

Decision No. 25608.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of }  
MOTOR COACH COMPANY for permission }  
to discontinue service over certain }  
routes. }

**ORIGINAL**

Application No. 18542.

Mason & Windham, by Mr. Mason, and A. L. Owens, for  
applicant.

Coffin, Rhodes & McInerney, for City of Santa Monica.

James Gunn, for Board of Public Utilities and Trans-  
portation, City of Los Angeles.

H. O. Marler, for Pacific Electric Railway Company.

T. M. Cole, for Los Angeles Steamship Company.

Chas. A. Bland, for Board of Harbor Commissioners,  
Long Beach.

BY THE COMMISSION:

O P I N I O N

The Motor Coach Company, a corporation, has petitioned the Railroad Commission for authority to abandon certain parts of its automobile passenger routes and discontinue certain services between Long Beach and Redondo Beach.

A public hearing was held before Examiner Geary at Long Beach on January 18, 1933, and the matter submitted.

The applicant was authorized by our Decision No. 11404, December 28, 1922, in connection with Application No. 8524 to

commence certain operations, and by various decisions subsequently rendered it was permitted to acquire and operate other automobile stage routes in Los Angeles County. In general it operates lines from Long Beach to Santa Monica, with branches to Wilmington, San Pedro, Harbor City, Lomita, Torrance, Los Angeles Steamship Company docks and intermediate points. The services applicant desires to abandon are along the following routes:

1. From the intersection of Anaheim and Wilmington Boulevards north on Wilmington Boulevard to Lomita Boulevard (formerly Weston Street), thence via Lomita Boulevard to Narbonne Avenue in Lomita, a distance of four (4) miles.

2. From the intersection of Lomita and Redondo-Wilmington Boulevards (also known as Redondo-Wilmington Road), thence via Redondo-Wilmington Boulevard to Walnut Street, thence via Walnut Street to Redondo-Wilmington Boulevard, thence via Redondo-Wilmington Boulevard to its intersection with 258th Street (a continuation of Anaheim Boulevard) at Reed Street in Lomita, a distance of seven tenths (.7) miles.

3. From the intersection of Redondo-Wilmington Boulevard and Narbonne Avenue in Lomita, thence via Redondo-Wilmington Boulevard, Redondo-Wilmington Road, Redondo Boulevard, Hawthorne Boulevard, and Walnut Boulevard in Waveria to Avenue I in Redondo Beach, thence via Avenue I to Esplanade, thence via Esplanade to Catalina Street, thence via Catalina Street to its intersection with Pacific Avenue and Torrance Boulevard (formerly known as Opal Street), a distance of four and nine tenths (4.9) miles.

4. From the intersection of Water Street and Pier Street (also known as Pier A Street), thence via Pier Street to the Los Angeles Steamship Company's docks, a distance of approximately one and seven tenths (1.7) miles.

The service to be abandoned embraces a total of 11.3 miles.

At the time the service was established via Route No.1, on Lomita Boulevard, this applicant furnished the only transportation, since which time the Wilmington Bus Company performs a local service along a portion of this route, and the Los Angeles Motor Coach Company operates in the same general territory. The territory from Belleporte Avenue to Narbonne Avenue is undeveloped, and there is only a sparse settlement on the other parts of this route.

Route No.2 covers .7 of a mile and has no patronage.

Route No.3 passes through acreage territory, which has never developed sufficient patronage to warrant the service rendered. During November 1930 six schedules each way per day were operated through this territory, and from November 5 to 11, inclusive, 1930, a total of only 84 passengers were carried, or an average of 12 per day. In April 1932 and in August 1932 the residents of Walteria protested the service then rendered, and asked that they be furnished one which would allow persons to leave Walteria in the morning and return after working hours. In October 1932 the service was inaugurated responsive to this demand, and the result from October 10 to October 31, 1932, was a total revenue of 60 cents for the operation of 160.8 stage miles. The settlement of Walteria, it was admitted, was completely equipped with private automobiles and seldom employed the stages of the Coach Company.

Route No.4 embraces a short side trip 1.7 miles distant from Anaheim Boulevard to the docks of the Los Angeles Steamship Company. These steamship properties are also provided with

transportation by the Wilmington Bus Company, now running a half hourly service to these docks, using Avalon and Anaheim Boulevards. The Motor Coach Company with its infrequent schedules now receives but a meager number of the passengers, and these only on steamer days.

The record clearly indicates that the routes to be discontinued were established for experimental purposes through farming rather than residential communities, and that the hope of building up a patronage has been entirely dissipated.

We are of the opinion and find as a fact that public convenience and necessity no longer require the operation of the service. The applicant should be permitted to cease operations over the four routes as heretofore described, and the certificates of public convenience and necessity granted for these operations should be canceled.

O R D E R

Motor Coach Company, a corporation, having applied for authority to abandon its services on the so-called Lomita Boulevard, Route No.1; Reed Street to Lomita, Route No.2; Redondo-Wilmington Boulevard and Narbonne Avenue, Route No.3; and Water Street to Los Angeles Steamship Company's docks, Route No.4; a public hearing having been held and the matter having been duly submitted,

IT IS HEREBY ORDERED that Motor Coach Company, a corporation, be and it is hereby authorized to abandon services on the said described routes and within the limits described in the application, provided, applicant shall post notice of such abandonment at its terminals at least ten (10) days before the effective date of such abandonment and concurrently cancel tariffs and time schedules now on file with the Commission applying thereto.

IT IS HEREBY FURTHER ORDERED that all certificates of public convenience and necessity issued in connection with such abandoned routes are hereby canceled.

Dated at San Francisco, California, this 6th day of February, 1933.

C. Henry  
Leon Whitney  
W. J. Lee  
V. B. Harris  
W. H. Johnson  
COMMISSIONERS.