

**ORIGINAL**Decision No. 48949

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application  
of PACIFIC ELECTRIC RAILWAY  
COMPANY for authority to discon-  
tinue passenger service on the  
Santa Monica Air Line. ✓

Application No. 34357

E. D. Yeomans, for applicant. R. Harley Foote,  
for himself and riders of Pacific Electric Air Line,  
and Merrill Blau, in propria persona, protestants.  
T. M. Chubb, Chief Engineer and General Manager,  
and T. E. Hoffman, Franchise Engineer, by T. E.  
Hoffman, for Board of Public Utilities and Trans-  
portation of the City of Los Angeles, Thomas E.  
Boswell, for Don H. Sheets, General Chairman,  
Brotherhood of Railroad Trainmen and John O.  
Farquhar, in propria persona, interested parties.  
Arthur Ager, Supervising Transportation Engineer,  
Public Utilities Commission.

O P I N I O N

By the above-entitled application Pacific Electric  
Railway Company seeks authority to discontinue passenger  
service on its Santa Monica Air Line.

A public hearing on this application was held in  
Los Angeles on July 27, 1953, before Examiner Rogers. Prior  
to the hearing notice thereof was posted and published as  
required by this Commission. Only two protestants, herein-  
after referred to, appeared at the hearing.

(1)  
Pacific Electric Railway Company renders a service daily, except Sundays and holidays, between its Sixth Street and Main Street terminal in Los Angeles and Ocean Park, a distance one way of 19.2 miles. (2) Formerly, several trips were made each day in each direction but since October 12, 1931, only one trip per day in each direction has been made, the trip from Ocean Park to Los Angeles leaving Ocean Park at 6:44 a.m. and arriving at Los Angeles at 7:52 a.m., and the trip from Los Angeles to Ocean Park leaving Los Angeles at 5:12 p.m. and arriving at Ocean Park at 6:21 p.m.

The following traffic checks show the total number of revenue passengers (3) handled (through, as well as intermediate) on representative dates:

<u>Date</u>	<u>to Los Angeles</u>		<u>from Los Angeles</u>	
	<u>No.</u>	<u>Total Fares</u>	<u>No.</u>	<u>Total Fares</u>
Thursday, Feb. 19, 1953	38	\$ 8.70	31	\$ 8.00
Friday, Feb. 20, 1953	42	9.25	27	6.95
Monday, June 22, 1953	38	9.90	29	8.35
Tuesday, June 23, 1953	37	9.60	35	8.55
Wednesday, June 24, 1953	43	9.50	32	7.70
Thursday, June 25, 1953	34	8.00	44	10.30
Friday, June 26, 1953	32	7.65	25	7.10
Saturday, June 27, 1953	5	1.15	1	.35
Wednesday, July 8, 1953	44	10.45	37	9.00
Thursday, July 9, 1953	39	9.50	40	10.40
Friday, July 10, 1953	40	9.45	28	7.20
Saturday, July 11, 1953	8	1.85	7	1.50
Monday, July 13, 1953	34	8.30	30	7.50
Tuesday, July 14, 1953	34	8.15	35	8.65
Wednesday, July 15, 1953	34	8.20	33	8.40
15 days - average	34.8	\$ 7.91	28.8	\$ 7.33

(1) Decision No. 21094, dated May 15, 1929, on Application No. 15547; Decision No. 23134, dated December 1, 1930, on Application No. 16852 (35 C.R.C. 528); Decision No. 26499, dated November 6, 1933, on Application No. 19140; Decision No. 44998, dated November 8, 1950, on Application No. 29877.

(2) Exhibit No. 3.

(3) In addition to the revenue passengers there are non-revenue passengers such as city employees, Pacific Electric Railway employees and others riding on passes. These passengers are not included in the totals given.

The following table shows the results of operation on said line during the annual period ending December 31, 1952:

Passenger revenue		\$ 4,668.31
Out of pocket expense		
Maintenance - cars	\$ 642.75	
Power used	703.74	
Trainmen's wages	12,196.80	
Car service	1,091.37	
Injuries & damages	1,420.44	
Insurance & taxes	571.56	
L.A. license on passenger revenue	72.92	
		<u>16,699.58</u>
Net loss		\$12,031.27

The forecast for one year in the immediate future is practically identical with the above set forth figures. (5)

The entire district served by the Santa Monica Air Line is served by other carriers providing more frequent service with comparable charges. (6)

The Board of Public Utilities and Transportation of the City of Los Angeles made an appearance but made no recommendation concerning the application.

Appearances were made by two individuals as protestants. Each stated he has other service available.

From the record herein, we are of the opinion and find that the continued operation of the passenger train service proposed to be abandoned is not justified by the patronage of the fare-paying public. The revenue is not

- 
- (4) Exhibit "B" on application.  
 (5) Exhibit No. 6.  
 (6) Exhibit No. 3.

commensurate with the costs of operation and the continued operation of the service places an unwarranted burden on the applicant. The application will be granted.

O R D E R

A public hearing having been held in the above-entitled matter, and it being ready for decision,

IT IS HEREBY ORDERED that Pacific Electric Railway Company be, and it hereby is, authorized to discontinue service on its Santa Monica Air Line, subject, however, to the following conditions:

- (1) The public shall be given not less than ten days' advance notice of the proposed discontinuance by the posting of notices in all cars used in the service and at all passenger stops along the line.
- (2) Applicant shall make any necessary changes in its tariffs and timetables and shall, within thirty days after the discontinuance of service, notify the Commission in writing of its compliance with this order.

The effective date of this order shall be twenty days after the date hereof.

Dated at Los Angeles, California, this 10<sup>th</sup> day of August, 1953.

R. B. Johnson  
President

James J. Calmes

Harold P. Hulbert

Benjamin H. Patten  
John L. McMillan  
Commissioners