

Decision No. 20182

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of	)
LOS ANGELES & SALT LAKE RAILROAD	)
COMPANY, a corporation, for authority	)
to discontinue operation of its	)
Anaheim Branch passenger trains	)
Nos.152, 153, 154 and 155, its	)
Pasadena Branch passenger trains	)
Nos.31, 32, 36 and 37, and its San	)
Pedro Branch passenger trains	)
Nos.41, 42, 45 and 46.	)

Application  
No.14827

- F. G. Athearn and Fred E. Pettit, Jr.,  
for Applicant.
- J. J. Deuel, Manager, and Edsol Abel,  
Attorney, Law and Utilities Department,  
California Farm Bureau Federation,  
Interested party.
- J. O. Marsh and F. F. Ball, for Board of  
Public Utilities and Transportation,  
City of Los Angeles, Interested party.
- Milton Bryan, Deputy City Attorney, for  
Jess E. Stephens, City Attorney.  
City of Los Angeles, Interested party.
- Charles A. Bland, for Long Beach Chamber of  
Commerce, Interested party.
- J. E. Eull, Deputy City Attorney, for City  
of Long Beach, Interested party.
- David Bush, for Lang Transportation Company,  
Motor Coach Company, and B. & H. Transportation  
Company, Interested parties.
- Harry Drake, for Terminal Island Transportation  
Company, Interested party.
- Horace E. Veddar, City Attorney, for City of  
South Pasadena, Interested party.

BY THE COMMISSION -

O P I N I O N

Los Angeles & Salt Lake Railroad Company, a corporation, has petitioned the Railroad Commission for an order authorizing the discontinuance of passenger train service on its Anaheim Branch as now rendered by its trains Nos.152, 153, 154 and 155; on its Pasadena Branch as now rendered by trains Nos.31, 32, 36 and 37; and on its San Pedro Branch as now rendered by trains Nos.41, 42, 45 and 46.

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.

From the record herein it appears that the revenue derived from the operation of the trains herein proposed to be discontinued, for the period from January 1, 1926, to March 31, 1928, is as follows:

<u>BRANCH</u>		<u>TRAINS</u>				<u>REVENUE</u>
	Train Nos.	41	42	45	46	\$19783.28
San Pedro	Average Revenue per train mile.	.270	.232	.211	.187	.238
	Train Nos.	31	32	36	37	4363.08
Pasadena	Average Revenue per train mile.	.189	.108	.108	.128	.133
	Train Nos.	152	153	154	155	2231.40
Anaheim	Average Revenue per train mile.	.032	.016	.027	.031	.027

The expense of operating the service, excluding all items other than direct train service expense as well as taxes or any return on the investment for the same period is reflected by the following compilation:

<u>BRANCH</u>	<u>TRAIN NUMBERS</u>				<u>OPERATING COST</u>
San Pedro	41	42	45	46	\$100449.63
Average cost per train mile.	\$1.166	1.160	1.170	1.153	1.162
Pasadena	31	32	36	37	60575.30
Average cost per train mile.	\$1.275	1.269	1.275	1.274	1.273
Anaheim	152	153	154	155	45123.44
Average cost per train mile.	\$0.5367	0.5367	0.5367	0.5367	0.5367

The net operating loss for the 27 months period has been \$179770.61, or an average of \$6658.17 per month, such loss not including taxes, depreciation or any interest on an equipment investment of approximately \$154951.72 used in the local passenger service.

In the event of the granting of the application it is proposed to operate two mixed trains daily on the Pasadena branch; one on the Anaheim branch; and one passenger and express train will be continued on the San Pedro branch.

There was no protest against the granting of the application. The cities of Los Angeles and South Pasadena, by the filing of formal resolutions, favor the discontinuance of all train service on the Pasadena Branch and the operation of the proposed two round-trip mixed trains over the tracks of The Atchison, Topeka and Santa Fe Railway which tracks closely parallel those of the applicant between Los Angeles and Pasadena. The proposed re-routing is suggested to remove the grade crossing hazard now

present in the portions of the cities of Los Angeles and South Pasadena through which the Pasadena branch of applicant's line passes. The matter of the joint use of tracks with the Atchison, Topeka and Santa Fe Railway Company is not one to be considered in this proceeding and may properly be the subject of negotiations between the cities and the interested railroads, or may be the subject of a formal complaint to this Commission in the event that informal negotiations result unsatisfactorily.

After full consideration of the record herein we are of the opinion and hereby find as a fact that the proposed discontinuance of passenger trains by applicant on its Pasadena, Anaheim and San Pedro branches is justified and that no inconvenience to the public will result from such discontinuance the territory in which the trains operate being amply and satisfactorily served by other rail and stage lines.

#### O R D E R

A public hearing having been held on the above entitled application, the matter having been duly submitted, 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 Los Angeles & Salt Lake Railroad Company, a corporation, be and the same hereby is authorized to discontinue the operation of its Pasadena branch passenger trains Nos. 31, 32, 36 and 37; its Anaheim branch passenger trains Nos. 152, 153, 154 and 155; and its San Pedro branch passenger trains Nos. 41, 42, 45 and 46; provided, however, that applicant is hereby required to post notice advising the public

of the date of discontinuance of the aforesaid trains at all agency stations on its Beadena, Anaheim and San Pedro branches at least five (5) days prior to the date of said discontinuance.

Dated at San Francisco, California, this 29<sup>th</sup> day of

August, 1928.

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COMMISSIONERS.