

Decision No. 28145.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the Matter of the Application of  
PACIFIC ELECTRIC RAILWAY COMPANY for  
authority to reduce passenger service  
on the Los Angeles-Whittier Line and  
Los Angeles-La Habra-Fullerton-Yorba  
Linda Line, and to establish local  
passenger service between Los Angeles  
and Walker on the Los Angeles-Whittier  
Line.

Application No. 19916.

C. W. Cornell, for Applicant and Motor Transit  
Company.

Elmer R. Gay, for the City of Brea, Protestant.

Carlton Casjens, for the City of Bell.

Ethel Linsdell, for patrons of La Habra-Yorba  
Linda Line, Protestant.

Thomas W. Bewley, for the City of Whittier.

Wm. M. Hyatt, for residents in vicinity of Riviera.

Victoria Briswalter, for residents of Los Nietos  
and Santa Fe Springs.

W. A. Linsdell, for La Habra-Yorba Linda Line  
patrons.

BY THE COMMISSION:

C O P I N I O N

In this proceeding Pacific Electric Railway Company seeks authority to discontinue passenger service on its Los Angeles-Whittier Line and on its Los Angeles-La Habra-Fullerton-Yorba Linda Line, except for the continuation of one combination passenger and express trip daily between Los Angeles and Whittier, Yorba Linda and Fullerton. It is further proposed to establish a

frequent local service between Los Angeles and Walker Station on the Whittier Line at local street car fares.

A public hearing was conducted in this matter by Examiner Gorman at Los Angeles on May 24, 1935, at which time it was taken under submission and is now ready for decision.

Applicant has been operating the above mentioned lines for many years as a part of its interurban service in Southern California and alleges that the Whittier Line produces the least revenue of any line on its system. Since 1925 the revenue on this line has decreased 71.92 per cent and there has been a corresponding decrease in passengers carried of 61.02 per cent. The Fullerton Line shows a revenue decrease since 1925 of 85.99 per cent and a decrease in passengers carried of 81.51 per cent. The figures for the system for this period show a decrease in revenue of 69.59 per cent; in passengers carried, 59.48 per cent.

In the Los Angeles-Whittier service there are at present operated ten round trips daily, which include one round trip between Los Angeles and Laguna. On Sundays this service is reduced to seven round trips daily. In the Los Angeles-La Habra-Fullerton service there is one round trip per day operated, with no Sunday service.

Exhibit No. 6, introduced by applicant, shows the direct service expense and revenue for the year 1934 for the lines involved in this application, which are as follows:

I t e m	Passenger Service			Combina- tion	Total
	Los Angeles- Whittier	La Habra- Fullerton- Yorba Linda	Run No. 20		
Operating revenues (p.2)	\$39,730.89	\$2,491.64	\$6,717.17		\$48,939.70
Operating expenses (p.4)	51,581.95	3,996.27	6,525.35		62,103.57
Net income or loss - Railway operations	11,851.06*	1,504.63*	191.82		13,163.87*
Taxes (p.5)	1,750.60	105.89	285.48		2,141.97
Railway operating income or loss	\$13,601.66*	\$1,610.52*	\$93.66*		\$15,305.84*
Car miles	247,387	22,130	25,482		294,999
Operating revenue per car mile	16.060¢	11.259¢	26.361¢		16.590¢
Operating expenses (excl. taxes) per car mile	20.851¢	18.058¢	25.608¢		21.052¢

\* - Red Ink Figures

The Motor Transit Company operates a passenger motor coach service between Fullerton, Whittier and Los Angeles, which practically parallels the route of Pacific Electric Railway Company's rail lines, herein proposed to be abandoned, and serves all communities of any consequence now being served by said rail line.

Exhibit No. 5, introduced by applicant, shows that this company operates twenty-eight round trips daily between Los Angeles and Whittier, as compared to the ten round trips operated on the rail line. Passenger service between Fullerton and Los Angeles is performed by both The Atchison, Topeka and Santa Fe Railway Company and Motor Transit Company. Applicant proposes, upon the granting

of this application, to establish frequent local service between Los Angeles and Walker Station at local street car rates.

Petitions and resolutions were introduced at the hearing, protesting the granting of this application, and particularly the discontinuance of service between Yorba Linda and Los Angeles. It also was contended that the freight earnings of these lines should be taken into consideration in determining whether or not passenger service is to be discontinued. It must be pointed out here, however, that this application does not in any way involve freight operation or agency service.

The testimony shows that, with the exception of the people now residing at Yorba Linda, the territory involved will be adequately served by the remaining public carriers. With respect to the Yorba Linda area, the record indicates that the one round trip schedule daily now being operated should be continued in order that these patrons will not be entirely without public transportation service to and from Los Angeles. It is our opinion that this one round trip daily can be operated without substantial loss to applicant.

After carefully considering the record in this proceeding, it is concluded that, with the exception of the one round trip daily between Los Angeles, La Habra and Yorba Linda, this application should be granted. This conclusion is supported by the fact that existing bus and rail lines are amply able to take care of passengers and baggage. These services, under prevailing conditions, will be reasonably adequate to meet public convenience and necessity.

O R D E R

Public hearings having been held in the above entitled proceeding and the matter being now under submission and ready for decision,

IT IS HEREBY ORDERED that Pacific Electric Railway Company be and it is hereby authorized to discontinue passenger service on its Los Angeles-Whittier Line, except for the continuation of one combination passenger and express trip daily between Los Angeles and Whittier, subject, however, to the following conditions:

- (1) The existing passenger service now being provided between Los Angeles, La Habra and Yorba Linda shall be continued in effect.
- (2) The public shall be given not less than ten (10) days' advance notice of the proposed discontinuance of passenger service, by the posting of notices in all passenger trains involved and at all stations affected.
- (3) Applicant shall advise this Commission, in writing, within thirty (30) days thereafter, of the discontinuance of the passenger service authorized herein.
- (4) Upon the abandonment of the service herein authorized, applicant shall inaugurate a local passenger service between Los Angeles and Walker Station, substantially in accordance with time schedules shown on Exhibit "C" attached to and made a part of the application.
- (5) Applicant shall make any necessary changes in its tariffs and station lists, on not less than five (5) days' notice to the Commission and the public.
- (6) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

(7) The Commission reserves the right to make such further orders relative to this matter, as to it may seem right and proper, and to revoke the authority granted herein if, in its judgment, public convenience and necessity demand such action.

For all other purposes the effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 5<sup>th</sup> day of August, 1935.

Leon A. White

M. H. Poir

M. B. Davis

W. H. Moore

Frank R. Nelson

Commissioners.