

ORIGINAL

Decision No. 18051.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of Application of THE PACIFIC ELECTRIC RAILWAY COMPANY for permission to discontinue operation of the Los Angeles Union Stockyards motor coach line between Twentieth Street and Long Beach Avenue, in the city of Los Angeles, and Los Angeles Union Stockyards, in the State of California.

APPLICATION NO. 13043.

C. W. Cornell, for Applicant.

BY THE COMMISSION:

O P I N I O N

In this proceeding the Pacific Electric Railway Company, a corporation, seeks authority to discontinue operation of its Los Angeles - Union Stockyards motor coach line, operating between Twentieth Street and Long Beach Avenue in the city of Los Angeles, and via Downey Road to the Union Stockyards in the county of Los Angeles.

A public hearing herein was conducted by Examiner Williams at Los Angeles.

Authority to conduct this operation was granted by this Commission in Decision No. 11339, dated December 11, 1922, on application No. 8381. Originally the service extended south into the municipality of Maywood and the unincorporated territory of the Bell district, but the operation south of the Union Stock-

yards was discontinued by permission of this Commission during the power shortage of 1924. The service makes connection with applicant's rail line at Long Beach Avenue and Twentieth Street, and also with the lines of the Los Angeles Railway at Twenty-sixth Street and Santa Fe Avenue.

The application for permission to discontinue the service is based upon the extreme losses sustained in the operation since its inception. Applicant's Exhibit No. 4, filed at the hearing, shows that the out-of-pocket cost of the operation from October 1, 1925, to July 31, 1926, inclusive, amounted to \$4721.02. It was the testimony of O. A. Smith, passenger traffic agent of applicant corporation, that the losses have continued without material change since July, 1926, to the present time. The same exhibit reveals that the operating cost per mile, including taxes, is 23.93 cents, while the operating revenue per mile is only 6.99 cents. The net loss for the period October 1, 1925, to July 31, 1926, amounted to \$6268.74. Exhibit No. 3, produced during the testimony of Mr. Smith, shows a generally decreasing volume of business each month.

Since the establishment of this line, motor coach service from the Union Stockyards to Whittier Boulevard, connecting with lines of the Los Angeles Railway, has been established by Glenn W. Barnes under authority of this Commission. There has further been provided, by the Stimson Transit Company, bus service from Maywood and Bell to a point near the Union Stockyards and the Central Manufacturing District. Also, motor coach service between the same points but over different routes is being furnished by the Los Angeles Railway; and it was shown by the testimony in the instant proceeding that on

February 6, 1926, the Los Angeles Railway placed in operation an extension of its Santa Fe Avenue line and now operates street car service via Leonis Boulevard through the city of Vernon, this service terminating at the same point where applicant's motor coach service terminates. In view of these facts, it appears that abundant transportation facilities to and from the Union Stockyards and the Central manufacturing District are being provided by other carriers.

The record further shows that applicant's motor coach service receives practically all of its patronage either from passengers on its rail lines or on the lines of the Los Angeles Railway in the city of Los Angeles and at the Stockyards, and that the intermediate business is negligible.

The foregoing facts disclose nothing to encourage even the remote expectation that this motor coach line will ever be able to pay the out-of-pocket cost of its operation, and we believe that discontinuance of the service will not only be of no injury to the public, but will tend to conserve applicant's ability to perform efficient service on its other lines.

No one appeared to protest the granting of the application.

It is our finding, therefore, that public convenience and necessity no longer require operation by applicant Pacific Electric Railway Company of motor coach service between Twentieth Street and Long Beach Avenue in the city of Los Angeles, and the Union Stockyards in the county of Los Angeles, and that authority to discontinue said service should be granted as applied for herein. The order following will so provide.

O R D E R

Pacific Electric Railway Company, a corporation, having made application to the Railroad Commission for authority to discontinue operation of its Los Angeles Union Stockyards motor coach line, operated between Twentieth Street and Long Beach Avenue in the city of Los Angeles, and the Union Stockyards in the county of Los Angeles, a public hearing having been held, the matter having been duly submitted and now being ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity do not require the continued operation by Pacific Electric Railway Company of motor coach service between Twentieth Street and Long Beach Avenue in the city of Los Angeles, and the Union Stockyards in the county of Los Angeles, over and along the following route:

Commencing at Twentieth Street and Long Beach Avenue, east on Twentieth Street to Alameda Street, thence south on Alameda Street to Twenty-fifth Street, thence east on Twenty-fifth Street to Santa Fe Avenue, thence south on Santa Fe Avenue to Twenty-sixth Street, thence east on Twenty-sixth Street to Jaboneria Road, thence to Downey Road, thence south on Downey Road to Los Angeles Union Stockyards, returning over the same route; and

IT IS HEREBY ORDERED that authority to discontinue operation of said motor coach service be and the same hereby is granted, and that all authority to conduct said service heretofore granted to applicant Pacific Electric Railway Company in Decision No. 11639 on Application No. 8381, be and

the same hereby is revoked and rescinded.

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

Dated at San Francisco, California, this 14th
day of March, 1927.

Emmerts
H. B. Bondage
C. J. Seaver
Leon W. Hall
Thos. D. Rowley
Commissioners.