

Decision No. 18186**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

_____)
 In the Matter of Application of the)
 PACIFIC ELECTRIC RAILWAY COMPANY)
 for permission to discontinue opera-)
 tion of portion of the Long Beach-)
 Venice Motor Coach Line, between the)
 City of Compton and the City of Long)
 Beach, in the State of California.)
 _____)

Application No. 12681.

C. W. Cornell, for Applicant.
 Fred F. White, Assistant City Attorney,
 for City of Long Beach, Protestant.
 A. C. Cooney, City Attorney, for the City
 of Compton, Interested Party.

BY THE COMMISSION:

O P I N I O N

The Pacific Electric Railway Company, applicant herein, seeks by this application to discontinue a portion of the motor bus service operated by applicant between Long Beach and Venice in Los Angeles County. Applicant herein proposes to abandon that portion of the operation between Long Beach and Compton and to substitute therefor a service between Long Beach Boulevard and Main Street, Compton, in connection with applicant's service between Long Beach and Huntington Park via Long Beach Boulevard.

Public hearings herein were conducted by Examiner Williams at Los Angeles.

Applicant acquired by purchase, with the approval of this Commission (Decision No. 14971 on Application No. 11139), two lines formerly operated by the Compton Transportation Company. One of these lines operates between Long Beach and Huntington Park over Long Beach Boulevard. The other parallels this line from Long Beach to the

intersection of Main Street in the City of Compton and then continues westwardly through Compton, Gardena and Inglewood, to Venice. The abandonment proposed is the parallel duplicate service now conducted between Long Beach and Compton. Upon the abandonment of this portion of the Long Beach-Venice Line, applicant proposes to install service between Long Beach Boulevard and Venice over the route now used in the operation, with right of transfer to and from Long Beach and Huntington Park bus line or the Long Beach-Los Angeles rail service passing through Compton. Passengers travelling from Long Beach to Venice, therefore, will have the option to travel on either the rail or the bus lines between Long Beach and Compton, and there transfer to the busses operating to and from Venice; also, passengers will receive transfers to and from Los Angeles under proper through rates. The advantage of the new arrangement is that it relieves applicant of the duty of providing duplicate equipment and service over the same route between Long Beach and Compton, thus introducing economy in operation that may curtail further losses.

Applicant's Exhibit No. 1 shows that the operating losses sustained by this operation between June, 1925, and July, 1926, inclusive, amounted to \$3,004.63, without including depreciation, taxes or return on investment. Including these items, the operating losses during the same period were \$11,973.44. The same exhibit shows that the average earnings during the same period were 10.16 cents per mile, the average expense per mile being 18.28 cents. Exhibit No. 6 shows that from July to December, 1925, inclusive, the average number of passengers carried per month was 2562 and from January to July, 1926, inclusive, the average number of passengers carried per month was 2441, or a loss of 121 passengers monthly.

It is the testimony of O. A. Smith, Passenger Traffic Manager of applicant company, that the operation, as now conducted, is useful only to the public between Compton and Venice, and par-

ticularly between Inglewood and Venice. Mr. Smith stated applicant will provide all the equipment necessary for the bus service and maintain such additional schedules between Long Beach and Compton as may be required. No change in fares is proposed and the tickets will be usable on either rail or bus service at the convenience of the passenger.

Applicant, by amendment, asked for a change of routing in the City of Inglewood, in order to avoid duplication of service already given by the Los Angeles Railway. This request was not opposed and appears reasonable from both the operating standpoint of applicant and the service to the public between Inglewood and Venice. Applicant also asks restriction made upon its operations transporting passengers locally from Broadway in Hawthorne to Inglewood, this territory being served by the Los Angeles Railway, and there appears to be no objection to this restriction. At the first hearing, the abandonment of the service between Long Beach and Compton was opposed by the City of Long Beach and at the request of this protestant the hearing was continued to enable protestant to produce testimony. However, before the adjourned hearing was called, Bruce Mason, City Attorney of Long Beach, by his chief deputy, F. F. White, filed a written communication with the Commission, stating that the City Council had withdrawn formal protest and stating that the City of Long Beach has no objection to the granting of the application.

While the City of Compton appeared in the proceeding, its City Attorney, Mr. Cooney, stated that the City of Compton had no objection whatever to the abandonment and altered service.

Consideration of the testimony and exhibits filed by applicant seems somewhat emphatic that the operations of this carrier since June 10th, 1925, when it assumed operation of the bus service, justify modification of its duty under its certificate.

It appears that the passengers now transported separately by a parallel service can just as well be transported by the present or enlarged service on the Long Beach-Huntington Park Line, and eliminate the expense of the parallel service. The number of passengers using the bus service for connections in Compton with the Venice Line is much less than that using the rail service to Compton.

It is proposed by applicant to conduct operation between Compton and Venice with close connections with both bus and rail services and to operate four round trips between termini daily, with additional service on Sundays, caring for the late hours. Applicant stipulated that it would add such other schedules and connections as the traffic might justify.

It is therefore our finding as a fact, upon the record herein, that public convenience and necessity do not require further operation of applicant's bus line established under the authority of Decision No. 14971, upon Application No. 11139, between Long Beach and Compton, and that this operation of applicant's service should be abandoned; that the changes in routing and restrictions sought by applicant are reasonable and should be granted. An order accordingly will be entered.

O R D E R

Pacific Electric Railway Company, having petitioned this Commission for authority to discontinue a portion of its service between Long Beach and Venice via Compton, and to reroute and restrict the remaining portion of its operation between Compton and Venice, a public hearing having been held, the matter having been duly submitted and now being ready for decision, therefore

IT IS HEREBY ORDERED that the applicant herein be permitted to discontinue the operation of busses between Long Beach and Compton on its Long Beach-Venice Line and that the certificate heretofore granted by Decision No. 14971, upon Application No. 11139, be modified to provide for discontinuing that portion of service between Long Beach and Compton and for continuing the operation of service only from the junction of Main Street and Long Beach Boulevard, westwardly through Compton, Gardena and Inglewood, to Venice, over the route now traversed, and with the duty of making transfers between the auto stage line of applicant herein between Long Beach and Huntington Park and the electric rail line of applicant herein between Long Beach and Los Angeles, at the rates now established for such service between Long Beach and Venice; and further, that applicant may reroute its operation in the City of Inglewood as follows:

Commencing at the intersection of Redondo Boulevard at Grace Avenue; thence westerly along Redondo Boulevard to Commercial Street; thence northeasterly on Hawthorne Street to Edgewood Street; thence northwesterly on Edgewood Street to Warren Lane; thence northeasterly on Warren Lane to Centinela Avenue;

and further, that applicant be restricted from providing any local service on said bus line between the intersection of Redondo Boulevard and Grace Avenue, in the City of Inglewood, and the intersection of Hawthorne Avenue and Broadway in the City of Hawthorne, and

IT IS HEREBY FURTHER ORDERED that applicant, within twenty (20) days from date hereof, file with this Commission corrected rates, routes, and time schedules.

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 7th day of April, 1927.

E. J. [Signature]

A. Seamy

Thos B. [Signature]

Commissioners.