

Decision No. 14798.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of the MOTOR COACH COMPANY for a )  
certificate of public convenience )  
and necessity permitting it to )  
extend its present automobile )  
stage lines from a point at the )  
intersection of Anaheim Road )  
(also known as Anaheim Street) )  
and Harbor Boulevard, thence on )  
Harbor Boulevard to the intersec- )  
tion of Harbor Boulevard and Wes- )  
ton Street, thence on Weston )  
Street to the junction of Weston )  
Street and Narbonne Avenue in )  
Lomita, a distance of approxi- )  
mately two and eight-tenths )  
miles. )

ORIGINAL

APPLICATION NO. 10620.

Herbert W. Kidd, for Applicant.  
R. E. Wedekind and E. O. Marler, for  
Pacific Electric Railway Company,  
Protestant.  
Lou W. Johnson, for Wilmington Chamber  
of Commerce, Interested Party.

BY THE COMMISSION:

O P I N I O N

Motor Coach Company, a corporation, has made applica-  
tion to the Railroad Commission for a certificate of public con-  
venience and necessity authorizing extension of its present  
automobile stage lines from the intersection of Anaheim Road and  
Harbor Boulevard to the junction of Weston Street and Narbonne  
Avenue in Lomita, a distance of approximately two and eight-tenths  
miles. The certificate is sought not as a new and separate oper-  
ative right, but as an extension and enlargement of present oper-  
ative rights of applicant.

A public hearing herein was conducted by Examiner Williams at Long Beach.

Motor Coach Company's system extends from Santa Monica to Long Beach and San Pedro. One branch of the service runs east from Redondo to Torrance, thence south via Narbonne Avenue to Lomita, thence to the main line service of applicant into Wilmington by way of Redondo Boulevard and Anaheim Road. Another branch of applicant's main line service runs north from the Redondo-Wilmington Boulevard via Walnut Street to Weston Street, thence east to Bellporte Avenue through Harbor City, thence south to the main line near Gaffey Junction.

Applicant proposes to operate as an extension over Weston Street between Narbonne Avenue east to Walnut Street and from Bellporte Avenue east to Wilmington Boulevard, thence south to Anaheim Road, over which the main line passes from Wilmington into Long Beach.

With the added routing asked for by applicant, it is proposed to operate, on hourly schedule, a service to and from Long Beach, serving Wilmington, West Wilmington, Harbor City, South Lomita, Bellporte Junction and Lomita. The schedule of rates proposed by applicant, as shown by its Exhibit "A" attached to the application, provides new rates, proportioned to its structure as a whole, to the new points to be served, (Wilmington, West Wilmington, Shoestring, East Harbor City and Harbor City), and retains the existing rates as to all other points.

Applicant is now, by Decision No. 9388 on Application No. 6611, restricted from carrying any passengers from Wilmington (a portion of the city of Los Angeles) to Long Beach.

Applicant asks that this restriction be removed. It was the removal of this restriction which was made the basis of a protest by the Pacific Electric Railway, which maintains electric car service from Canal Street in Wilmington eastwardly and to the north of Anaheim Road, to its station on Ocean Avenue in Long Beach. Applicant, however, entered a stipulation that it would not receive any passengers east of Canal Street or accept any traffic intermediate to Canal Street in Wilmington and Long Beach. Upon the making of this stipulation the protest of Pacific Electric Railway Company was withdrawn, with the statement that this protestant had been asked to give the service proposed by applicant but had not, after a careful survey, found itself able to undertake it, although it believed some necessity for such service existed.

Applicant produced as witnesses in support of necessity for the service Miss C. D. Griffin, a teacher in the Lomita high and elementary schools; Walter Barber, industrial engineer of Long Beach and chairman of the Public Utilities Committee of the Long Beach Chamber of Commerce; Otis Andrews, F. E. Soden, George Wilson and C. J. Patterson, all of Long Beach and all having business connections in Wilmington or points west of Wilmington; Lou W. Johnson, Secretary of the Wilmington Chamber of Commerce, and Mrs. Frances Boscow.

In substance the testimony of these witnesses was that an area of approximately 9.92 square miles, containing a population variously estimated at 7500 to 10,000, of whom probably 65% live more than a half-mile from any means of transportation, is without necessary transportation service, and that the service proposed by applicant would meet their needs, par-

ticularly for employes of scattered industrial plants. It was further pointed out that the same area contributes a large school attendance to the Lomita high and elementary schools, and that there is no transportation provided for such pupils, although effort had first been made to induce the Pacific Electric Railway to provide automobile service.

In addition to these witnesses, applicant had present at the hearing at least one hundred and twenty-five other witnesses, whose testimony as to the necessity for a service, it was stipulated, would be substantially the same as that of the witnesses who testified. Applicant also offered, as exhibits, resolutions from the Harbor City Commercial Club, Long Beach Chamber of Commerce, Lomita Chamber of Commerce and Wilmington Chamber of Commerce, urging the removal of restriction against the transportation, by applicant, of passengers from Wilmington to Long Beach, and also urging the granting of the certificate sought by applicant herein.

In view of the elimination of conflict through the stipulation entered into by applicant and protestant Pacific Electric Railway Company, and the palpable emphasis on the need of service as shown by the great number of witnesses presented by applicant, it appears that the need and demand for the service proposed herein are so well established that the application should be granted, including the removal under the stipulation of the restriction of record.

After full consideration of this matter we are of the opinion, and therefore find as a fact, upon the record herein, that public convenience and necessity require the extension of route and service as proposed by applicant, and an order will be so entered.

O R D E R

Motor Coach Company, a corporation, having made application to the Railroad Commission for a certificate of public convenience and necessity to extend its automobile stage lines so as to provide through service between Lomita and Long Beach via Wilmington, a public hearing having been held, the matter having been duly submitted and now being ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the extension of service as proposed by applicant herein, not as a new and separate service but as an extension of the present operative rights, over and along the following roads and streets:

From the intersection of Weston Street and Bellporte Avenue, east on Weston Street to Wilmington Boulevard (or Main Street), thence south over Wilmington Boulevard to the intersection of said boulevard with Anaheim Road (or street); also

From the intersection of Narbonne Avenue and Weston Street east to the intersection of Walnut Street and Weston Street; and

IT IS ORDERED that a certificate of public convenience and necessity therefor be and the same hereby is granted, subject to the following conditions:

- I. That applicant shall, within twenty (20) days after the date hereof, file with this Commission its written acceptance of the certificate herein granted as an extension and enlargement of the present existing rights, and not as a new or separate right, and for the purpose only of re-routing its vehicles between Lomita and Wilmington and Long Beach.
- II. Applicant shall file, in duplicate, time schedules and tariff of rates identical with those as set forth in Exhibit attached to the application herein within a period of not to exceed twenty (20) days from date hereof, and shall commence operation of the service herein authorized within a period of not to exceed thirty (30) days from date hereof.

- III. The rights and privileges herein authorized may not be sold, leased, transferred nor assigned, nor service thereunder discontinued, unless the written consent of the Railroad Commission to such sale, lease, transfer, assignment or discontinuance has first been secured.
- IV. No vehicle may be operated by applicant under the authority hereby granted unless such vehicle is owned or is leased by applicant under a contract or agreement on a basis satisfactory to the Railroad Commission.

IT IS FURTHER ORDERED that the restriction imposed upon applicant by Decision No. 9388 on Application No. 6611, dated August 19, 1921, and Decision No. 12722 on Application No. 9464, dated October 19, 1923, be modified to the extent that applicant may receive passengers boarding cars west of Canal Street in Wilmington and transport said persons to the city of Long Beach, and that applicant may receive passengers in the city of Long Beach destined for points west of Canal Street in Wilmington, but that no passenger shall be carried between Long Beach and Canal Street, Wilmington.

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 15<sup>th</sup> day of April 1925.

H. B. Brundage  
C. Leacy

George D. Squires  
Ernest J. ...  
Commissioners.