

Decision No. 23020

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 PACIFIC ELECTRIC RAILWAY COMPANY, a)
 corporation, for permission to aban-)
 don service between the Santa Ana)
 River and Huntington Beach on its)
 Santa Ana-Huntington Beach Line.)

APPLICATION NO. 15750

BY THE COMMISSION:

ORIGINALORDER

Pacific Electric Railway Company, a corporation, on June 26, 1929, filed the above entitled application with this Commission for permission to discontinue passenger and freight service between Huntington Beach and the Santa Ana River on its Santa Ana-Huntington Beach line in the County of Orange, State of California. Applicant, on October 9, 1930, filed a supplemental application requesting permission to abandon all service on said line between the Santa Ana River and Huntington Beach, and to abandon and remove its tracks and facilities thereon.

Applicant alleges that the bridge across the Santa Ana River on said line, together with a portion of the track near said bridge was washed out in the spring of 1916; that practically the only freight available on said line was sugar beets, consequently the bridge was not reconstructed, but a temporary line was built across the river bed each year during the sugar beet season and the sugar beets were thus handled until the spring of 1926, when very bad floods either washed out or covered up a large portion of the line between Santa Ana River and Huntington Beach; that the portion of the line between Santa Ana River and Huntington Beach

has not been operated since the floods of 1926; that passenger traffic has not been handled on said line since the washout in November, 1922; that the portion of the line to be abandoned is approximately 6.67 miles in length, and it is estimated that in order to rehabilitate this portion of the line, it would cost \$45,050.00, exclusive of the cost to reconstruct the bridge, which is estimated at \$8,000.00.

Applicant further alleges that the freight traffic handled at stations on the Santa Ana-Huntington Beach line, between the Santa Ana River and Huntington Beach showed a very heavy decline between 1917 and 1926; the cause of the constant decrease in traffic was due to the decrease in sugar beet acreage and the dismantling of the Holly Sugar Corporation plant in Huntington Beach.

Applicant avers that in its opinion, no new traffic can be developed along this portion of the line which would warrant resumption of service and rehabilitation of the line, nor is there any prospect of sufficient earnings to meet out-of-pocket costs of operation, and that there is no passenger service on this portion of the line, or any prospect that passenger service will be required in the future.

Applicant intends to continue freight operation between Santa Ana and Santa Ana River.

The California Farm Bureau Federation has signified by letter that it has no objection to the granting of this application.

It appears to the Commission that this is not a matter in which a public hearing is necessary, and that the application should be granted, therefore

IT IS HEREBY ORDERED that permission and authority be, and it is hereby, granted to Pacific Electric Railway Company to abandon its passenger and freight service and to abandon and

remove its rails and facilities on that portion of its Santa Ana-Huntington Beach line between Huntington Beach and the Santa Ana River, more particularly described as follows:

That certain single track line and sidings, commencing at the switch point in the Holly Sugar Company spur, in the City of Huntington Beach, County of Orange, State of California, distant northeasterly along said spur approximately 160 feet from the northeasterly line of Ocean Avenue; thence in a general northeasterly direction to a point on the easterly side of the Santa Ana River in Section 28, Township 5 south, Range 10 west, S.B. B. and M.,

and to cancel, in conformity with the rules of this Commission, all rate tariffs and time schedules between said points.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 28th day of

October, 1930.

C. J. Sawyer

Leon O'Keefe
John D. Smith