

Decision No. 14097**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

- - - - -

In the Matter of the Application of)
 MOTOR COACH COMPANY, a corporation,)
 for an order permitting it to com-)
 bine and merge all of its existing)
 automobile stage line operating) Application No. 10007
 rights, and authorizing it to)
 operate all of its stage lines as)
 one unified system affording a service)
 to and from every point thereon (with)
 certain exceptions).)

E. W. Kidd for Applicant.
 R. E. Wedekind and H. O. Marler for
 Pacific Electric Railway, Protestants.

BY THE COMMISSION:

O P I N I O N

Motor Coach Company, a corporation, has made application to the Railroad Commission for a certificate of public convenience and necessity, authorizing it to combine and merge all its existing automobile stage line operating rights, and to operate same as a unified system, and for the removal of certain restrictions heretofore imposed upon its operations.

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

Applicant now maintains service between Santa Monica and Long Beach, serving intermediate points, except a portion of the route between Bellport Avenue and Gaffey Junction. Applicant, as a successor of J. A. Smith, also operates passenger service between Redondo Beach and San Pedro via Torrance, Lomita, Gaffey Junction and San Pedro. It is the purpose of applicant to

merge these operations between Redondo and the terminus of Long Beach, and to so operate the service over each that a necessity for transfer at Gaffey Junction to either terminus will be eliminated.

It is also requested by applicant that the restriction between Bellport Avenue and Gaffey Junction be removed in order that service to Harbor City may be given without transfer.

Applicant procured its operating right between Santa Monica and Long Beach under Decision No. 12,722, dated October 19, 1923, and procured its certificate right between Redondo and San Pedro by purchase from Richards and Gorst, approved by Decision No. 12,990, dated January 4, 1924.

By Decision No. 12,722, authorizing the acquisition of the certificate held by the Dillingham Transportation Company between Santa Monica and Long Beach, applicant was forbidden to operate a combined or joint service of its existing operations, unless such combined operation shall be authorized under separate proceeding. Obeying this mandate, applicant has maintained the two services independently, and transfers have been made at Redondo Beach and Gaffey Junction between the two services.

According to the testimony, passengers going from points north of Redondo Beach and Santa Monica to San Pedro are required to transfer at Redondo to the stage of applicant under the Dillingham certificate, and are required to journey in a round-about way via Torrance and Lomita. Also, passengers from Long Beach and Wilmington destined to Lomita or Torrance, or territory enroute to Redondo via these points, must transfer at Gaffey Junction. The result is, there is no through service from Redondo Beach or points north of Redondo Beach to San Pedro, and no service from Torrance and Lomita to Wilmington and Long Beach without transfer.

It is also necessary that passengers between Bellport Avenue and Gaffey Junction, a distance of less than one mile, are required to either walk to the transfer junction to reach stages bound for Long Beach, or walk a similar distance to Bellport Avenue, to reach stages to Redondo. The business now conducted was established during competition of the two lines under separate ownership, and because of prior operating rights, and apparently no reason exists now why the applicant should not be permitted to adopt new schedules that would be more convenient and expeditious for the benefit of the public.

R. E. Beaton, Secretary of the San Pedro Chamber of Commerce, testified that directors of this organization had thoroughly discussed the application herein and would submit to any re-arrangement that would permit through transportation between San Pedro and Santa Monica without transfer, and also through service to Redondo by avoiding the journey through Torrance.

A. L. Owens, secretary of applicant company, and L.E. Doll, agent of applicant company at Redondo, testified as to complaints by passengers, because of the necessity of transfer at either Redondo, Bellport Avenue or Gaffey Junction.

J. A. Smith, former owner of the Redondo-San Pedro Line, testified that the merger of the two lines, with readjustment of services, would benefit a large population north of Lomita and west of Torrance now employed at Harbor City or Wilmington or Long Beach, who now have no direct means of transportation without transfer.

Applicant introduced many exhibits to sustain its request. The service is given to a territory approximately forty miles of operating distance and contains a population of approx-

imately 275,000. According to applicant's Exhibit No. 5, the two services have transported 308,000 passengers the first six months of 1924. In excess of 500 passengers per month, journeying from Redondo to Wilmington and Long Beach, are required to transfer in either direction. As the territory in and about Torrance, Harbor City, Wilmington, Long Beach and San Pedro is largely industrial, it appears that it will be to the advantage of working men in these industries to obtain direct uninterrupted transportation to and from their employment.

Applicant proposes to establish two schedules from Santa Monica and Venice to San Pedro and Long Beach, alternating over the various routes, and also proposes fares from new points, such as Weston, Welteria, Palo Verde and Clifton, and San Pedro, South Lomita, Torrance and Vista Highlands, these fares to be made effective via shortest route.

Applicant proposes amended schedules under a unified operation contained in his Exhibits Nos. 7, 8 and 9, which carry out the purpose of applicant to conduct through service between termini, which we believe will improve the service to the public.

Upon the record herein we hereby find as a fact, that public convenience and necessity require the merging of the two operations, separately held by applicant, into one operation, and that the applicant be permitted to so merge and join the operations and file the Schedules Exhibits Nos. 7, 8, and 9, and the rates shown in Exhibit No. 6.

Protestant, Pacific Electric Railway, made no opposition to the application after it was stipulated by applicant that no direct service, without transfer at Gaffey Junction, would be established between Long Beach and San Pedro.

O R D E R

Motor Coach Company, a corporation, having made application to the Railroad Commission for authority to merge all its operating rights and to modify restrictions upon its service and to establish certain new rates, a public hearing having been held, the matter having been duly submitted and now ready for decision,

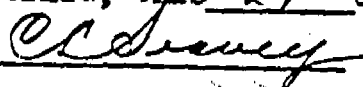
THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES, that public convenience and necessity require the merging of the operating rights now held by applicant under Decision No. 12722 and No. 12990 and,

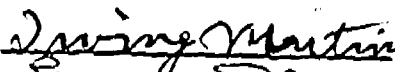
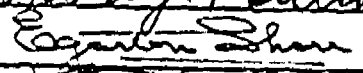
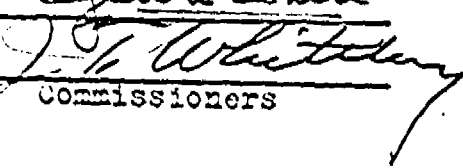
IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be and the same hereby is granted.

IT IS HEREBY FURTHER ORDERED that the portion of Decision No. 12722 restricting operation of Dillingham Transportation Company between Bellport Avenue and Gaffey Junction are hereby cancelled and annulled, and applicant herein, successor to said Dillingham Transportation Company, is now authorized to conduct operations between said Bellport Avenue and Gaffey Junction without restriction as to the receipt and discharge of passengers, provided, however, that no authority is hereby granted for through service between Long Beach and San Pedro.

IT IS FURTHER ORDERED that applicant herein be authorized to file new time schedules as shown by its Exhibits Nos. 7, 8 and 9 filed herein, and to file additional rates as shown in its Exhibit No. 6 filed herein.

Dated at San Francisco, California, this 27th day of September, 1924.






Commissioners