

Decision No. 31866 .

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
the LOS ANGELES RAILWAY CORPORATION
for an order pursuant to Section 35
of the Public Utilities Act authoriz-
ing applicant to operate street cars
by one man.

Application No. 22549.

S. M. Haskins, General Counsel, and Woodward
M. Taylor, General Attorney, by Woodward M.
Taylor, for applicant.

Ray L. Chesebro, City Attorney, and John W.
Holmes, Deputy City Attorney, for the City of
Los Angeles, interested party.

K. Charles Bean, General Manager and Chief Engineer,
and Stanley M. Lanham, Assistant Chief Engineer,
for the Board of Public Utilities and Transporta-
tion of the City of Los Angeles, interested party.

Frank Karr, Vice-President and General Counsel,
and E. L. H. Bissinger, Attorney, for Pacific
Electric Railway Company, interested party.

BY THE COMMISSION:

O P I N I O N

In the above numbered application, filed by Los Angeles
Railway Corporation, the Commission is asked to make its order
authorizing applicant to operate street cars by one man on cer-
tain of its lines in the metropolitan area of the City of Los
Angeles.

Public hearing was held in this proceeding before
Examiner Gorman on February 24th, 1939, at which time it was duly
submitted, and it is now ready for decision.

The record shows that applicant's rail operations are
conducted over some 369 single-track miles of street railway lines

located in the Cities of Los Angeles, Inglewood, Hawthorne, Huntington Park, Vernon, Maywood and South Gate, and, in some instances, in the unincorporated areas of the County of Los Angeles. Approximately 750 street cars are used daily by applicant in order to provide the necessary service. In addition to the rail mileage referred to above, applicant operates approximately 110 route miles of wholly-owned motor coach lines, on which some 150 motor coaches are required to provide the service. Twenty-five rail lines are operated by applicant and Exhibit No. 5 shows that, during the calendar year 1938, approximately two hundred and fifty-four million passengers were carried on these lines. Certain of the rail operations are now operated by one man, while others are operated by two men and this same exhibit shows that, of the total passengers carried, 49.5 per cent were carried on cars operated by one man and 50.5 per cent were carried on two-man cars.

Largely due to the increase in the use of the private automobile, revenues on the public carriers throughout the United States have been on the downward trend for many years. It is a fact generally recognized throughout the industry that, in order to halt this downward trend, drastic steps must be taken. Curtailment of service and increases of fares do not of necessity bring about the necessary increase of revenue to meet increased operating expenses. Recognizing the severity of competition which the modern passenger automobile is providing, the public transportation industry some years ago organized what has been called the Presidents' Conference Committee, whose function it was to design and build a street car which, for comfort, speed, safety and general appearance, would be able to compete with the privately owned automobile. The so-called Presidents' Conference Committee car (P.C.C. car), is a result of the deliberations of this group and the expenditure of substantial sums of money. The applicant in

this proceeding, as a result of the agreement entered into in Case No. 3915, as well as the recommendations contained in the report of the Commission's engineers in Case No. 4002, has purchased, for use on its lines in the City of Los Angeles and vicinity, 95 cars of this type, at a cost of \$1,681,664. In order to make for economic operation, these cars have been designed particularly for operation by one man and are equipped with dead-man control, treadalized exit doors with sensitive edges, mirrors enabling the operator to see the entire interior of the car, as well as the outside area adjacent to the car, folding steps and all other modern fixtures recognized in the industry as essential to efficient operation by one man. They are not designed for operation by two men and cannot be so operated, except at excessive financial cost to the applicant.

In addition to this specially designed equipment, applicant has modernized for one-man operation some 398 of its various types of street cars, at a cost in excess of \$900,000. These reconstructed cars are provided and equipped with all the features for one-man operation incorporated in the P.C.C. car and the record shows that they have been successfully operated by one man on numerous lines of the system. In addition to the expenditures for new P.C.C. cars and the converted existing cars, applicant has expended approximately \$200,000 for off-street terminals, loops, special work, etc., for the operation of one-man equipment.

The record shows that negotiations are now pending between applicant, representatives of the City of Los Angeles and the Commission's Engineering Department for the purpose of promulgating an agreement or understanding similar to that attached to Decision No. 27790 as Exhibit "A," on Case No. 3915 (the so-called equipment case filed by the City of Los Angeles). The purpose of the agreement now being negotiated is to devise a program for the continued modernization of applicant's equipment over a further

period of years. Applicant contends that it needs, and it is required to secure, authority from this Commission to operate one-man cars on its various lines in Los Angeles and surrounding cities and it is desirous of securing such authority before definitely committing itself to any future program of equipment modernization.

That one-man operation can be conducted more safely than two-man operation would appear to be illustrated by Exhibit No. 17, which shows that, on thirteen lines on which one-man cars were operated, the number of accidents had been decreased by 35.5 per cent after operation by one man was instituted, as compared with a similar period during which the operations were conducted by two men. It is only fair to state, however, that this same exhibit shows that during the year 1938 there were 28.4 per cent less accidents on two-man cars than for the year 1937, indicating that a comprehensive program of accident prevention was bringing results. The frequently expressed opinion that the institution of this type of service results in many employees being thrown out of work is largely refuted by Exhibit No. 20, which tabulates the turn-over of employees in train service for the ten-year period 1929 to 1938, inclusive. This tabulation shows a gradual reduction of per cent of turn-over from 29.9 in 1929 to 12.5 in 1938. Contrary to this opinion, the record shows that oftentimes the introduction of one-man operation permits the operating company to render a more frequent and improved service, thereby attracting additional patronage to its lines, with the consequent result that more platform labor at higher wage rates is utilized than had been under two-man operation.

A further result of the economies effected by one-man operation would be the tendency to eliminate the possibility of the operating companies seeking increases in fares to make up the difference in platform costs between one-man and two-man operation.

No one appeared at the hearing in protest to the granting of the application. The Board of Public Utilities and Transportation of the City of Los Angeles has approved one-man operation on the lines and by the types of equipment proposed in this application. After carefully considering all of the evidence in this proceeding, we are of the opinion and hereby conclude that the application should be granted.

O R D E R

The above entitled application having been filed, a public hearing having been held and the Commission being apprised of the facts;

IT IS HEREBY ORDERED that:

I. Approval is hereby granted applicant for one-man operation of the so-called P.C.C. type street car and also for the following types of converted cars in which there are to be incorporated all of the safety features for one-man operation found in the P.C.C. type:

H-4 type
B-F type
L type
M type

II. Applicant is authorized to operate one-man cars of the types approved in I above on the lines and during the days as hereafter set forth:

WEEK DAYS

<u>Line</u>	<u>Type</u>	<u>Line</u>	<u>Type</u>
P	P.C.C. & H-4	W	H-4
3	P.C.C. & H-4	8	BF
R	H-4	10	BF
S	H-4	2	BF
N	H-4	0	BE
7	H-4, L, M, BF	J	P.C.C. & H-4 (also
K	BF		BF type on special occasions)
D	BF		

SUNDAYS & HOLIDAYS

<u>Line</u>	<u>Type</u>
A	H-4
H	H-4
L	H-4
9	H-4
F	BF

AT ANY TIME

Shuttle Lines

Boyle Avenue	G (Birney cars)
Evergreen Avenue	" " "
Gage Street	" " "
Griffith Avenue	" " "
Indiana Street	" " "
Mateo Street	" " "
Edgeware Road	" " "

III. Applicant shall operate its street cars with two men on all of the lines of its system, with the exception of those lines specifically enumerated in II above, unless otherwise authorized by this Commission in subsequent orders.

This Order shall be subject to the following conditions:

- (1) Applicant shall provide ground loaders at such points as may be necessary to prevent unreasonable delay.
- (2) Load checks made at the maximum load points on each street car line shall be furnished the Commission at least twice each year or at such other times as the Commission may require.

The effective date of this Order shall be twenty (20) days from and after the date hereof.

Dated at Los Angeles, California, this 27th day of March, 1939.

Richard W. [Signature]
Frank [Signature]
Ray [Signature]
[Signature]
Justus J. Coe
Commissioners.