

ORIGINAL

Decision No. 19290

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
MOTOR COACH COMPANY for an order
permitting it to extend its passen-
ger stage lines from the Catalina
Terminal to the Los Angeles Steam-
ship Company's docks, and to merge
said extension of line with all of
applicant's existing stage lines,
and to operate same in conjunction
therewith.

APPLICATION NO. 14220

Kidd, Schell & Delamer, by Herbert
W. Kidd, for Applicant.

H. O. Marler, for Pacific Electric
Railway Co., Interested Party.

BY THE COMMISSION:

OPINION

Motor Coach Company, a corporation, has made applica-
tion to the Railroad Commission for a certificate of public
convenience and necessity to extend its passenger stage lines
from the Catalina Terminal at Los Angeles Harbor to the docks
of the Los Angeles Steamship Company, and to merge this added
operation with all of applicant's existing stage lines, and
to operate same in conjunction therewith.

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

Applicant now operates an extensive system of automobile transportation between Long Beach, Wilmington, San Pedro, Lomita, Torrance, Redondo, Hermosa, Manhattan, El Segundo, Venice and Santa Monica. The service into Wilmington now has a branch connecting with the Catalina Island boat terminal at Fries Avenue and Water Street, with through rates between all points. It is proposed to extend this service over Pier A Street (also called Pier Street) to the docks of the Los Angeles Steamship Company, a distance of one and seven-tenths (1.7) miles, in order to make available to passengers of the steamships in either direction, direct transportation to the points served by applicant. The extension is over a paved highway now used by all common carriers of freight, and the extension involves no change or addition to applicant's rates.

Through A. L. Owen, Secretary and Traffic Manager of applicant corporation, it was shown that there has been a continuous demand upon applicant for a service to the steamship docks. The Los Angeles Steamship Company has service to and from San Francisco four days each week at this dock, and to San Diego four days each week, and in addition has a steamship to and from Honolulu three times each month. It is the purpose of applicant to receive passengers and carry them through to the steamship docks at the same rate now charged to the Catalina Island Terminal.

Carl L. Hyde, Secretary of the Torrance Chamber of Commerce, testified that there had been inquiries for a

direct service to the Los Angeles Steamship docks, at the office of the Chamber, and that in his opinion the demand was sufficient to justify the extension sought. He pointed out that the only method by which the Pacific Electric Railway could carry passengers from Torrance, a distance of a few miles from the dock, would be to transport passengers north to Watts Junction near Los Angeles, and then bring them a journey of approximately fifteen miles back to the dock; or passengers may take the Torrance local, getting off at Wilmington and then finding their way to the docks either by taxicab or private conveyance.

Earl W. Porter, manager of the Venice Branch of the Los Angeles Chamber of Commerce, testified that while there had been no complaint for lack of service, there has been inquiries of the Chamber, and that he believes the service would be a great public convenience.

H. E. Barzen, Traffic Passenger Agent of the Los Angeles Steamship Co., testified that the passenger steamships of the Company plying between San Francisco, Los Angeles and San Diego (the Yale and Harvard) had a passenger capacity of 465, and that the passenger movement is heavy except one or two months in the year; that the establishment of the service, as proposed by applicant, would be a great convenience to the public, and that the Steamship Company will co-operate with applicant, by notifying it whenever passengers wish to be distributed directly over its system. He also testified that the passenger list in the Hawaiian service usually ran from 200 to 400, and that the ships are at dock, either going or coming, three times monthly. Mr. Barzen pointed out that

at most of the points served by applicant, the Pacific Electric Company cannot give direct service, and passengers using this service being required to go either to Watts Junction or to Los Angeles and change cars, involving a journey of many additional miles and added cost.

Applicant proposes an extension of its regular schedules from Catalina Terminal to the steamship docks, on all out-going steamships, except where there is a party of fifteen or more passengers, in which case, a special car will be provided. Applicant keeps its equipment at Lomita, and can furnish such special service on fifteen minutes' notice. Applicant, at the hearing, amended its proposed schedule of operations, so as to make the two o'clock schedule leaving Santa Monica arrive at the docks at 3:45 P.M. On incoming steamships, applicant is to maintain a shuttle car which will deliver the passengers at Wilmington to the main line.

At the conclusion of the testimony, the Pacific Electric Railway announced that it had no protest to make on the establishment of the service.

It appears from the showing made by applicant that the extension to be provided is to be an additional facility for the benefit of the public, without additional cost, and that it is being offered in response to a public demand therefor. We see no reason why the authority should not be granted, and an order accordingly will be 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 passenger stage lines from the Catalina Terminal at Los Angeles Harbor to the docks of the Los Angeles Steamship Company, and to merge this added operation with all of its existing stage lines, and to operate same in conjunction therewith, 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 establishment of the service proposed herein by applicant over and along the following route:

From the Catalina Terminal at the intersection of Fries Avenue and Water Street, at Wilmington, Los Angeles Harbor, along Pier A Street (also known as Pier Street) to the docks of the Los Angeles Steamship Company; and

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

1. Applicant shall file with this Commission within a period of not to exceed ten (10) days from date hereof, its written acceptance of the certificate herein granted as an extension and enlargement of its present operative rights, and not as a new or separate right.
2. Applicant shall file, in duplicate, within a period of not to exceed twenty (20) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be identical with

those attached to the application herein, or rates and time schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of not to exceed sixty (60) days from the date hereof.

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

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 23rd day of January, 1928.

Cheney

Thos. B. Smith

W. J. Carr

Commissioners.