

ORIGINAL

Decision No. 5147

DECISION NO. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

SEASIDE PARK PROPERTY OWNERS'
ASSOCIATION,

Complainant,

-vs-

PACIFIC ELECTRIC RAILWAY COMPANY,
a corporation,

Defendant.

CASE NO. 1186.

Lionel A. Johnston, for Complainant.
Frank Karr, for Defendant.

GORDON, Commissioner.

O P I N I O N

Seaside Park Property Owners' Association alleges that the infrequent street car service rendered by the Pacific Electric Railway Company to the portion of the city of Long Beach known as Seaside Park has seriously impaired the property values in such district and has resulted in a material loss of fares which would accrue to the Pacific Electric Railway if a more frequent service were to be given. Complainant requests an order of the Commission requiring a service on a twenty-minute headway and that a connection be made with the main line train due to leave Los Angeles for Long Beach at 11.15 PM.

The defendant filed its answer denying the allegations of the complaint and alleging that the present service is reason-

able in that extra service is provided whenever the same is justified by the requirements of traffic, and that a reasonable service which should be placed in effect would be the elimination of all local service after the hour of 7.45 PM and the substitution of two through trains to Seaside Park, same to be a continuation of the main line trains now leaving Los Angeles for Long Beach at 9.00 PM and 11.15 PM respectively.

A public hearing was held at Long Beach on February 8, 1918, the matter was duly submitted and is now ready for decision.

The so-called Seaside Park Line of the Pacific Electric Railway Company is a portion of the Long Beach City Line system. The line was originally constructed approximately fifteen years ago and was an extension of the Los Angeles - Long Beach Line and formerly all through trains from and to Los Angeles ran to Seaside Park. The service as an extension of the main line was discontinued some years ago and the line was thereafter operated as a portion of the system of city line service in Long Beach. In the fall of the year 1915 a general reduction of service was made by the Pacific Electric Railway on all lines and the service on the Seaside Park Line was changed from a twenty-minute headway during the entire day to a thirty-minute headway until 6.45 PM and hourly service thereafter until 11.45 PM.

It is alleged that the infrequent car service during the evening hours has retarded the development of the section known as Seaside Park although witnesses for complainant testified that real estate values had decreased about 40% since the year 1915 and that property used for rental purposes had now to be rented for about 25% less than could formerly be secured. A decrease

in the value of property has also been made by assessment for tax levy by approximately 25% It was admitted that the depreciation in values was due to a number of causes and not entirely to the car line schedules.

No automobile bus competition exists to interfere with the traffic of the Pacific Electric Railway on the Seaside Park line.

It was stated that approximately 400 to 500 families resided in the Seaside Park district and would receive the benefit of an increased car service, which was particularly necessary during the evening hours.

Checks made by the Pacific Electric Railway were presented as exhibits at the hearing and the travel during the evening when the hourly service is effective was as follows:

September 24 to 29, 1917, inclusive.

Outbound from
Long Beach.

Time.	9/24	9/25	9/26	9/27	9/28	9/29
	No. Pass.	No. Pass.	No. Pass.	No. Pass.	No. Pass.	No. Pass.
6.45 PM	5	7	3	4	3	1
7.45 PM	2	1	2	3	3	2
8.45 PM	11	15	9	0	7	11
9.45 PM	13	17	10	18	10	23
10.45 PM	1	7	15	3	4	11
11.45 PM	0	4	4	0	9	12
Daily Average:						
	5-1/3	8-1/2	7-1/6	4-2/3	3	10
Average per trip for period of Check						6-17/18
Inbound to Long Beach.						
6.52 PM	0	6	0	0	8	5
7.52 PM	0	3	4	3	2	12
8.52 PM	0	2	0	1	1	5
10.02 PM	0	0	0	2	0	2
11.07 PM	0	2	1	1	0	0
11.55 PM	2	0	1	1	0	0
Daily Aver.	1/3	2-1/6	1	1-1/3	1-5/6	4
Average per trip for period of Check						1-7/9

A later check in the month of January, 1918, shows the following result:

January 10 and 11, 1918.

Outbound from Long Beach			Inbound to Long Beach		
	<u>Jan. 10.</u>	<u>Jan. 11.</u>		<u>Jan. 10</u>	<u>Jan. 11.</u>
Time	No. Pass.	No. Pass.	Time	No. Pass.	No. Pass.
6.45 PM	0	0	6.52 PM	1	0
7.45 PM	3	4	7.52 PM	1	3
8.45 PM	3	10	8.52 PM	0	3
9.45 PM	12	6	10.02 PM	2	1
10.45 PM	8	6	11.07 PM	1	3
11.45 PM	4	2	11.55 PM	2	3
Daily Aver.	5	4-2/3		1-1/6	2-1/6
Average per trip for					
period of Check		
4-5/6			1-2/3		

Rates between Long Beach and Los Angeles are also applicable to Seaside Park and on local travel in Long Beach all local lines transfer to and from the Seaside Park line without additional fare. It appears that the Pacific Electric Railway Company contemplated an application to the Commission for permission to abandon service on the Seaside Park line for the reason that it was an unproductive branch of their system and was not producing sufficient revenue to meet operating expenses, taxes and fixed charges. At present this line is serving the shipyard industry and special cars are run during the working hours to accommodate the workmen in that industry. The record of traffic during the evening hours is conclusive that the residents of the Seaside Park district do not patronize the car service during that period and there was no evidence presented on behalf of complainants that is convincing that any more patronage would be obtained if more frequent service were to be ordered during the evening hours.

The reduction of service to two round trips after 7.45 PM, such trips to afford through service from Los Angeles, does not indicate that any particular revenue would be derived and the cost of operating the heavier cars used on the Los Angeles - Long Beach line to care for this service would closely approximate any saving to be derived from the reduction in hourly service now given by the use of the small local cars.

After careful consideration of all the evidence in this proceeding, I am of the opinion that the traffic on the Seaside Park line of the Pacific Electric Railway does not justify a change from the present thirty-minute headway during the day until 6.45 PM and hourly service thereafter until 11.45 PM, to a straight twenty-minute headway throughout the entire day. Also that no material saving could be made by the defendant company if permission were granted to eliminate the hourly service after 7.45 PM and substitute two through trains from Los Angeles in lieu thereof. I shall, therefore, recommend that the complaint be dismissed and submit the following form of order:

O R D E R

A public hearing having been held in the above entitled proceeding, the matter having been duly submitted and now ready for decision and the Commission being fully advised and believing that the complaint should be dismissed for the reasons set forth

in the preceding opinion,

IT IS HEREBY ORDERED, That this complaint be and the same hereby is dismissed.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 20th day of February, 1918.

Max Thelen
H. H. H. H. H.
H. H. H. H. H.
Edwin O. Edgerton

Commissioners.