

Decision No. 25372.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of  
PACIFIC ELECTRIC RAILWAY COMPANY, a  
Corporation, for an in lieu certifi-  
cate of public convenience and necessity.

ORIGINAL

Application No. 17984.

R. E. Wedekind, for Applicant.  
James Gunn, for Board of Public Utilities &  
Transportation of the City of Los Angeles,  
Interested Party.  
R. D. Wickham, for City of Alhambra.  
Herman Louis, in propria persona, Protestant.  
Carl I. Jacobson, in propria persona, Protestant.  
W. C. Fox, in propria persona, Protestant.

BY THE COMMISSION:

FOURTH SUPPLEMENTAL OPINION

The Pacific Electric Railway Company has applied for authority to discontinue all service on Sundays and holidays and the last two round trips at night on weekdays on its Emery Park Motor Coach Line in the cities of Los Angeles and Alhambra, in the County of Los Angeles.

A public hearing on said application was conducted before Examiner Kennedy at Los Angeles on September 30, 1932, at which time the matter was duly submitted.

Applicant's Emery Park Motor Coach Line operates through a well developed residential section and a small neighborhood business section. At the intersection of Huntington Drive and

Eastern Avenue said motor coach line connects with applicant's Sierra Vista rail line for transportation to downtown Los Angeles. The service on said motor coach line was established for two purposes, first, for transportation between the residential section and the neighborhood shopping district and, secondly, for transportation between the residential section and the Sierra Vista rail line.

Applicant alleged that the operations of said motor coach line have been conducted at a material out-of-pocket loss ever since inception; that travel on said line has been continuously decreasing due to the business depression and unemployment; that the line is operated with one bus on a thirty-minute headway, so that operating expenses cannot be materially reduced except by discontinuance of the service as proposed; that the present financial condition of the company makes it imperative that all reasonable economies be effected, and that, in applicant's opinion, public convenience and necessity will not be unreasonably affected by the discontinuance of service as proposed.

The following tabulation shows the financial results of operation for said line during the period January 1, 1932, to June 30, 1932, inclusive:

Passenger Revenue, .....	\$2,268.16
Advertising in Motor Coach .....	53.13
Total Operating Revenue .....	<u>\$2,321.29</u>
Operating Expenses (out-of-pocket)....	3,339.73
Net Loss from Operation .....	<u>\$1,018.44</u>
Taxes .....	244.57
Motor Coach Operating Loss .....	<u>\$1,263.01</u>

It may be seen from the above tabulation that the out-of-pocket loss for the first six months' period of 1932 is approximately \$1,300. Applicant estimates that the reduction in service as proposed will result in a net saving of approximately

\$150. per month, so that the operation will continue to be carried on at an out-of-pocket loss with the reduction in service effected.

The record shows that a traffic check was taken for five Sundays and one holiday in July, which showed the average traffic during these days to be 2.2 passengers per trip. The record also shows that out of a total of 133 passengers carried on this line on Sunday, July 10, 1932, 90 of said passengers boarded the bus within one-fourth mile of the Sierra Vista rail line. A traffic check for the last two round trips at night for the period July 25-30 shows an average traffic of 2.4 passengers per trip.

The fares charged on said motor coach line are 5 cents locally and 10 cents with a transfer to the Sierra Vista line for transportation to downtown Los Angeles. Applicant does not propose to change said fares.

The residents of the district served by said line who appeared in protest to the granting of this application testified that it was desirable to have the company continue said motor coach service on Sundays and holidays and during the late night hours on week days; that a number of railroad men reside in the district and are subject to call during all hours of the day and on Sundays and holidays; that the discontinuance of the late night service (10:40 P.M. and 11:10 P.M.) would be an inconvenience to those attending night school and that said motor coach line is the only means of transportation to the district involved.

The record shows that the Board of Public Utilities and Transportation of the City of Los Angeles is not opposed to the granting of this application. The City of Alhambra took no position relative to the granting of this application.

After carefully considering all of the evidence in this

proceeding, it appears that the continued operation of the motor coach service herein proposed to be discontinued is not justified by the patronage offered by the traveling public in that the amount of revenue, in comparison to operating costs, places an undue and unwarranted burden on applicant and the patrons in the continued maintenance of the unprofitable motor coach service herein proposed to be discontinued.

#### FOURTH SUPPLEMENTAL ORDER

The Pacific Electric Railway Company having filed the above entitled application, a public hearing having been held, the matter having been duly submitted and the Commission being now fully advised,

IT IS HEREBY ORDERED that Pacific Electric Railway Company is hereby authorized to discontinue all service on Sundays and holidays and the last two round trips at night on weekdays on its so-called Emery Park Motor Coach Line, in the cities of Los Angeles and Alhambra, in the County of Los Angeles, subject to the following conditions:

1. Applicant shall afford the public at least ten (10) days' notice of such discontinuance of service by posting notice of such discontinuance in all motor coaches operating on said line and in all trains operating on its Sierra Vista rail line.
2. Applicant shall notify the Commission, in writing, within thirty (30) days after said discontinuance has become effective.
3. If said service has not been discontinued within one (1) 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.

4. The Commission reserves the right to issue such other and further orders in this proceeding as to it may appear just and proper, as in its opinion, 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 21<sup>st</sup> day of November, 1932.

W. Deane  
Leon Whitely  
W. J. Lane  
M. B. Harris  
Fred G. Stevens  
Commissioners.