

Decision No. 22688.

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application  
of PACIFIC ELECTRIC RAILWAY COMPANY  
for permission to reduce its passenger  
service to one trip in each direction  
daily in the territory from Santa Fe  
Springs, in the County of Los Angeles,  
to Fullerton and Stern, in the County  
of Orange, California.

Application No. 16690.

Frank Karr, O. A. Smith and R. E. Wedekind, for  
Applicant.  
Frank Karr, F. D. Howell and R. E. Wedekind, for  
Motor Transit Company, Interested Party.  
Albert Launer, City Attorney, by H. A. McCabe,  
for City of Fullerton, Interested Party.  
F. W. Stahler, for Yorba Linda Chamber of  
Commerce, Protestant.  
W. A. Linsdell, representing himself and other  
patrons of Pacific Electric Railway,  
Protestants.  
H. M. May, for Fullerton Chamber of Commerce,  
Protestant.

BY THE COMMISSION:

O P I N I O N

By this application, Pacific Electric Railway Company,  
applicant herein, seeks permission to reduce its passenger service  
to one trip in each direction daily in the territory between  
Santa Fe Springs, in the County of Los Angeles, and Fullerton  
and Yorba Linda, respectively, in the County of Orange, on its  
Los Angeles-Fullerton-Yorba Linda line.

A public hearing was held before Examiner Cannon at

Fullerton on July 2, 1930, at which time the matter was submitted.

Pacific Electric Railway at present offers nine schedules each way daily between Los Angeles and Fullerton and seven trips between Los Angeles and Yorba Linda. Certain of these trips involve transfer at Santa Fe Springs or at Laon Junction. The evidence shows that this service, for the most part, is lightly patronized and that for the fifteen months' period January 1, 1929, to April 30, 1930, revenues were \$23,544.48, direct expenses \$57,846.65 and taxes \$1,236.09, resulting in a net loss of \$35,538.26 or approximately \$26,500.00 a year.

Applicant desires to discontinue all but one trip daily on both its Fullerton and Yorba Linda lines, citing the ability of existing auto stage service of its subsidiary Motor Transit Company to adequately serve the public's transportation needs of the general territory served by its rail lines.

Protests were filed on behalf of certain users of the morning and evening trains to and from Los Angeles, the protestants in general being travellers on commutation tickets.

Following a review of the evidence presented, we are of the opinion that a number of the present schedules are not reasonably required for the public service, as evidenced by the many trips on which no passengers were carried. The existing auto stage service of Motor Transit Company, which is substantially similar as to running time and fares and materially better as to frequency of service to all communities except Yorba Linda, provides, and will continue to do so, a common carrier passenger service adequate for the needs of the public

in this district, according to the testimony of its general manager.

The travel checks indicate, however, considerable use of the morning and evening rail service, due, no doubt, to the lower commutation fare and the somewhat shorter running time of these trains, which operate as limited trains between Los Angeles and Santa Fe Springs. We believe that this service should be continued for the present.

It appears to be in the public interest that means be provided for the interchange of tickets between applicant and its subsidiary Motor Transit Company in this territory so that passengers finding it convenient to travel in one direction on one line and return on the other line may avail themselves of the round trip or commutation rate in making the trip. The record shows that while this is feasible, certain adjustments in present tariffs are necessary. We will not, therefore, include this as an immediate condition of the service changes but will require that a plan be submitted by applicant within thirty (30) days for the Commission's consideration.

The Commission is of the opinion that the provisions of the order herein shall not be considered as final until the proposed service has had a reasonable test, and by this we mean that if after a trial of sixty (60) days the modified fares and service do not appear to adequately answer the requirements, the matter will be reopened for consideration of such features of our order as appear to require further modification.

O R D E R

Pacific Electric Railway Company having applied for

permission to reduce its passenger service to one trip in each direction daily between Santa Fe Springs, in the County of Los Angeles, to Fullerton and Stern, in the County of Orange, a public hearing having been held, the matter being under submission and ready for decision, therefore,

IT IS HEREBY ORDERED that authority be and it is hereby granted to Pacific Electric Railway Company to reduce its service as applied for, subject to the following conditions:

(1) Two trips inbound to Los Angeles from both Fullerton and Yorba Linda in the morning and one trip outbound from Los Angeles to both Fullerton and Yorba Linda shall be operated on time schedules adapted to the needs of commuters, in addition to the one trip daily proposed by applicant.

(2) Applicant shall submit a plan, within thirty (30) days from the date of this order, for the interchange of tickets between points common to its Los Angeles-Fullerton-Yorba Linda line and lines of Motor Transit Company for the approval of the Commission.

(3) Ten (10) days' notice shall be given the public by means of notices posted in cars and at stations where service is to be reduced.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the changes authorized by this order. If said changes have not been made effective within one year from the date of this order, the authorization herein granted shall then lapse and become void unless further time is granted by subsequent order.

The Commission reserves the right to make such further

orders in this matter as to it may seem right and proper.

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

Dated at San Francisco, California, this 10th day of July, 1930.

Al Seaver

Ernest D. ...

Proctor ...

Commissioners.