebaker, Norwalk, Carmenita, Buena Park, Almond, Brookhurst and West Anaheim. Two round trips daily cover the scheduled operation leaving Los Angeles at 10:00 A.M. and 5:20 P.M. and arriving Anaheim at 11:15 A.M. and 6:35 P.M. In the opposite direction leaving Anaheim at 6:45 A.M. and 12:15 P.M. arriving Los Angeles at 7:50 A.M. and 1:20 P.M.

Mr. A. F. Bowles, Assistant Superintendent of the Los Angeles Division of Southern Pacific Company, testified that the revenue derived from the passengers carried by the service proposed to be abandoned resulted in earnings of 14.82 cents per car mile for the calendar year 1920 and of 13.24 cents per car mile during the first three months of 1921. The out of pocket train operating costs (allowing no track or roadway maintenance, station expense, superintendence or general expense, depreciation, taxes or interest on investment) amounted to 47.32 cents and 42.11 cents per car mile during the respective periods. This witness attributes the decreasing patronage to the activity of motor bus competition and to the increasing use of the privately owned automobile. The majority of the patronage is that derived from commutation travel. The communities at Anaheim and Downey are served by regular auto stage lines with frequent schedules. Anaheim is also served by the rail line of the Atchison Topeka & Santa Fe Railway Company and the community at Florence is served by the Pacific Electric Railway Company.

Mr. F. S. McGinnis, General Passenger Agent of the Southern Pacific Company, testified that an average of 12 commuters used the motor car service daily between Los Angeles and Anaheim and intermediate points and that a 60 day check of local tickets sold from branch line points to points on the main line showed 155 tickets sold of which number 37 were used for transportation to Los Angeles by the motor car operated on the branch and the remaining 118 used either private conveyance or other methods of transportation into Los Angeles, the purchase of tickets from branch line points being for the purpose of checking baggage to main line destination.

A check of all tickets, except commutation, sold to or from points on the Anaheim Branch for the calendar year 1920 (filed as an exhibit herein) shows a total of 8385 tickets of which number 7187 were presented for passage on the branch and 1198 were not presented passengers having gone from or to Los Angeles by other means of transportation.

Some protest was made by representatives of intermediate communities particularly as regards Downey and Norwalk. The protest is principally as to the possible curtailment of facilities for the transportation of express packages to and from Los Angeles and other points. The express service can be cared for by other transportation facilities now serving Downey, Norwalk and Anaheim and the evidence herein shows that the revenue derived from express is less than the amount required as salary for the messenger who also acts as train baggageman. Some complaint was made as to schedules not being dependable but a detailed check covering a month's operation and presented as an exhibit shows delayed arrival in 19 instances, 15 of which were 5 minutes or less, 1 each of 7 minutes, 10 minutes, 27 minutes and 35 minutes, and in the two latter cases steam loco-

motive operation was substituted for the regular motor car. This is not an unusual or abnormal condition as regards branch line operation and does not indicate unusual or inefficient operation.

After careful consideration of all the evidence and exhibits in this proceeding we are of the opinion and hereby find as a fact that the continued operation of passenger train service by applicant between Los Angeles and Anaheim and intermediate points is not justified by the revenue resulting from such operation, the bare train operating costs being approximately three times the revenue and no allowance or consideration being given to other items of expense nor to taxes, depreciation or interest on the investment devoted to this service. Other methods of transportation have supplanted the service offered by applicant and are being patronized by the public to an extent that results in the continued operation of the motor car passenger service accumulating a constant and increasing deficit. The application will be granted.

O-R-D-E-R

A public hearing having been held in the above entitled proceeding, the matter having been duly submitted and the Commission being now fully advised and basing its order on the finding of fact as appearing in the opinion which precedes this order,

IT IS HEREBY ORDERED that applicant, Southern Pacific Company, be and the same hereby is authorized to suspend and discontinue passenger motor car service on the Anaheim Branch of its Los Angeles Division between Los Angeles and Anaheim and intermediate points.

The Commission hereby reserves the right to make such other and further orders in this proceeding as to it may appear just and proper or as the future public convenience and necessity may, in the opinion of the Commission, demand.

Dated at San Francisco, California, this 27th day of August, 1923.

C. Seaver
H. B. ...
Dwight Martin

Commissioners