

Decision No. 27363.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
PACIFIC ELECTRIC RAILWAY COMPANY for
authority to abandon its Point Fermin
Line at San Pedro in the County of
Los Angeles, California.

ORIGINAL

Application No. 19527.

R. E. Wedekind, for Applicant.

F. Landier, for San Pedro Motor Bus Association,
interested party.

J. Ogden Marsh } for the Board of Public Utilities
and } and Transportation of the City of
James Gann } Los Angeles, interested parties.

BY THE COMMISSION:

O P I N I O N

In this proceeding Pacific Electric Railway Company seeks authority to discontinue street car operation on its Point Fermin Line in the San Pedro district of the City of Los Angeles and to remove the tracks and other facilities on this line from the intersection of 6th Street and Pacific Avenue to the end of the line at Point Fermin Park, with the provision that the tracks will remain in place on that portion of the line along Pacific Avenue between 6th and 36th Streets until the street is repaved.

A public hearing was conducted on this application by Examiner Hunter on August 23, 1934, at Los Angeles, at which time the matter was taken under submission.

The Pacific Electric Railway Company has for many years operated its Point Fermin Line at San Pedro along the following route:

Beginning at Fifth Street and Harbor Boulevard (formerly Front Street), thence along Harbor Boulevard to Sixth Street, thence along Sixth Street to Pacific Avenue, thence southerly along Pacific Avenue and private right of way to Pacific Avenue and Paso del Mar; thence westerly along Paso del Mar to end of Point Fermin Line near Gaffey Street.

The length of the line is approximately two and one-half miles and is single track between the intersection of 6th Street and Pacific Avenue and the end, except for two passing tracks. The service has consisted of shuttle operation contacting the company's Los Angeles-San Pedro line at 5th Street and Harbor Boulevard, and providing approximately 20-minute headway between the hours of 5:00 A.M. and 1:30 A.M.

Exhibit A attached to the application shows the result of operation for the year 1933 to be as follows:

Total operating revenue	\$8,610.22
Railroad Operating Expense	14,809.51
Taxes assignable to railway operation	429.01
TOTAL OPERATING LOSS	\$6,628.30

Car miles operated	120,347
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Exhibit No. 2 shows that for the first six months of 1934 the company's operating loss amounted to \$3,989.30 and the car miles operated 59,712.

The record shows that the annual revenue on this line has decreased from over \$28,000 in 1923 to approximately \$8,600 in 1933.

Exhibit No. 4 sets forth the result of a traffic check taken April 23, 1934 of the number of passengers carried at certain points on this line between the hours of 7:00 A.M. and 7:00 P.M., which reveals that 312 passengers were carried on 68 cars, averaging 4.6 riders per car at the checking point.

The San Pedro Motor Coach Company operates local busses in competition with the line involved herein. This bus company operates under a permit from the City of Los Angeles as it does

not run outside the corporate limits of the City of Los Angeles, and operates approximately three times as many schedules as does applicant. The record shows that in most cases the bus operates a minute or less in advance of the street car. The bus company hauls nearly four times as many passengers on its competing line as does the Pacific Electric. The local fare in each case is five cents.

The management of the San Pedro Motor Coach Company testified that his company could carry the passengers now handled by the Pacific Electric line, in addition to its own passengers, with the busses now in operation, with the further statement that if at any time business justified it, the company would add extra equipment to the operation to ensure good and adequate service to this district.

This bus company, which is operated under an agreement between the various individual owners of the busses, operates a number of local lines in the San Pedro district. Transfer is offered between the different lines of the company but there is no transfer arrangement between the bus company and applicant. The management of the bus company indicated that in the event this application is granted and the service discontinued, their company would be willing to enter into an agreement whereby transfers would be offered between the remainder of the Pacific Electric local system in the San Pedro district and the bus operation. This proposal, however, was not acceptable to applicant.

Although the files contain a large number of petitions and letters in protest of the granting of this application, there is little in the record in opposition to the discontinuance of the Point Fermin Line. One of the objectors pointed out that unless the bus company would put on an early morning run, he would be seriously inconvenienced in getting to work if the Pacific Electric

Railway Company discontinued this line. To cover this situation the bus company officials agreed to put on a service more or less duplicating that now offered by Pacific Electric Railway Company.

The file shows that the City of Los Angeles, through its Board of Public Utilities and Transportation, after hearing, has given its consent to the discontinuance of the operation of the Point Fermin Line as applied for herein.

The company plans to remove its track and structure on that portion of the line involved herein which is located on private right of way between 36th Street and Point Fermin Park, leaving the remainder of the line in place along Pacific Avenue until the street is repaved, but at this time it desires to remove the overhead from the entire line.

After carefully considering the record in this proceeding, it is concluded that applicant's request is reasonable and should be granted and the following order will so provide.

O R D E R

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 the Pacific Electric Railway Company be and it is hereby authorized to discontinue operation on its Point Fermin Line described above, and to remove the tracks and facilities along this line, with the provision that the track may remain in place along Pacific Avenue between 6th and 36th Streets until such time as the street is repaved or the City may require the tracks to be removed, subject to the following conditions:

- (1) Applicant shall give the public not less than ten (10) days' advance notice of the abandonment of this operation by posting notices in all cars operated on this line.
- (2) Applicant shall, within thirty (30) days thereafter notify this Commission, in writing, of its compliance with the conditions of this order.
- (3) The authorization herein granted shall lapse and become null and void if not exercised within one year from the date hereof unless further time is granted by subsequent order.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 17th day of September, 1934.

Leon A. White

M. J. Carr

M. B. Harris

Commissioners.