

Decision No. 6242

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application
of PACIFIC ELECTRIC RAILWAY COMPANY
to discontinue passenger service on
its Brockton Avenue line, Riverside,
from the intersection of Arlington
Avenue and Palm Avenue, in the City
of Riverside, California.

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) Application No. 4282.
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Frank Karr and R. C. Gortner for applicant.
M. Estudillo, City Attorney, by George A.
French, Deputy, for City of Riverside.
H. W. Coffe and J. L. Richardson for various
interested property owners.

BY THE COMMISSION:

O P I N I O N

Pacific Electric Railway Company applies for
authority to discontinue street car service over its Brockton
Avenue line in the City of Riverside from the intersection of
Main and 14th Streets, southerly to Magnolia Junction, a dis-
tance of about 16,867 feet.

A public hearing upon the application was held by
Examiner Westover at Riverside January 21st. At the hearing,
applicant was granted leave to amend its prayer by also asking leave
to remove its tracks constituting its Brockton Avenue line be-
tween the points mentioned. Final exhibits have just been filed.

The Brockton Avenue line was constructed about thirty
years ago. That portion of the line upon which applicant wishes
to abandon service and remove its tracks extends from its junction
with applicant's Magnolia Avenue line at 14th and Main Streets
westerly on 14th Street to Brockton Avenue, thence southwesterly

to Jurupa Avenue, thence southerly on Brockton Avenue to West Arlington Avenue and thence westerly to Magnolia Avenue, where it joins the Magnolia Avenue line at Magnolia Junction. The two lines referred to form an elongated irregular figure eight the southerly loop being about one-third the length of the northerly one. Between 14th Street and Jurupa Avenue, which is more than half the distance southerly to Magnolia Junction in a direct line, the two lines are parallel at a distance of about 1320 feet. Southerly from Jurupa Avenue the lines converge and cross at a sharp angle near Central Avenue at a point known as Tibbetts Station, about half the distance between Jurupa Avenue and Magnolia Junction.

The Brockton Avenue line was originally operated as part of applicant's interurban line connecting Riverside and Arlington. About four years ago, when applicant's interurban line was extended from Arlington to Corona, it constructed a new line between 14th and Main Streets and Magnolia Junction via Magnolia Avenue. Besides shortening the distance 0.54 of a mile, applicant thus eliminated some bad curves and other operating difficulties on the Brockton Avenue line.

All parties agree that operation of the Brockton Avenue line southerly from Jurupa Avenue is not needed, as this territory is sufficiently served by the Magnolia Avenue portion of the through line. Particular attention will therefore be given to the territory lying northerly of Jurupa Avenue.

applicant submitted
At the hearing/checks of travel on the Brockton Avenue line between 7th and Main Streets and Magnolia Junction, April 29th to May 5th, 1918, inclusive, showing for the seven days a total of 3589 passengers carried in both

directions on 490 trips or an average of a little over 7.3 passengers per trip.

Check of travel between 14th and Main Streets and Tibbette Station, a much shorter run, for ten days to and including November 1, 1918, during the influenza epidemic, shows a total of 2675 passengers carried in both directions on 700 trips, or an average of about 3.8 passengers per trip. Similar check for the 14th, 15th, 16th and 17th days of January, 1919, showed a total of 1366 passengers carried on 280 trips or an average of 4.8 passengers per trip.

Check of travel between 14th and Main Streets and Jurupa Avenue for the week ending February 18, 1919, submitted since the hearing, shows a total of 2394 passengers carried in both directions on 448 trips, or an average of about 5.1 passengers per trip.

Applicant's estimated cost of operation per year between 6th and Main Streets and Jurupa Avenue, and its gross revenue between 14th and Main Streets and Jurupa Avenue is as follows:

Trainmen's wages 60,298 mi. @ 6.9¢ per car mile	\$4168.30
Maintenance of new car at half the average cost on old cars.....	637.92
Power 60,298 mi. @ .015¢ per car mile.....	633.13
Interest 6% on \$6300 cost of new car.....	378.00
Depreciation 5% straight line on \$6300.....	315.00
Total cost of operation.....	\$6132.35
Gross revenue, 5.1 passengers per trip at 5 cents each.....	\$5967.75
Deficit	\$ 164.60

It will be noticed that the check of travel showing an average of 5.1 passengers carried per trip, on which estimate of revenue is based, does not include the business district. The only check of travel, including the business district, showed an average of 7.3 passengers carried per trip. On the other hand, the estimate of cost of power and wages contemplates operating through the business district. It should

be noted, however, that applicant credits the line with receiving a 5¢ fare from each passenger carried, regardless of transfers received from other lines, and reduced rates for children.

In the above estimate of cost of operation, trainmen's wages are computed on a basis of 6.9¢ per car mile. In estimating at the hearing the saving to applicant by abandonment of service, wages were computed on a basis of 4.98¢ per car mile. The difference is apparently accounted for by apportioning the total wages of the entire run, Magnolia Avenue to Fairmount Park, the two lines being tied together. Terminating the run at Jurupa Avenue and deducting from the daily mileage the distance between that point and Magnolia Junction of 1.26 miles, apparently leaves sufficient "dead time" not utilized, but for which wages must be paid, to increase the cost of wages per car mile from 4.98¢ to 6.9¢.

Brockton Avenue cars are now operated between Fairmount Park north of the city and Magnolia Junction south of the city, traversing Main Street between 6th and 14th Streets, the business district, which is served also by other car lines. Applicant plans to operate the Fairmount Park line in connection with the Victoria Heights line, instead of with the Brockton Avenue line, if the present application to abandon the Brockton Avenue line south of 14th Street is granted.

Mr. Annable, applicant's General Superintendent, expressed the opinion that the present schedule on the Brockton Avenue line could be maintained by a one-man car if operation of the line were to be discontinued southerly of Jurupa Avenue. One-man safety cars have been purchased and one can be placed in operation on this line on arrival.

In computing cost of operating the line northerly of Jurupa Avenue it is apparent that the item of trainmen's wages need not be computed upon a mileage basis. The present schedule provides for service between 6:05 A.M. and 11:55 P.M. If we allow for daily wages 18 hours at 45¢ the total would amount to \$2956.50 per year, which would convert the apparent annual operating deficit of \$164.60 into an operating profit of \$1047.20 per year. However, there are

errors in applicant's table of cost of operation. Trainmen's wages should be extended as \$4160.56 instead of \$4168.30. Power should be extended as \$904.97 instead of \$633.13, and the estimated cost per car mile should be stated as 1.5 cents as shown by the testimony, instead of .015 cents. These adjustments make the apparent estimated operating profit \$783.10.

Applicant's testimony is to the effect that operating costs have been greatly increased by the advanced cost of material and labor, and that the revenue from its system in general, and particularly that arising from inter-urban travel, has been very seriously decreased by the general use of privately owned automobiles in that portion of Southern California served by its system. At the request of the Examiner, the parties submitted a map prepared by the City Engineer of Riverside and applicant's local agent there, on which is shown the dwellings lying westerly of Magnolia Avenue and served by the Brockton Avenue line, lying a quarter mile to the west, with the number of adults and school children living in each, and indicating those who maintain automobiles and those who do not. In that portion of the territory lying northerly of Jurupa Avenue there are 165 homes, 69 of which, or about 42%, maintain automobiles. In the homes without autos there are 178 adults and 93 school children; while in those with autos there are 167 adults and 55 school children.

It is apparent that in the territory in question the automobile seriously affects applicant's revenue, but that 271 of its patrons who are without automobile service would be very seriously inconvenienced and obliged to walk a quarter mile farther to its cars, if the application were granted.

The testimony presented does not justify granting the application in its entirety. We have not sufficient

data based on actual experience to show the results of operating the new one-man safety car between 14th and Main Streets and Jurupa Avenue. Six months operation under the conditions referred to should show definite and conclusive results and should afford the residents of the territory served an opportunity to show how much patronage applicant can rely upon from them. The application, therefore, should be granted as to that portion of the line southerly of Jurupa Avenue and denied as to that portion northerly of Jurupa Avenue, but without prejudice to applicant's right to again petition for relief if it then deems itself entitled to it.

We suggest that meanwhile exact data be kept showing revenue and cost of operation and maintenance.

O R D E R

PACIFIC ELECTRIC RAILWAY COMPANY having applied for authority to discontinue passenger service upon and remove its tracks and overhead construction from its Brockton Avenue line, Riverside, public hearing thereon having been held, exhibits having been filed since the hearing and the matter being submitted and now ready for decision,

IT IS HEREBY ORDERED that the application in so far as it relates to service and removal of tracks northerly of Jurupa Avenue be and it is hereby denied without prejudice.

IT IS HEREBY FURTHER ORDERED that the application as amended, in so far as it applies to discontinuance

and service and removal of tracks and overhead southerly of
Jurupa Avenue be and it is hereby granted.

Dated at San Francisco, California, this 4th
day of April, 1919.

Edwin O. Edgerton
H. J. Lusk
W. B. Brindley
James Martin
Commissioners.