

Decision No. 22851

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of Pacific Electric Railway Company, a corporation, for authority to abandon passenger service on its Hawthorne-El Segundo Line in the County of Los Angeles, California.

ORIGINAL
Application No. 16791.

C. W. Cornell for the Applicant.
F. A. Jones for City of Hawthorne
and Hawthorne Chamber of Commerce.
Clyde Woodworth, City Attorney, for
City of El Segundo.
Guy Lewis for Hawthorne Chamber of
Commerce.

LOUTTIE, COMMISSIONER:

O P I N I O N

The Pacific Electric Railway Company filed the above entitled application requesting permission to discontinue all passenger service on its Hawthorne-El Segundo Line in the County of Los Angeles, but not the freight or express service on this line.

A public hearing on this application was held at Los Angeles on September 23, 1930, at which time the matter was duly submitted.

Applicant has for the past several years operated passenger service, as well as freight and express service, on its line between Hawthorne and El Segundo, a distance of 4.48 miles, and

commonly referred to as the Hawthorne-El Segundo Line. This passenger service is one-man operation and is conducted as an extension or shuttle service to the Los Angeles-Redondo Beach Line connecting at Hawthorne. At the present time, applicant operates nine round-trip passenger trains daily, except Sunday, between the hours of 6:54 A.M. and 6:35 P.M. on this line.

A traffic check taken April 1st to 10th, inclusive, 1930, shows that 351 passengers or an average of 2.2 passengers per trip rode the trains on this line. Another traffic check taken on August 15, 1930, discloses that of the 20 passengers arriving at or leaving Hawthorne on this line, nineteen were either transferred to or transferred from the lines of Pacific Electric Railway Company or Los Angeles Railway Corporation operating between Los Angeles and Hawthorne. The record shows that this check was taken during school vacation and is not representative of present travel but that at the present time traffic would not be more than eight or nine additional passengers.

The total passenger revenue on this line during the annual period ending December 31, 1929, was \$1,047.71, while the out-of-pocket operating expense, including taxes, for the same period was \$3,756.49, which results in an out-of-pocket loss of \$2,710.78.

If applicant is permitted to discontinue its rail service between Hawthorne and El Segundo, there will be no direct means of public transportation between said points. The El Segundo Transit Company operates motor coach service between El Segundo and Inglewood, while the West Coast Rapid Transit Company operates a motor coach service and the Los Angeles Railway Corporation

operates a rail service between Inglewood and Hawthorne. This line of the Los Angeles Railway is part of its operation between Hawthorne and Los Angeles.

If applicant's passenger service is discontinued, as proposed, then passengers in El Segundo desiring to reach Los Angeles will still have available the motor coach service of El Segundo Transit Company between El Segundo and Inglewood and the rail service of Los Angeles Railway Corporation between Inglewood and Los Angeles, at a cheaper rate than that now provided by applicant, or may use the Redondo via Del Rey Line of applicant; however, the use of this line would require a walk of approximately three-fourths of a mile.

The mail which is now delivered at El Segundo at 11:30 A.M. will be carried by the express car arriving at El Segundo at approximately 12:30 P.M.

The Cities of El Segundo and Hawthorne and the Hawthorne Chamber of Commerce protested the granting of the application on the grounds that the service proposed to be discontinued was the only direct common carrier line between El Segundo and Hawthorne and its continued use was necessary and desirable.

After carefully considering all of the evidence in this proceeding, it is apparent that the largest part of the traffic on this line originates at or is destined to Los Los Angeles; that this traffic is afforded another reasonable route at a lower fare and that the continued operation of the passenger train service herein proposed to be discontinued is not justified by the patronage offered by the traveling public, in that the amount of revenue, in comparison to operating costs, places an undue and unwarranted burden on applicant and its patrons in the continued maintenance

of the unprofitable passenger train service herein proposed to be discontinued.

The following form of order is recommended:

O R D E R

A public hearing having been held on the above entitled application, the matter having been duly submitted and the Commission being fully advised,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to Pacific Electric Railway Company to discontinue the operation of its passenger train service on its so-called Hawthorne-El Segundo Line, between Hawthorne and El Segundo, in the County of Los Angeles, subject to the following conditions:

1. Applicant shall afford the public at least ten (10) days notice of such discontinuance of passenger service by posting notice of such discontinuance at all stations on said Hawthorne-El Segundo Line and on all trains operating between Hawthorne and El Segundo and between Los Angeles and Hawthorne.
2. If said passenger service has not been discontinued within one year from the date of this order, the authorization herein granted shall then lapse and become void unless further time is granted by subsequent order.
3. The Commission expressly reserves the right to issue such other and further orders in this proceeding as to it may appear just and proper or as may be required by the public convenience and necessity.

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 7th day of

October, 1930.

[Signature]
[Signature]
[Signature]
[Signature]
 Commissioners.