

**ORIGINAL**

Decision No. 23134

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of	)
PACIFIC ELECTRIC RAILWAY COMPANY	) Application No. 16852
for authority to reduce service on	)
its Santa Monica Air Line.	)

C. W. Cornell, for Applicant.

J. Ogden Marsh, for Board of Public Utilities  
and Transportation, City of Los Angeles,  
Interested party.

A. B. Cole, in propria persona, Protestant.

A. E. Dombrower, in propria persona, Protestant.

R. C. Zones, in propria persona, Protestant.

BY THE COMMISSION -

O P I N I O N

Pacific Electric Railway Company, a corporation, has petitioned the Railroad Commission for an order authorizing the reduction of passenger service on its so-called Santa Monica Air Line.

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

The Santa Monica Air Line of applicant operates between the Sixth and Main Streets Los Angeles Station, along San Pedro Street, Ninth Street, Long Beach Avenue, Exposition Boulevard and other streets to Broadway, Santa Monica.

Applicant, at the present time, operates the following service, daily except Sunday, on this line:

11	9	7	5	3	1	<u>Schedule</u>	2	4	6	8	10	12
PM	PM	PM	PM	PM	PM	<u>Station</u>	AM	AM	AM	AM	AM	AM
6:10	5:36	5:12	4:42	6:50	5:42	Lv. L. Angls. Ar	6:46	7:20	7:54	8:24	6:01	7:18
6:45	6:12	5:47	5:17	7:21	6:13	11th Ave.	6:13	6:47	7:21	7:51	5:28	6:52
6:58	6:25	6:00	---	7:34	6:26	Culver Jct.	6:00	6:34	7:08	7:38	---	6:32
---	---	6:24	---	---	---	Ar. Brdway. Lv. (Santa Monica)	---	---	6:39	---	---	---

Applicant proposes to discontinue the operation of schedules Nos. 1, 2, 3, 4, 9, 10, 11 and 12, leaving one round trip daily between Los Angeles and Santa Monica, one trip from Los Angeles to Eleventh Avenue, and one trip from Culver Junction to Los Angeles.

The record shows that the reason for filing this request is occasioned by the small amount of patronage on the trains proposed to be discontinued, and the comparatively large operating loss caused by the operation of said trains.

The following traffic check shows the number of revenue passengers carried on each train operating on said line during the period October 13-18, 1930:

OCTOBER, 1930.

	<u>Schedule</u>	<u>13th</u>	<u>14th</u>	<u>15th</u>	<u>16th</u>	<u>17th</u>	<u>18th</u>	<u>Total</u>	<u>Average per trip</u>
Lv. 6th & Main	5:42 AM	0	0	0	0	0	0	0	0.0
	6:50 AM	1	2	2	3	2	1	11	1.8
	* 4:42 PM	6	4	6	7	8	5	36	6.0
	* 5:12 PM	14	16	16	14	15	6	81	13.5
	5:36 PM	5	12	9	7	5	0	38	6.3
	6:10 PM	2	6	1	0	2	0	11	1.8
Lv. Culver Jct.	6:00 AM	3	2	4	5	3	1	18	3.0
	6:34 AM	9	12	7	7	7	8	40	6.7
	* 6:39 AM	25	21	25	25	24	14	134	22.3
	* 7:38 AM	24	22	22	14	16	11	109	18.1
	5:28 PM	0	0	0	0	0	0	0	0.0
	6:32 PM	0	0	0	0	0	0	0	0.0

\* Trains to be continued.

The following table shows the results of operation on said line during the annual period ending June 30, 1930:

OPERATING REVENUE

Passenger Revenue . . . . .	\$4,736.83
Station and Car Privileges . . . . .	<u>161.00</u>
Total Operating Revenue . . . . .	\$4,897.83

OUT-OF-POCKET EXPENSES

Equipment . . . . .	\$2,811.79
Power . . . . .	2,568.25
Conducting transportation . . . . .	5,825.49
General and Miscellaneous . . . . .	<u>2.40</u>
Total Out-Of-Pocket Operating Expenses . . . . .	<u>11,207.93</u>
Net Loss, Railway operation . . . . .	6,310.10
Taxes . . . . .	<u>257.14</u>
Net Loss . . . . .	\$ 6,567.24

O. A. Smith, passenger traffic manager of applicant, testified that during the early part of 1929, at the time of renewal of the franchise on this line, the City of Los Angeles requested applicant to establish a 30-minute service on said line for a trial period of thirty days, in order to determine whether or not a more frequent service would materially increase passenger traffic and revenue. The 30-minute service was established on March 1, 1929, and was operated until June 4, 1929, with the result that the increased service was a financial failure.

The record shows that the Santa Monica Air Line is single track and was designed primarily for freight operation, and it is impossible to operate a frequent and satisfactory passenger service thereon. It appears that the applicant has experimented with several types of service on this line, but each and every one has proven unsatisfactory.

A large part of the territory now served by the Santa Monica Air Line east of Culver Junction is now served by local street car or motor coach lines of the Los Angeles Railway Corporation,

the rail lines of Pacific Electric Railway Company, and the motor coach lines of the Los Angeles Motor Coach Company. Rail or motor coach lines are now operated along 9th Street, Long Beach Avenue, Hooper Avenue, Central Avenue, Griffith Avenue, San Pedro Street, Maple Avenue, Moneta Avenue, Hill Street, Figueroa Street, University Avenue, Mc Clintock Avenue, Vermont Avenue, Western Avenue, 39th Street and Jefferson Street, which streets are either parallel to or intersect the Santa Monica Air Line.

The record shows that applicant is willing to extend the leaving time of the 5:12 P.M. train from Los Angeles, so as to accommodate the passengers now using the 5:36 P.M. train, in the event the application is granted, and provided there is a request for such change.

From the record herein, we are of the opinion, and hereby conclude and find as a fact, that the continued operation of the passenger train service proposed to be discontinued is not justified by the patronage offered by the traveling public, in that the continuing decrease in revenue, in comparison to operating costs, places an undue and unwarranted burden on applicant and its patrons in the continued maintenance of the unprofitable passenger train service herein proposed to be discontinued.

#### 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 findings of fact as appearing in the opinion which precedes this order

IT IS HEREBY ORDERED that permission and authority be, and it is hereby granted to Pacific Electric Railway Company, a corporation, to discontinue the operation of such passenger

trains on its so-called Santa Monica Air Line, as are set forth in the above entitled application, subject, however, to the condition that the public be given at least five (5) days' notice of such changes by posting notices of such changes in all cars operating over said line and at all stations affected.

The Commission expressly reserves the right to issue such other and further orders in this proceeding as to it may appear just and proper, or as may be required by public convenience and necessity.

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 1st day of December, 1930.

Cl. Scamyer  
Emmanuel D. ...  
Leon ...  
Paul ...

COMMISSIONERS.