

Decision No. 42865

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
PACIFIC ELECTRIC RAILWAY COMPANY for )  
an order authorizing one-man-car ) Application No. 29893  
operation on its Glendale-Burbank )  
line. )

E. D. Yeomans for applicant. John H. Lauten for City of  
Glendale; H. W. Wilkins and T. E. Boswell for Brotherhood of  
Railroad Trainmen, Pacific Electric Railway Company Division; and  
C. H. Suthill for Department of Public Utilities and Transportation  
of City of Los Angeles, interested parties.

O P I N I O N

Applicant proposes and seeks authority for one-man  
operation of the 5000 class (PCC type) cars used on its Glendale-  
Burbank line.

Public hearing was held in this proceeding on February 28,  
1949, at Los Angeles, at which time oral and documentary evidence  
was adduced and the matter was submitted for decision.

The record shows that applicant's Glendale-Burbank line  
is double tracked between the Los Angeles Subway Terminal and a  
point just easterly of Central Avenue near Arden Junction, in the  
City of Glendale. From the latter point it is a single-track  
operation to its Burbank terminus at Cypress Avenue and also single  
track from Arden Junction to North Glendale. The Burbank leg is  
governed by absolute-permissive automatic block signals, except  
passing tracks at Senorita. The North Glendale portion of the line  
will be governed by light signals.

Applicant is now operating two-car trains, and an occasional three-car train, throughout the day, between Los Angeles and Glendale, and single cars between Arden Junction, on the one hand, and Burbank and North Glendale, on the other hand. One-man cars are not now operated on this line. Applicant now uses approximately twenty-eight of the 5000 class (PCC type), as many as fifteen of the 600-700 class, and three of the 950 class cars<sup>(1)</sup>. The 5000 class cars were constructed in 1940 and are equipped for one-man operation. The 600-700 class cars are designed for two-man operation and, for the present, applicant will continue to use said cars, during peak hours, in two-man operation, as a supplement to the proposed one-man cars. Applicant states that it proposes to continue to use three of the 950 class cars as spares or for one round-trip daily between Los Angeles and Burbank during peak hours, using two men on the head car and one man on each of the other units. Applicant's consulting engineer testified that the 950 class cars "are undesirable for this type of service".

All one-man operations will be with 5000 class equipment having an entrance through front door and exit through center doors except that in the Subway Terminal passengers will enter through the center doors. Applicant proposes to offer more frequent schedules, due, primarily, to the fact that single units will be operated during off-peak periods whereas it is now the custom to operate two-car trains; however, it is estimated that running time will be increased approximately three minutes between Los Angeles

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(1) On Wednesday, January 5, 1949, (Exhibit No. 2) applicant operated 25 of the 5000 class (PCC type), 15 of the 600-700 class, and 3 of the 950 class cars on its Glendale-Burbank line.

and Glendale, and approximately five minutes between Los Angeles and Burbank. The slower schedules are attributed to the added duties falling upon the operator.

Applicant's consulting engineer testified that the one-man operation, as proposed, would result in saving approximately \$115,000 per annum. The record, however, indicates that the saving would be somewhat less than \$113,000, depending on whether or not applicant employed ground loaders at heavy loading points. Twenty-five fewer operating employees would be required on this line if the proposed one-man operation were authorized.

The evidence shows that the cost of maintenance, power, car inspection, public liability and property damages, and rent and depreciation would not change materially but that trainmen's wages and unemployment insurance would be reduced \$113,800 and \$4,700, respectively, with a probable increase in cost for additional labor and other expense of \$5,500, or a net estimated saving of \$113,000. The ultimate savings which applicant will realize are dependent on the final disposition of the employees who are to be relieved of their duties.

The witness stated that applicant's rail passenger operations resulted in a loss of \$3,500,000 in 1947 and \$2,363,000 in 1948. The evidence shows that the trend of passengers and revenue on applicant's Glendale-Burbank line has been downward in 1947 and 1948 although decrease in passenger revenue tapered off in 1948.

Net operating loss for the Glendale-Burbank line for the first six months of 1948 was \$3,892. No figures were available for the last six months of said year but applicant's witness was of the opinion that the loss would be greater, due to a wage increase which became effective in October of 1948.

The average base headway now is approximately ten minutes with more frequent service at peak hours. The proposed addition of some 22 schedules, resulting from the operation of one-man single cars in replacement of two-car trains with two men on the front car and one man on the rear car, will result in a slightly more frequent headway during base period. On the other hand, running time will be somewhat increased.

Applicant is now able to establish only a partial one-man-car operation on this line. Since it proposes to continue to operate three types of cars, requiring both one- and two-man operation, it is not unreasonable to anticipate some confusion and rider resistance on the part of the public.

Applicant has chosen to refer to this Commission's past recommendations for the establishment of one-man-car operation on the Glendale-Burbank line as well as other lines. Those recommendations are not that a partial one-man-car operation should be

instituted on any line. The record shows that applicant intends to complete its conversion of this line to one-man-car operation by enlarging the front entrance and installing treadle mechanisms at the center exits on its 600 and 700 class cars.

The City of Glendale, through its attorney, did, however, object to the increase in running time that will result from the added duties of the operator, particularly the necessity of stopping the car at two fare-break points to check passengers. It was the contention of the City's representative, as well as the representative of the Brotherhood of Railroad Trainmen, that the company's estimate of additional running time required in the one-man-car operation was too conservative in view of the additional work required of the operator. The Brotherhood raised the question of safety of operation on the one-man cars. There is no evidence indicating that said cars could not be safely operated. The replacement of the employees was also a concern of said organization. Applicant's Manager of Personnel testified that the twenty-five operating men who would be displaced could be employed in somewhat similar capacities on other of the company's lines. The company, according to this witness, would be required to hire fewer new employees to meet its employment program.

In conformity with this Commission's past recommendation, we are of the opinion and find that it is in the public interest to establish a one-man-car operation on the Glendale-Burbank line, and authority therefor will be granted upon the conditions as set forth in the following Order:

O R D E R

Public hearing having been held in the above-entitled proceeding, the matter having been duly submitted, and the Commission being fully advised in the premises,

IT IS ORDERED that Pacific Electric Railway Company is hereby authorized to establish one-man operation on its Glendale-Burbank line, subject to the following conditions:

- (a) That said operation shall not be established unless and until applicant is in a position to inaugurate, operate, and continuously maintain a 100 per cent one-man operation on said line.
- (b) That prior to commencement of the operations authorized herein, applicant shall obtain written approval of the Commission of all the safety features on cars proposed to be used for one-man operation on said line.
- (c) That applicant shall provide ground loaders at such points as may, in the opinion of the Commission, be necessary to prevent unreasonable delay.
- (d) That load checks made at the maximum load points shall be furnished the Commission at least twice each year, and at such other times as the Commission may require.

The effective date of this order shall be twenty (20)

MVC:dw A. 29893

days after the date hereof.

Dated at San Francisco, California, this 10<sup>th</sup>  
day of May, 1949.

R. J. [Signature]  
James J. [Signature]  
Frank [Signature]  
Harold P. [Signature]  
Samuel [Signature]  
 COMMISSIONERS