

Decision No. 28402

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
the LOS ANGELES RAILWAY CORPORATION
for authority to discontinue certain
rail service on Sixty-First Street,
City of Los Angeles, County of Los
Angeles..

ORIGINAL

Application No. 20126

Gibson, Dunn & Crutcher and Woodward M. Taylor,
by Woodward M. Taylor, for Applicant.

Ray L. Chesbro, City Attorney of City of Los
Angeles, by E. J. Burns, Public Utility
Engineer, Interested Party.

J. O. Marsh and James Gunn, for Board of Public
Utilities and Transportation of the City of
Los Angeles, Interested Party.

Evan Lewis, City Councilman, Interested Party.

J. C. Gentry and Albert P. Botiller, for the
61st Street Improvement Association,
Interested Party.

Peter Multer, representing Home Defenders
League, Interested Party.

BY THE COMMISSION.

OPINION AND ORDER

The above numbered application was filed by the Los Angeles Railway Corporation on August 23, 1935, seeking authority to discontinue rail service on its so-called Sixty-first Street shuttle line operating east and west on Sixty-first Street between South Broadway and Avalon Boulevard, a distance of 0.75 mile.

A public hearing on this matter was held before Examiner Hunter on November 6, 1935, at which time it was submitted and is now ready for decision.

Prior to December 25, 1934, applicant operated street cars over a route known as its "S" line, extending from the downtown business district of Los Angeles via Seventh Street, San Pedro Street, Avalon Boulevard to Sixty-first Street, where, except on Sundays, the service was divided, half proceeding westerly along Sixty-first Street to Broadway and the remainder continuing via Avalon Boulevard, Cage Avenue and Central Avenue to Manchester Avenue. On Sundays all cars on the "S" line operated through to Manchester and Central Avenues, and a single car was operated on Sixty-first Street. Under the above scheme of operation, it will be seen that fifty per cent of the service was provided to the Sixty-first Street leg of the line and fifty per cent of the service to the Central Avenue leg.

A check of traffic, made by the Board of Public Utilities and Transportation of the City of Los Angeles, showed that eighty-five per cent of the traffic on the south end of the "S" line used the Central Avenue branch, leaving only fifteen per cent on the Sixty-first Street branch.

In order to eliminate this inequality of service and pursuant to a letter from the Board of Public Utilities and Transportation, a copy of which is attached to the application and identified as Exhibit "A," applicant, on December 25, 1934, discontinued through service by the "S" line entirely on the Sixty-first Street leg and thereafter operated all cars on this line through to Manchester and Central Avenues. Coincidental with this arrangement, a single car has been operated on Sixty-first Street between Broadway and Avalon Boulevard, providing shuttle service between those points. Said Exhibit "A" further shows that, previous to the filing of this application, consideration was given to the complete abandonment of this service by both the Los Angeles Railway Corporation and the Board of Public Utilities and Transportation, but it was deemed advisable at that time to experiment first with the shuttle service.

Exhibit "C," attached to the application, shows an annual out-of-pocket loss in excess of \$3,000 in the operation of the Sixty-first Street shuttle line and that an annual saving of some \$6,400 could be effected if it were discontinued.

Applicant has recently installed bus service on Slauson Avenue, which parallels the Sixty-first Street car line at an approximate distance of one quarter mile to the north, and has also increased the service on its present Florence-Soto motor coach line operating along Florence Avenue, paralleling the Sixty-first Street line slightly over one-half mile to the south.

In addition to the service provided this district on Slauson and Florence Avenues, referred to above, which parallels the Sixty-first Street line sought to be abandoned, the territory tributary to Sixty-first Street between Broadway and Avalon Boulevard is served by a north and south rail line operating on Main Street and a motor coach line operating on San Pedro Street. Applicant is, however, requesting authority to discontinue this last named motor coach line.

The General Transportation Committee, which was organized during the latter part of 1933, and whose personnel consists of representatives from the Los Angeles Railway Corporation, Pacific Electric Railway Company, Board of Public Utilities and Transportation of the City of Los Angeles, the Los Angeles Traffic Association, Central Business District Association and Down Town Business Men's Association, together with various Chambers of Commerce and the Commission's Transportation Division, and whose function it was to make studies of various matters pertaining to the transportation problem in the Los Angeles metropolitan area, at one time recommended the complete abandonment of the Sixty-first Street line and later amended its action in favor of a trial period of shuttle service.

The railway is on private right of way, and the contention was made that if the tracks were removed, it would necessitate the City

replacing the track area at a cost of approximately \$25,000, and protestants' witnesses stated that the City of Los Angeles was in no position to meet any such financial obligation at this time.

It is applicant's further contention that if service on this line is to be continued, it will be necessary in the immediate future to make an expenditure of approximately \$3,000 for the rehabilitation of the track on Sixty-first Street, and in addition, in about a year, it would be necessary to spend some \$800 for repairs to special work at the Broadway end of the line.

Numerous protestants appeared at the hearing and based their objections to the abandonment of service of the Sixty-first Street line on the facts that it was a subsidized operation and that it afforded the only direct means of communication between Broadway and the manufacturing district located immediately east of Avalon Boulevard. The contention was also advanced that discontinuance of this line would leave school children without any cross town service. By reference to page five of Exhibit "B," attached to the application, it will be noted that this contention is in a great measure refuted by the fact that a check covering a period of a week shows that some one hundred ten school children use the service and constitute approximately eight per cent of the total patronage.

On the other hand, a resident on Sixty-first Street, who purported to represent other property owners, testified that it was the wish of a number of neighbors and himself that the service be discontinued and the tracks removed, on the ground that the track and disturbance caused by street car operation through this residential district was a detriment to the district, and that it would still have ample public transportation without this operation.

A petition containing the signatures of some 1500 citizens has been filed with the Board of Public Utilities and Transportation, in opposition to the proposed abandonment, but in all fairness, it should

be stated also that petitions have been received from residents along the route of the Sixty-first Street line favoring the abandonment.

Summing up the transportation situation in the district that would be affected by the proposed abandonment, we find that the north and south lines of transportation are now spaced one quarter mile apart and the east and west lines approximately one-half mile apart. When consideration is given to the traffic that now flows on the Sixty-first Street line, as shown in this record, the conclusion is inescapable that the district would be provided with ample transportation without the operation of the Sixty-first Street shuttle line, and from the record as developed at the hearing, it appears to the Commission that public convenience and necessity would best be served by the granting of this application, and the following order will so provide.

O R D E R

Public hearing having been held and the Commission being fully advised,

IT IS HEREBY ORDERED that the Los Angeles Railway Corporation be, and it is, hereby authorized to discontinue rail service and remove its tracks and facilities on its so-called Sixty-first Street shuttle car line, operating on Sixty-first Street between Broadway and Avalon Boulevard, in the City of Los Angeles, subject to the following conditions:

- (1) Applicant shall afford the public at least ten (10) days' notice of the abandonment authorized herein, by posting notices on all cars operating on the line involved and at all stations affected.
- (2) Applicant shall, within thirty (30) days thereafter, advise this Commission, in writing, of

the abandonment of the facilities authorized herein and of its compliance with the conditions hereof.

- (3) The authorization herein granted shall lapse and become void if not exercised within one year from the date hereof, unless further time is granted by subsequent order.

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 24th day of December, 1935.

Leon Whitney

M. J. Carr

M. B. Lamm

Walter H. ...

Frank R. ...

Commissioners.