

ORIGINAL

Decision No. 6050.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY to)
maintain winter schedule of train)
service on its Los Angeles-Playa del)
Rey-Redondo line.)
.....)

Application No. 4221.

Frank Karr for Applicant.
W. W. Phelps, City Attorney, W. L. Donohugh,
City Trustee, and D. P. Guernsey, City Trustee,
for the City of Hermosa Beach, Protestant.

LOVELAND, Commissioner

O P I N I O N

Applicant in this proceeding has petitioned the Railroad Commission for an order authorizing the establishment of a schedule of twenty-one round trips daily on its Los Angeles-Playa del Rey-Redondo line during the winter months and until the summer travel makes it reasonable and desirable to establish the summer schedule of twenty-seven round trips per day which have heretofore been operated on this line, alleging that the passenger traffic at present offering for the line is not sufficient during the winter months to justify the frequency of service offered by the summer schedule.

A public hearing was held at Los Angeles on December 10, 1918, the matter was duly submitted and is now ready for decision.

On October 28, 1918, the Railroad Commission authorized the Pacific Electric Railway Company to temporarily reduce the operating schedules on a portion of its lines, for the reason that the embargo placed upon normal business activities by

reason of the influenza epidemic had reduced the normal travel in a considerable degree, such authorization, however, being temporary only and to be withdrawn when health officials ~~were~~ ~~have~~ rescinded the quarantine regulations. The applicant, Pacific Electric Railway Company, alleges that the schedule of twenty-one round trips daily is ample to care for the demands of traffic on this line for the winter season and until the normal increase of travel incident to the summer months is present.

A statement showing passengers carried on this line during the following months indicates the following comparisons.

	<u>1917</u>	<u>1918</u>	<u>Decrease</u>
August	151,069	140,467	11,602
September	117,770	106,290	11,480
October	89,684	70,084	19,600
November	78,032	55,184	22,848

The trains of the Los Angeles-Playa del Rey-Redondo line handle a considerable amount of local business within the city of Los Angeles, all of which traffic is reflected in the above comparison. It is evident that the volume of traffic offering during the winter months shows a material decrease from that handled during the summer months and that a considerable decrease in traffic has occurred in 1918 over that enjoyed during the corresponding months of 1917.

A careful analysis of travel sheets filed as an exhibit by the applicant and reflecting the traffic handled during the months of November 1917 and 1918 does not indicate that any overcrowding of cars has occurred during the month of November, 1918, during which period the reduced service has been effective.

This application is opposed by the City of Hermosa Beach, although no testimony was presented in opposition. The

principal objections of the protestant, City of Hermosa Beach, as outlined by the City Attorney, are relative to the type of equipment operated over this line as compared to that operated on the Los Angeles-Redondo Line, via Gardena, and to the inability of Hermosa Beach patrons to have local service between Hermosa Beach and Redondo making possible a connection at Redondo with the Los Angeles-Redondo, via Gardena line. Witness for applicant testified that the present type of equipment now operated on the line was not that which the equipment schedule would provide under normal conditions, but that for the reason that it was extremely difficult to procure repair parts that a considerable number of the larger type of cars were inoperative and the demand for those available in operative condition to supply heavily traveled lines, especially such as were serving shipbuilding plants, was in excess of the number of operative cars available. The applicant claims to have exhausted all its efforts to procure equipment from outside sources and in addition to have done all possible to procure the necessary equipment with which to keep all its cars in operative condition, and that it is the intention, as soon as the equipment in need of repairs can be restored to operative condition to withdraw the smaller cars to which objection has been made and to operate the line with cars of a type similar to those now operated on the Los Angeles-Redondo, via Gardena, line. I recommend that all possible effort be made by the applicant herein to restore the larger cars to operative condition and to assign thereafter such complement of cars to this line that will eliminate the objection of patrons to the small type of cars at present assigned to this line.

The desire of the residents of Hermosa Beach for a connecting car to Redondo to connect with the service available on the Los Angeles-Redondo via Gardena line is opposed by the applicant on the basis that the jitney service between Redondo and Hermosa Beach renders it impossible for such service to be given for the reason that same would be unprofitable in operation. An offer was made by the counsel for applicant to establish such service provided that the cities of Hermosa Beach and Redondo would prohibit the operation of jitneys now operating between these points. The Commission has no jurisdiction over this matter and therefore merely refers to the offer as made which is a portion of the record of the testimony in this proceeding.

After careful consideration of the evidence in this proceeding and of the exhibits filed by applicant, I am of the opinion and find as a fact that the schedule of twenty-one round trips per day now operated by the applicant on its Los Angeles-Playa del Rey-Redondo line in accordance with the provisions of Timetable No. 32 as on file with this Commission under effective date October 28, 1918 furnishes reasonable and adequate service to the City of Hermosa Beach and should be continued until such time as the increased traffic incident to the summer months justifies increased service on this line.

Herewith the following form of order.

O R D E R

Pacific Electric Railway Company having applied to this Commission for an order authorizing the establishment of a reduced winter schedule on its Los Angeles-Playa del Rey-Redondo

line during the winter months and until such time as the increased travel incident to the summer months will justify additional service, a public hearing having been held, the matter having been duly submitted and the Commission being fully advised and basing its order on the finding of fact as contained in the opinion which precedes this order,

IT IS HEREBY ORDERED that this application be and the same hereby is granted, and that the schedule now in effect as covered by Timetable No. 32 as effective October 28, 1918, which provides twenty-one round trips daily between Los Angeles and Redondo via the Los Angeles-Playa del Rey-Redondo line be continued during the winter months and until such time as the increase of traffic during the summer months warrants additional service on this line.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 30 day of January, 1919.

Edwin O. Edgerton
H. D. Boardman
Frank P. Devlin
H. C. Brundage

Commissioners.