

Decision No. 24046

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

**ORIGINAL**

In the Matter of the Application of JAMES T. AGAJANIAN and S. A. SARKISIAN, doing business under the fictitious name of HARBOR STAGE COMPANY, for certificate of public convenience and necessity to operate a passenger service as a common carrier between the City of Los Angeles and the City of San Pedro, California.

Application No. 16519  
(Amended)

In the Matter of the Application of LOS ANGELES RAILWAY CORPORATION, a corporation, and PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, for a certificate of public convenience and necessity to operate automobile stage service under the name of Los Angeles Motor Coach Company between Hollywood (Cahuenga Avenue and Hollywood Boulevard) and San Pedro (Pacific Electric Railway Station and Pacific Steamship Docks) and intermediate points in the State of California.

Application No. 16607

In the Matter of the Application of WEST SIDE TRANSIT CO., a corporation, for a certificate that public convenience or a necessity requires Applicant to extend its "Long Beach to Dominguez to Manchester Avenue Line" to Hollywood Boulevard and Highland Avenue in Los Angeles, California.

Application No. 16662

In the Matter of the Application of WEST SIDE TRANSIT COMPANY, a corporation, to sell and PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, and LOS ANGELES RAILWAY CORPORATION, a corporation, as operators of Los Angeles Motor Coach Company, to purchase an automobile passenger stage line operated between Long Beach, California, and the intersection of Manchester and Western Aves. in the City of Los Angeles, California.

Application No. 17562

A. M. Astor and Richard T. Eddy for Applicants in App. 16519, and Protestants in App. 16607, and Interested Party in App. No. 17562.

Frank Karr and R. E. Wedekind and Gibson, Dunn & Crutcher, by W. M. Taylor and S. M. Haskins, for Applicants in Apps. Nos. 16607 and 17562, and Protestants in Apps. Nos. 16519 and 16662.

Frank Karr and R. E. Wedekind for Pacific Electric Ry. Co., Protestant in Apps. Nos. 16519 and 16662.

Gibson, Dunn & Crutcher, by W. M. Taylor and S. M. Haskins, and E. G. Weeks for Los Angeles Ry Corporation, Protestant in Apps. Nos. 16519 and 16662.

Frank Atkinson, in propria persona, Protestant in Apps. Nos. 16519 and 16607.

David Bush and O. F. Shulenberg for Motor Coach Co., Protestant in Apps. Nos. 16519 and 16607.

J. O. Marsh and F. E. Ball for Board of Public Utilities & Transportation of the City of Los Angeles, Interested party in Apps. 16607 and 16662, and Protestant in App. 16519.

N. M. Todd and R. W. Anderson for Applicant in Apps. 16662 and 17562 and Protestant in App. No. 16607.

BY THE COMMISSION:

#### O P I N I O N

Application No. 16519 was filed on May 7, 1930, by James T. Agajanian and S. A. Sarkisian, doing business under the fictitious name of Harbor Stage Company, seeking a certificate of public convenience and necessity for the operation of a passenger stage service between Los Angeles (Los Angeles and Market Streets) and San Pedro (5th and Beacon Streets) and intermediate points.

Amended Application No. 16519 was filed on August 21, 1930, substituting James T. Agajanian, John Wehrman and George B. Workman as applicants, in lieu of Agajanian and Sarkisian, and amended the route of its proposed service. (1)

Application No. 16607 was filed on June 9, 1930, by the Pacific Electric Railway Company and Los Angeles Railway Corporation, operating under the name of Los Angeles Motor Coach Company, for a

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(1) Commencing at the intersection of 5th and Beacon Sts., San Pedro, west on 5th St. to Pacific Ave., north on Pacific Ave. to San Pedro-Wilmington Road, north to Anaheim and Main Sts., north on Main St. (Harbor Boulevard) to Broadway, north on Broadway to 36th Place, thence north on Main St. to 23rd St., east to Los Angeles St., north on Los Angeles St. to Market St., Los Angeles.

certificate of public convenience and necessity to operate an automobile stage service between Hollywood (Cahuenga Avenue and Hollywood Boulevard) and San Pedro (Pacific Electric Railway Station and Pacific Steamship Docks) and intermediate points.

Amended application No. 16607 was filed on August 25, 1930, requesting a certificate of public convenience and necessity for a passenger stage service between Hollywood and Long Beach, in addition to the routes sought in the original application. (2)

Application No. 16662 was filed on June 30, 1930, by the West Side Transit Company, for a certificate of public convenience and necessity authorizing the extension of its present Long Beach-Manchester Avenue Motor Coach Line to Hollywood (Hollywood Boulevard and Highland Avenue).

Application No. 17562 was filed on July 28, 1931, jointly by the West Side Transit Company for authority to sell, and Pacific Electric Railway Company and Los Angeles Railway Corporation, operating under the name of Los Angeles Motor Coach Company, to purchase the operative rights and certain equipment of the West Side Transit Co.

(2) Commencing at the intersection of Hollywood Boulevard and Cahuenga Avenue; east on Hollywood Boulevard to Vine Street; south on Vine to Sunset Boulevard; east on Sunset Boulevard to Western Avenue; south on Western Avenue to Santa Barbara Avenue; east on Santa Barbara Avenue to Main Street; south on Main Street to 120th Street; west on 120th Street to Broadway; thence south on Broadway, Main Street, and Wilmington Road to "B" Street; west on "B" Street to Wilmington and San Pedro Road; thence along Wilmington and San Pedro Road to Pacific Avenue; south on Pacific to 5th St; thence east on 5th St. to Front St.

Return, reverse of this route to Sunset and Vine St.; thence west on Sunset to Cahuenga; north on Cahuenga to Hollywood Boulevard, point of beginning.

NOTE: (1) Trips connecting with steamers will operate to and from docks between Hollywood and intersection of Wilmington Road and Anaheim St. via the above route, thence east on Anaheim to Avalon; south on Avalon to Water St.; thence along Water St. and Pier "A" St. to steamship docks; thence northerly on Harbor Boulevard to "B" St.; west on "B" St. to Wilmington and San Pedro Road; thence to San Pedro via above route. When trips operate to or from Catalina Terminal only, route between Catalina Terminal and San Pedro will be as follows: Commencing at Catalina Terminal, north on Fries Ave. to "B" St.; west on "B" St. to Wilmington and San Pedro Road; thence to San Pedro via above route.

(2) Trips to and from Long Beach will operate between Hollywood and intersection of Wilmington Road and Anaheim St. via the above route, thence east on Anaheim St. to Pacific Ave., south on Pacific Ave. to 1st St., east on 1st St. to Pine Ave., south on Pine Ave. to Ocean Blvd., west on Ocean Blvd. to Pacific Ave., returning north on Pacific Ave. to Anaheim, thence over reverse of going trip.

Public hearings on these applications were conducted by Examiner Satterwhite at Los Angeles, Long Beach and San Pedro, and, the matters having been duly submitted, are now ready for decision. All applicants stipulated that the applications be consolidated for the taking of testimony and decision.

The West Side Transit Company now operates a motor coach service between Long Beach and the intersection of Western and Manchester Avenues in the City of Los Angeles under certificate of public convenience and necessity granted by this Commission. In this proceeding, a certificate of public convenience and necessity is sought to extend said service to Hollywood. <sup>(3)</sup> The West Side Transit Company does not propose to transport any passengers locally between Hollywood and the intersection of Manchester and Western Avenues.

The Harbor Stage Company proposes to operate twenty-four round-trips daily between the intersection of Market Street and Los Angeles Street, in the City of Los Angeles, and the intersection of 5th and Beacon Streets in the City of San Pedro and intermediate points. The service will be on a headway of thirty minutes during the peak hours, and a headway of one hour during the off-peak hours. The one-way fare proposed by applicant between Los Angeles and San Pedro is 40¢, with lesser one-way fares to intermediate points. The only round-trip fare proposed is between Los Angeles and San Pedro, which is 75¢. No commutation fares are proposed by applicant.

In the application of Harbor Stage Company, it is alleged that the rapid growth and development of the Los Angeles metropolitan district, and particularly the Los Angeles Harbor District,

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(3) Commencing at Manchester and Western Avenues in the City of Los Angeles, thence north on Western Avenue to Hollywood Boulevard, thence west on Hollywood Boulevard to Highland Avenue.

and the improvement of new highways has created a demand for, and made possible, the operation of a high-class motor bus service between Harbor and downtown Los Angeles that heretofore has not been possible or feasible. Applicant also alleges that it believes that its proposed service will not detract from the revenues of existing operators, but on the other hand, will create new business which the existing carriers do not enjoy.

The Pacific Electric Railway Company now operates two rail lines between 5th and Front Streets in San Pedro and its 6th and Main Streets station in Los Angeles, one via Dominguez Junction and the other via Gardena. Thirty-nine trips are operated daily, except Sunday, from Los Angeles to San Pedro, and thirty-eight trips from San Pedro to Los Angeles via the Dominguez line. Nineteen trips are operated daily, except Sunday, from Los Angeles to San Pedro, and eighteen trips from San Pedro to Los Angeles via the Gardena Line.

The route of the Harbor Stage Company's proposed proposed line from 116th Street north to its northerly terminus, a distance of approximately 8.5 miles, will be on the same street as, or one block east of, the rail lines of the Los Angeles Railway Corporation. Applicant proposes a 10-cent fare from Market and Los Angeles Streets to 108th Street and Broadway. The Los Angeles Railway Corporation fare is 10¢ with transfer between Market and Los Angeles Street and 116th Street and Broadway, and a 7-cent fare without transfer, when purchased in books of thirty rides. The record shows that there is no disagreement that this proposed motor coach line will be operated in direct competition with the above mentioned rail lines of the Los Angeles Railway Corporation, and will undoubtedly attract some business from said rail lines. The testimony shows that the service of the Los Angeles Railway Corporation, in the territory above mentioned

is adequate and reasonable to meet the public needs.

An analytical examination of the testimony of the witnesses appearing in behalf of applicant Harbor Stage Line shows that practically all of these witnesses travel between San Pedro and the downtown business, financial and wholesale districts and the Civic Center of Los Angeles. Many of these witnesses now utilize the Pacific Electric Railway Company's rail lines for this travel. However, they testified that in the event the proposed motor coach lines were established, they would transfer their patronage thereto, giving various reasons for so doing, such as preference to motor coach, direct travel to the civic buildings without transfer, elimination of delays at the drawbridge, etc. The majority of these witnesses testified that the present service of the Pacific Electric, between the downtown district of Los Angeles and San Pedro, was reasonably adequate and convenient. There appears to be little question in the minds of the applicants, as well as others involved in these proceedings, that the bulk of the travel over the proposed motor coach line would be between downtown Los Angeles, the civic buildings and San Pedro.

A person now desiring to travel between San Pedro and the civic buildings in Los Angeles may use the Pacific Electric rail line between San Pedro and 6th and Main Streets Station, Los Angeles, and then utilize the frequent service of the Los Angeles Railway Corporation on Main Street between 6th Street and the Civic Center.

Applicants (Harbor Stage Company) testified that, in their opinion, considerable new business would be developed between San Pedro and Los Angeles by the establishment of motor coach service. It is probably true that some new

business may be created. However, on the other hand, it is apparent that the motor coach line would detract considerable business from the rail lines now operating between Los Angeles and San Pedro.

It is a well established principle of this Commission that where an existing utility is providing a reasonable and adequate service, it should be afforded protection against a competitor with whom the business would be divided. It appears that the record substantiates the fact that should a motor coach line be established which would detract any appreciable amount of business away from the rail lines of the Pacific Electric between Los Angeles and San Pedro, curtailment of service on said rail lines may become necessary. During the year 1930, the Pacific Electric carried on its San Pedro via Dominguez Line, 2,816,846 passengers, which is considerably less than the number carried in 1926. The loss of business on this line is undoubtedly due to the competition of the privately owned automobile and the so-called business depression. To create a condition which would result in a diminution of service on a line transporting such a volume of traffic reasonably conveniently and adequately, as the record shows, would not, in our opinion, be in the public interest.

The application of Harbor Stage Line was endorsed by the San Pedro Chamber of Commerce and the Keystone Chamber of Commerce.

The territory between 116th Street and Broadway and Wilmington, along the proposed motor coach route, is not very well developed. Along this territory there is no doubt that the proposed motor coach service would serve some people not now provided with common carrier transportation service.

However, there appears to be no question that this territory alone would not support or justify a motor coach operation between Los Angeles and San Pedro. Applicants of the Harbor Stage Line did not propose any restrictions on their proposed line which would prevent the transportation of passengers between points now served by existing carriers.

Some of the witnesses in this proceeding did register an objection to the type of equipment used on Pacific Electric rail line between San Pedro and Los Angeles, and also to the delays caused at the drawbridge across the west basin of the Los Angeles Harbor. It appears from the record herein that improvements have been made on the rail line equipment, and that during the past year or so, better equipment was provided on the San Pedro rail line. The delays caused at the drawbridge are beyond the control of the railway company, inasmuch as its operation is under the jurisdiction of Federal regulation. The record does show, however, that the railway company is receiving the cooperation of the governmental authorities, so as to reduce such delays to a minimum.

The railway companies' witnesses testified that study was given to the possibility of operating all San Pedro-via-Dominguez cars around the west basin, in order to eliminate such delays, but it was determined that the extra time required for the operation of all cars around the west basin would be considerably in excess of the delays now experienced at the drawbridge.

We believe the record justifies our conclusion that there appears to be no necessity for an additional service between the two terminals of the proposed line, namely, downtown Los Angeles and San Pedro, or between Market and Los Angeles Sts. and 116th Street and Broadway.



Subsequent to submission of Applications Nos. 16519, 16607 and 16662, the West Side Transit Company and the Los Angeles Motor Coach Company filed Application No. 17562, which requested authority for the West Side Transit Company to sell, and the Los Angeles Motor Coach Company to purchase, the operative rights and certain equipment used in the transportation of passengers between Long Beach and the intersection of Manchester and Western Avenues. West Side Transit Company also proposed to transfer to the Los Angeles Motor Coach Company Application No. 16662 now pending before this Commission.

Submission of Applications Nos. 16519, 16607 and 16662 was set aside, and the matters reopened for further hearing along with Application No. 17562. At the hearing held in Los Angeles on August 13, 1931, Application No. 17562 was consolidated with the above mentioned applications for hearing.

West Side Transit Company now operates motor coach service between Long Beach and the intersection of Manchester and Western Avenues, City of Los Angeles, as granted by Decision No. 13106, dated February 2, 1924, on Application No. 9544, and Decision No. 17581, dated November 8, 1926, on Application No. 11812.

The equipment proposed to be transferred from West Side Transit Company to Los Angeles Motor Coach Company consists of one 1926 Studebaker 20-seating-capacity coach having an original value of \$6,200 and a depreciated value, based upon a seven-year life, of \$1771.62, and one 1930, Federal Coach having an original value of \$5,700 and a depreciated value, based upon a seven-year life, of \$4879.98. The Los Angeles Motor Coach Company proposes to pay \$15,000 for the above equipment and operative rights of the West Side Transit Company.

Counsel for Los Angeles Motor Coach Company stated that if Application No. 17562 was granted by the Commission, it would be the desire of his Company to request a consolidation of the rights of the West Side Transit Company with whatever operative rights which may be granted in the instant proceeding.

Exhibit No. 68 shows the route proposed by the Los Angeles Motor Coach Company, provided Application No. 17562 is granted. (4)

The Los Angeles Motor Coach Company stipulated it would not handle passengers locally between the intersection of Manchester Avenue and Main Street and the intersection of 120th

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(4) Commencing at the Hollywood Union Depot, 1629 Cahuenga Ave., south on Cahuenga Avenue to Sunset Boulevard, east on Sunset Blvd. to Western Avenue, south on Western Ave. to Santa Barbara Ave., east on Santa Barbara Ave. to Main Street, south on Main Street to 120th St., west on 120th St. to Broadway, thence south on Broadway, Main Street, and Wilmington Road to "B" St., west on "B" St. to Wilmington and San Pedro Road, thence along Wilmington and San Pedro Road to Pacific Ave., south on Pacific to 5th St., thence east on 5th St. to Front Street.

NOTE (1)

Trips connecting with steamers will operate to and from docks between Hollywood and intersection of Wilmington Road and Anaheim Street via the above route, thence east on Anaheim to Avalon, south on Avalon to Water Street, thence along Water Street and Pier "A" Street to steamship docks, thence northerly on Harbor Boulevard to "B" Street, west on "B" Street to Wilmington and San Pedro Road, thence to San Pedro via above route. When trips operate to or from Catalina Terminal only, route between Catalina Terminal and San Pedro will be as follows: Commencing at Catalina Terminal, north on Fries Avenue to "B" Street, west on "B" Street to Wilmington and San Pedro Road, thence to San Pedro, via above route.

(2) Trips to and from Long Beach will operate between Hollywood and intersection of Wilmington Road and Anaheim Street via the above route, thence east on Anaheim Street to Pacific Ave., south on Pacific Avenue to First St., east on First St. to Pine Ave., south on Pine Ave. to Ocean Boulevard, west on Ocean Blvd. to Pacific Ave., returning north on Pacific Ave. to Anaheim, thence over reverse of going trip; also, via above route from Hollywood Union Depot to intersection of Santa Barbara Ave. and Western Ave., south on Western Ave. to El Prado Ave., westerly along El Prado Ave. to Cabrillo Ave., south on Cabrillo Ave. to Carson St., east on Carson St. to Alameda St., south on Alameda St. to Willow St., east on Willow St. to Perris Road, south on Perris Road to Anaheim St., east on Anaheim St. to Pacific Ave., south on Pacific Ave. to 1st St., east on 1st St. to Pine Ave., south on Pine Ave. to Ocean Blvd., west on Ocean Blvd. to Pacific Ave., returning north on Pacific Ave. to Anaheim St., thence over reverse of going trip.

and Main Streets, nor between the corner of Main and Reyes ("S") Streets and Pacific Steamship Docks, or Fifth and Front Streets, San Pedro, or Long Beach (Pacific Avenue Station), nor from or to points east of Long Beach City Limits to or from points in the City of Torrance between the intersection of Western Avenue and Carson Streets and the intersection of 208th Street and Western Avenue.

Witnesses for the Los Angeles Motor Coach Company allege that the public would be benefitted by the purchase of the West Side Transit Company, because much better equipment would be provided on the West Side Route, many of the one-way fares would be reduced, the service could be better coordinated, since the two rail lines (Pacific Electric Railway Company and Los Angeles Railway Corporation) own the facilities and services at both terminals, and economies could be effected in the operation of the service.

No protests were made relative to the purchase of the West Side Transit Company by the Los Angeles Motor Coach Company.

Exhibit No. 72, proposing fares to apply on a consolidated operative right, shows that the fares of the West Side Transit Company were equalized with the proposed fares of the Los Angeles Motor Coach Company, which resulted in some reductions in the West Side Transit Company's one-way fares, and an increase of five cents in some of the West Side Transit Company's intermediate round-trip fares. It is not proposed to increase any of the West Side Transit Company's one-way fares.

In the proposed consolidated operation, Los Angeles Motor Coach Company proposes three round-trips via Torrance,

instead of the present four round-trips now operated. From the travel check (Exhibit No. 71), it would appear that Torrance would be reasonably served by the proposed schedule.

On the proposed consolidated service, Los Angeles Motor Coach Company proposes to operate six round-trips daily between Hollywood and Long Beach, three of which will be via Torrance; five trips from San Pedro to Hollywood, and seven trips from Hollywood to San Pedro, and two round-trips between Hollywood and the steamship docks.

The proposed fare between Hollywood and San Pedro and the docks is 55¢ one-way, or \$1.00 round-trip, and between Hollywood and Long Beach, the one-way fare is 60¢, and the round-trip \$1.10, with lesser intermediate one-way and round-trip fares.

In connection with the applications to establish motor coach service between Hollywood and Long Beach and San Pedro, several witnesses were called in behalf of applicants, who testified as to the need of a direct service. Several of these witnesses were managers or owners of large hotels or apartment houses and secretaries of Chambers of Commerce in either city, who testified as to inquiries from prospective travelers for transportation between the two cities. Many of the witnesses testified as to their travel requirements for entertainment purposes in the Hollywood district.

Considerable testimony was introduced to show that Hollywood attracts a large number of tourists, many of whom reside in that district during their stay in Southern California, and who desire to visit the beaches or other attractions at Long Beach or the Harbor District and

steamship docks at San Pedro and Wilmington. Reference was also made to the fact that Hollywood has become an entertainment center with its fine theatres and the Hollywood Bowl, attracting people from the surrounding territory. The proposed line will also pass the Coliseum and Exposition Park, to which large numbers of people travel, particularly during the football season.

At the present time, no direct transportation service is rendered between Hollywood and Long Beach, the docks and San Pedro. A passenger desiring to utilize common carrier service between either San Pedro or Long Beach and Hollywood is required to use Pacific Electric Railway Company's rail line to 6th and Main Streets, Los Angeles; thence by local rail lines, requiring two transfers, or walking to the Subway Terminal at 4th and 5th and Hill Streets, a distance of four and one-half blocks, and thence by Pacific Electric rail line to Hollywood. A passenger from Long Beach could also use the present West Side Transit Company bus to Manchester and Western Avenues, and thence by Los Angeles Motor Coach Company's bus and Pacific Electric Company's rail line to the Hollywood business section.

If the West Side Transit Company is purchased by the Los Angeles Motor Coach Company, and there is established a through motor coach line between Hollywood and Long Beach and San Pedro, such a line would not compete with any existing common carrier except possibly the Pacific Electric Railway Company which is half owner of the Los Angeles Motor Coach Company.

The application of the Los Angeles Motor Coach Company was endorsed by Wilshire Community Council, Western Avenue Improvement Association, San Pedro Chamber of Commerce, and

the Board of Public Utilities and Transportation of the City of Los Angeles.

The application of the West Side Transit Company was endorsed by the Gardena Valley Chamber of Commerce and the Western City Tax Payers Association.

From the evidence adduced, it would appear that there is no small amount of travel between Hollywood and the docks. Several steamship companies operate ships from the Los Angeles Harbor to foreign points and in costal trade. The Wilmington Transportation Company operates five round-trips daily, during the summer season, with a lesser number during the winter, between Wilmington and Catalina Island. The Pacific Electric Railway Company, during the period July 1 to September 8, 1928, operated experimental through car service between Hollywood and the Catalina docks, carrying during this period 898 passengers between said points. The proposed running time between Long Beach, San Pedro and the docks and Hollywood, via the proposed motor coach line, will be considerably less than by present means of common carrier service.

After carefully considering all of the evidence in these proceedings, we are of the opinion, and hereby find as a fact that public convenience and necessity do not justify nor warrant the establishment of motor coach service between Los Angeles and San Pedro, as proposed by the Harbor Stage Line; that public convenience and necessity do warrant and justify the establishment of motor coach service between Hollywood and San Pedro, Long Beach and the steamship docks, and the transfer of the operative rights and equipment of the West Side Transit Company, as proposed.

Pacific Electric Railway Company and Los Angeles Railway Corporation, operating under the name of Los Angeles Motor Coach Company, are hereby placed upon notice that "operative rights" do not constitute a class of property which should be capitalized or used as an element of value in determining reasonable rates. Aside from their purely permissive aspect, they extend to holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the State, which is not in any respect limited to the number of rights which may be given.

O R D E R

The above entitled applications having been filed, public hearings having been held, and the Commission being fully apprised of the facts,

IT IS HEREBY ORDERED,

I. That West Side Transit Company is hereby authorized to sell, and the Pacific Electric Railway Company and the Los Angeles Railway Corporation, operating under the name of Los Angeles Motor Coach Company, are hereby authorized to purchase the operative rights and equipment of the West Side Transit Company, as set forth in the opinion which precedes this order, subject to the following conditions:

1. The consideration to be paid for the property herein authorized to be transferred shall never be urged before this Commission, or any other rate-fixing body, as a measure of value of said property for rate fixing, or any other purpose other than the transfer herein authorized.
2. West Side Transit Company shall immediately, upon the transfer of the properties authorized to be transferred herein, cancel all tariffs and schedules heretofore filed with this Commission, such cancellation to be in accordance with the provisions of the Commission's General Orders.

II. That a certificate of public convenience and necessity for the transportation of passengers by motor coach be, and it is, hereby granted to Pacific Electric Railway Company and Los Angeles Railway Corporation, operating under the name of the Los Angeles Motor Coach Company, over and along the following route:

Commencing at the Hollywood Union Depot, 1629 Cahuenga Avenue, south on Cahuenga Avenue to Sunset Boulevard, east on Sunset Boulevard to Western Avenue, south on Western Avenue to Santa Barbara Avenue, east on Santa Barbara Avenue to Main Street, south on Main Street to 120th Street, west on 120th Street to Broadway, thence south on Broadway, Main Street and Wilmington Road to "B" Street, west on "B" Street to Wilmington and San Pedro Road, thence along Wilmington and San Pedro Road to Pacific Avenue, south on Pacific to 5th Street, thence east on Fifth Street to Front Street.

NOTE: (1) Trips connecting with steamers will operate to and from docks between Hollywood and intersection of Wilmington Road and Anaheim Street via the above route, thence east on Anaheim to Avalon, south on Avalon to Water Street, thence along Water Street and Pier "A" Street to steamship docks, thence northerly on Harbor Boulevard to "B" Street, west on "B" Street to Wilmington and San Pedro Road, thence to San Pedro via above route. When trips operate to or from Catalina Terminal only, route between Catalina Terminal and San Pedro will be as follows: Commencing at Catalina Terminal, north on Fries Avenue to "B" Street, west on "B" St. to Wilmington and San Pedro Road, thence to San Pedro via above route.

(2) Trips to and from Long Beach will operate between Hollywood and intersection of Wilmington Road and Anaheim St. via the above route, thence east on Anaheim Street to Pacific Avenue, south on Pacific Avenue to First Street, east on 1st Street to Pine Avenue, south on Pine Avenue to Ocean Boulevard, west on Ocean Boulevard to Pacific Ave., returning north on Pacific Ave. to Anaheim, thence over reverse of going trip; also, via above route from Hollywood Union Depot to intersection of Santa Barbara Avenue and Western Avenue, south on Western Avenue to El Prado Avenue, westerly along El Prado Avenue to Cabrillo Avenue, south on Cabrillo Avenue to Carson Street, east on Carson Street to Alameda Street, south on Alameda Street to Willow Street, east on Willow Street to Perris Road, south on Perris Road to Anaheim Street, east on Anaheim Street to Pacific Avenue, south on Pacific Ave. to First Street, east on 1st Street to Pine Ave., south on Pine Ave. to Ocean Boulevard, west on Ocean Boulevard to Pacific Avenue, returning north on Pacific Avenue to Anaheim Street, thence over reverse of going trip.

subject, however, to the following conditions:



1. Applicant shall not transport any passengers locally between the intersection of Manchester Avenue and Main Street and the intersection of 120th and Main Streets, nor between the corner of Main and Reyes ("S") Streets and Pacific Steamship docks, or Fifth and Front Streets, San Pedro, or Long Beach (Pacific Avenue Station), nor from or to points east of Long Beach City Limits to or from points in the City of Torrance between the intersection of Western Avenue and Carson Streets and the intersection of 208th Street and Western Avenue.

2. Said certificate of public convenience and necessity shall not be considered as an addition to or an extension of the certificates of public convenience and necessity granted by this Commission's Decision No. 13106, dated February 2, 1924, on Application No. 9544, and Decision No. 17581, dated November 8, 1926, on Application No. 11812, to West Side Transit Company, and which are authorized to be transferred herein, but shall be considered in lieu thereof, the certificate herein granted embracing all of the territory heretofore served by West Side Transit Company as well as the extensions herein authorized.

3. Applicants shall file written acceptance of the certificate herein granted, within a period of not to exceed ten (10) days from the date hereof.

4. Applicants shall file, in duplicate, within a period not to exceed twenty (20) days from the date hereof, tariff of rates and time schedules, which shall be identical with the tariff of rates and time schedules introduced in evidence in these proceedings (Exhibits Nos. 69 and 72), or tariff of rates and time schedules satisfactory to the Railroad Commission, and shall commence operation

of said service within a period of not to exceed forty (40) days from the date hereof.

5. 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.

6. No vehicle may be operated by applicants herein, unless such vehicle is owned by said applicants or leased under a contract satisfactory to the Railroad Commission.

III. The application of Harbor Stage Company (Application No. 16519) is hereby denied.

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 21st day of September, 1931.

CL Seaver  
Leon O. Powell

W B Harris  
Fred G. Bennett  
Commissioners.