

ORIGINAL

Decision No. 28274.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
PACIFIC ELECTRIC RAILWAY COMPANY to
discontinue passenger service between
Delta and El Nido in the County of Los
Angeles, California.

Application No. 19037.

C. W. Cornell, for Applicant.

F. A. Jones, for City of Hawthorne and
Hawthorne Chamber of Commerce, Protestant.

Guy Lewis, for City of Hawthorne, Protestant.

BY THE COMMISSION:

O P I N I O N

The Pacific Electric Railway Company filed the above entitled application requesting authority to discontinue passenger train service between Delta and El Nido, via Hawthorne, which under the present method of operation is part of the Redondo Beach Line via Hawthorne.

A public hearing on this application was conducted by Examiner Hunter at Los Angeles on September 13, 1933, at which time the matter was duly submitted.

Applicant operates a passenger and freight service between Los Angeles and Redondo Beach over its line commonly known as its Redondo via Hawthorne Line, which line operates via South Los Angeles, Delta, Hawthorne, Lawndale and El Nido. In addition, applicant maintains passenger and freight service between Los Angeles and Redondo Beach via its line commonly known as its Redondo via Gardena Line, which line operates via South Los Angeles, Gardena, Hermosilla and

El Nido. These two lines operate over the same track between Los Angeles and South Los Angeles and between El Nido and Redondo Beach. Applicant also operates a shuttle service in the off-peak hours between San Pedro and Delta, connecting at Hermosilla with Redondo via Gardena trains and at Delta with Redondo via Hawthorne trains.

Applicant proposes herein to discontinue all passenger service between Delta and El Nido via Hawthorne, a distance of 7.32 miles, alleging that the purpose of this discontinuance of service is to effect operating economies and that the passenger patronage on the line between Delta and El Nido is insufficient to justify the continued operation of the service.

Eleven daily round-trip passenger schedules are now provided between Los Angeles and Redondo via Hawthorne. A traffic check taken during the period December 19th to 21st, inclusive, 1932, and January 5th to 8th, inclusive, 1933, shows a total of 291 passengers handled between Delta and El Nido, exclusive of Delta and El Nido. Of this number, 138 passengers were to or from Hawthorne and 35 to or from Lawndale.

The Los Angeles Railway Corporation operates a local street car line between Los Angeles and Hawthorne, affording frequent service at a rate of 15 cents one way including transfer in the Inner Zone of Los Angeles, or a thirty-ride commutation ticket at \$4.20 not including transfer. The Pacific Electric service between Los Angeles and Hawthorne is comparatively infrequent and at rates approximately twice as much as the Los Angeles Railway rates. Practically all of the territory adjacent to the Pacific Electric line between Hawthorne and El Nido, via Lawndale, is now served by the Sunset Stages operating between Hawthorne and Redondo Beach in addition to the Pacific Electric rail service. The territory which would be entirely without

public transportation service if the abandonment requested herein is granted is the undeveloped section between Hawthorne and Delta.

The financial results of operation for Pacific Electric's Los Angeles-Redondo Beach via Hawthorne Line for the period January 1, 1933 to June 30, 1933, inclusive, are as follows:

Passenger Revenue,	\$8,981.00
Mail Revenue,	576.62
Miscellaneous Transportation Revenue,	-
Station and Car Privileges,	<u>138.06</u>
Total Operating Revenue,	9,695.68
Railway Operating Expenses (Out-of-Pocket)	<u>14,111.48</u>
Net Loss Railway Operations,	4,415.80*
Taxes Assignable to Railway Operations,	<u>412.07</u>
Railway Operation Loss (Out-of-Pocket)	<u><u>\$4,827.87*</u></u>

* Red Figures.

Applicant estimates that the annual net saving as a result of abandonment of passenger rail service on its Redondo via Hawthorne Line requested herein will amount to approximately \$22,000. This figure of saving takes into account the necessary revision in the schedule of the Redondo via Gardena Line and the San Pedro via Torrance Line which would be made necessary by the proposed abandonment of passenger service.

The City of Hawthorne and certain residents of Lawndale protested the proposed abandonment of passenger operation on the ground that the service should be continued for those who desire to use it. It appears from the record that a majority of the protestants would not oppose the discontinuance of passenger service provided the line between El Nido and Hawthorne was completely abandoned, thereby permitting the private right of way to be used for highway purposes.

After carefully considering all of the evidence in this proceeding we are of the opinion and hereby find as a fact that public convenience and necessity do not require the continued operation of the passenger service herein proposed to be discontinued, it being apparent that the operation cannot be conducted except at a material loss; that practically all of the developed territory served by the line proposed to be discontinued will not be entirely without public transportation service; that no reduction in operating expenses can be made to enable profitable operation and that the amount of revenue, in comparison with the operating costs, places an undue and unwarranted burden on applicant and its patrons in the continued maintenance of the unprofitable passenger service herein proposed to be discontinued.

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 Pacific Electric Railway Company is hereby authorized to discontinue passenger service on its so-called Los Angeles-Redondo Beach via Hawthorne Line between the stations of Delta and El Nido via Hawthorne, in the County of Los Angeles, as shown in yellow on the map attached to the application (Map No. C.E.H. 13946), and to cancel, in conformity with the rules of the Commission, any rate and time schedules pertaining thereto, subject, however, 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 line and on all trains operating over said line.
- (2) The authority herein granted is contingent upon applicant concurrently effecting changes in schedules, in accordance with the rules of this Commission, on its Los Angeles-Redondo Beach via Gardena Line and its Los Angeles-San Pedro via Torrance Line substantially in accordance with the schedules introduced in evidence in this proceeding as Exhibits Nos. 6 and 7.
- (3) Applicant shall notify the Commission, in writing, within thirty (30) days after said discontinuance has become effective.
- (4) If said service has not been discontinued within one (1) years from the date of this order, the authorization herein granted shall then lapse and become void unless further time is granted by subsequent order.
- (5) The Commission 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 public convenience and necessity.

For all other purposes, the effective date of this order shall be ten (10) days from and after the date hereof.

Dated at San Francisco, California, this 2^d day of October, 1933.

O. C. Leary
Leon C. ...
W. P. ...
M. B. ...
Commissioners.