

Decision No. 23726

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of)
 PACIFIC ELECTRIC RAILWAY COMPANY,)
 a corporation, for permission to)
 discontinue the Harbor Truck Blvd.) Application
 motor coach line operated between) No.17298
 Wingfoot (Pacific Electric Station))
 in the City of Los Angeles, and)
 Ford Plant, in the City of Long)
 Beach, in the State of California.)

C. W. Cornell, for Applicant.
 F. F. Ball and S. M. Lanham, by S.M. Lanham, for
 Board of Public Utilities and Transportation,
 City of Los Angeles, Interested party.

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 abandonment of service on its Harbor Truck Boulevard Motor Coach Line operating between Wingfoot (Pacific Electric Station) in the City of Los Angeles and Ford Plant in the City of Long Beach, County of Los Angeles.

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.

The so-called Harbor Truck Boulevard Motor Coach Line of the applicant was authorized by this Commission's Decisions Nos.20861, 20991 and 21259 on Application No.15294.

Service on this motor coach line was commenced by applicant on April 1, 1929, and has been operated continuously since that time, with certain changes in service being made effective from time to time.

The financial results from the operation of this line for the period April 1, 1929, to March 31, 1931, both dates inclusive, are as follows:

	April 1, 1929. to Dec. 31, 1929.	Year to 1930	Jan. 1, 1931 to Mar. 31, 1931	TOTAL
Passenger Revenue	\$ 1030.59	\$ 1,174.31	\$ 215.01	\$ 2419.91
Station and car privileges	<u>56.22</u>	<u>56.20</u>	<u>10.26</u>	<u>122.68</u>
Total Operating revenues.	\$ 1086.81	\$ 1,230.51	\$ 225.27	\$ 2542.59
Operating expenses (out of pocket)	<u>5897.07</u>	<u>5,075.42</u>	<u>285.26</u>	<u>11857.75</u>
Net less motor coach operation	\$ 4810.26*	\$ 3,844.91*	\$ 659.99*	\$ 9315.16*
Taxes assignable	<u>221.07</u>	<u>262.72</u>	<u>48.44</u>	<u>532.23</u>
Motor coach oper- ating loss	\$ 5031.33*	\$ 4107 .63*	\$ 708.43*	\$ 9847.39*

* Indicates loss.

It will be noted from the above statement of operating statistics that applicant since the establishment of the line, has not made out-of-pocket operating expenses, and has, during the period of April 1, 1929, to March 31, 1931, both dates inclusive, incurred an out-of-pocket operating loss of approximately \$9850.00, exclusive of general overhead or any return as interest on the investment.

It is the contention of the applicant that there is not sufficient patronage on the Harbor Truck Boulevard Motor Coach Line to justify its continued operation; that there is no prospect of additional traffic resulting in the line becoming a financial success within a reasonable time; that a check of travel made during the month of February, 1931, indicates an average of but two passengers per trip; and that the travel check indicates that public convenience and necessity does not exist to an extent

justifying the existence of any of the trips now operated.

Although all interested parties were notified by posting of notices of hearing in all buses on the line proposed to be discontinued, there was no appearance at the hearing in protest to the granting of the application.

After carefully considering all the evidence in this proceeding, it appears that the continued operation of applicant's Harbor Truck Boulevard Motor Coach Line, herein proposed to be discontinued, is not justified by the patronage offered by the traveling public in that the amount of revenue received, when compared with the operating costs, does not result in sufficient revenue to meet out-of-pocket operating expenses, thereby placing an undue and unwarranted burden on the applicant and its patrons in the continued maintenance of the unprofitable service herein proposed to be discontinued, therefore, the application should be granted.

Inasmuch as there appears to be no prospect of the line operating on a self supporting basis within the reasonable near future, there appears to be no justification for permitting the applicant to retain its operative right in the event of complete abandonment of service.

ORDER

A public hearing having been held on the above entitled application, the matter having been duly submitted, and the Commission being now fully advised,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to Pacific Electric Railway Company, a corporation, to discontinue service on its so-called Harbor Truck Boulevard Motor Coach Line, operating between Wingfoot (Pacific Electric station) in the City of Los Angeles and Ford Plant in the City of Long Beach, County of Los Angeles, as applied for herein, and to cancel, in conformity with the rules of this Commission, all rate tariffs and time schedules between said points, subject

to the following conditions:

1- Applicant shall afford the public at least ten (10) days notice of abandonment, by posting notice of abandonment of service at the termini of said line, at all stations affected, and on all motor coaches operated on said line.

2- If the service has not been abandoned, as authorized herein, within one (1) year from the date of this order, the authorization herein granted shall lapse and become void, unless further time is granted by subsequent order of this Commission.

3- Applicant shall within thirty (30) days thereafter advise the Commission of the abandonment of service herein authorized.

4- 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 the public convenience and necessity may require.

IT IS HEREBY FURTHER ORDERED that effective on the date that discontinuance of service is made by the applicant, as herein authorized, this Commission's Decisions Nos. 20861, 20991 and 21259 on Application No. 15294, as decided March 11, 1929, April 18, 1929, and June 18, 1929, respectively, be and the same hereby are revoked and annulled.

For all other purposes, the effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 25th day of

May, 1931.

C. L. Seamy
Leon Whitney
W. J. Am
M. B. Harris
Jos. G. Stewart
COMMISSIONERS.