

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application	)	
of OTIS C. DWY for certificate of	)	
public convenience and necessity	)	
to operate passenger auto stage	)	Application No. 9776
service between El Segundo and	)	
Inglewood, California.	)	

O. C. Dwy, applicant, in propria persona.

E. O. Marler for Pacific Electric Railway,  
protestant.

BY THE COMMISSION:

O P I N I O N

Otis C. Dwy has made application to the Railroad Commission for certificate of public convenience and necessity to operate passenger auto stage service between El Segundo and Inglewood, Los Angeles County.

A public hearing herein was conducted at Los Angeles by Examiner Williams.

Applicant proposes to establish auto passenger service between El Segundo and Inglewood, Los Angeles County, a distance of 6.4 miles. Applicant proposes to use two modern auto stages of sixteen passenger capacity each and to operate on a schedule with forty five minute headway from either end from 6 A.M. until 9 P.M. and to enlarge this service if necessity requires it. Applicant is now operating the Anaheim Transit Company in the City of Anaheim, and possesses satisfactory experience. Applicant proposes to charge a fare of 15 cents each way between terminals with a round

trip fare of 25 cents. At the hearing the application was amended to add a 5 cent fare within the city limits of Inglewood which is not a fare additional to the through fare stated but only for service within the municipality. There is no other service between terminals except the service of Pacific Electric Railway, protestant, from El Segundo to Hawthorne and thence via the Los Angeles Railway to Inglewood.

Applicant testifying in his own behalf stated that the headway before 9 o'clock in the morning would be increased to 22½ minutes from each terminal and that he would, if the service justified, put on vehicles of larger capacity.

In support of his application applicant introduced Helen K. Brock, Secretary of the El Segundo Chamber of Commerce, John A. Gerow, a trustee of the City of El Segundo, Hattie A. Bryan and Victor H. Brock, residents of El Segundo and E. W. Porter, Secretary of the Inglewood Chamber of Commerce and Mrs. E. Grannell, bookkeeper at the Home Laundry, Inglewood. These witnesses testified that the rail service from El Segundo to Inglewood was not seriously objectionable, as the connections with the Los Angeles Railway, which had not more than ten minutes headway, are good, but that returning from Inglewood to El Segundo the service is extremely slow due to the fact that the Pacific Electric cars are at least an hour apart. This results in a serious inconvenience to passengers waiting for connection while west bound. In addition the El Segundo Pacific Electric terminus is at the foot of a hill at the east side of El Segundo which necessitates El Segundo passengers going quite a distance to board the car. Applicant proposes to make his terminal in the business district of El Segundo which they regarded as a distinct advantage. They also pointed out that

residents of El Segundo seek Inglewood for business shopping and amusement purposes and that a direct bus line is now a necessity due to the dependance of El Segundo upon the larger city. El Segundo now has about 2800 population and Inglewood about 10000.

Protestant Pacific Electric introduced in opposition to applicant its time table and rates between Hawthorne and El Segundo as a part of its Los Angeles-El Segundo service, which show a one way fare of 12 cents and round trip fare of 20 cents. However, to these must be added a 5 cent fare on the Los Angeles Railway making the round trip rate of protestant and Los Angeles Railway higher than the rates proposed by applicant for a direct service.

Applicant proposes to operate between terminals directly over Redondo Boulevard without serving Hawthorne. He proposes to make his Inglewood terminal at Regent and Market Streets and the service proposed within the city is largely to accomodate persons employed at the Home Laundry and other points at the west side of Inglewood.

From record in this proceeding we find as a fact that public convenience and necessity require the service as proposed by applicant herein and that the application should be granted.

### O R D E R

Otis C. Dwy having made application to the Railroad Commission for a certificate of public convenience and necessity to operate passenger automobile service between El Segundo and Inglewood, a public hearing having been held, the matter having been duly submitted and now being ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by applicant of automobile passenger service between El Segundo and Inglewood over and along the following route:-

From the intersection of Regent and Market Streets, Inglewood via Market Street to Redondo Boulevard, thence on Redondo Boulevard to El Segundo Avenue, thence via El Segundo Avenue to intersection of Grand and Main Streets in the City of El Segundo

and that a certificate of public convenience and necessity therefor be and the same hereby is granted subject to the following conditions:-

- I. - That applicant, Otis C. Dwy shall file within fifteen (15) days from date hereof his written acceptance of the certificate herein granted, and shall file within thirty (30) days of the date hereof, duplicate tariff of rates and time schedules, in accordance with General Order No. 51 of the Railroad Commission, and shall begin service within sixty (60) days from date hereof.
- II. - That applicant, Otis C. Dwy shall not sell, lease, assign or discontinue the service herein authorized, unless such sale, lease, assignment, or discontinuance shall have been authorized by the Railroad Commission.
- III. - That no vehicle shall be operated by applicant unless such vehicles are owned by said applicant, or are leased under an agreement satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 17<sup>th</sup> day of

Jan, 1924.

W. H. Murray

Erving Martin  
Ernest Shore

Commissioners.