

Decision No. 26295.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
PACIFIC ELECTRIC RAILWAY COMPANY, a
corporation, and LOS ANGELES RAILWAY
CORPORATION, a corporation, for an
in lieu certificate for their jointly
operated motor coach lines.

First Supplemental
Application No. 18820.

BY THE COMMISSION:

SUPPLEMENTAL ORDER

The Pacific Electric Railway Company and Los Angeles Railway Corporation, operating under the name of Los Angeles Motor Coach Company, filed their first supplemental application in the above entitled matter requesting authority to make certain changes in the route of their Hollywood-Long Beach-San Pedro Motor Coach Line.

Applicants were granted a certificate of public convenience and necessity to operate motor coach service between Hollywood and Long Beach and San Pedro by this Commission's Decision No. 26079, dated June 19, 1933, on Application No. 18820, a part of which service operates as follows:

"East on Anaheim Street to Pacific Avenue; south on Pacific Avenue to Ocean Boulevard; east on Ocean Boulevard to alley located between Locust and American Avenues; north along said alley to Motor Transit Company's station on First Street, in the City of Long Beach."

Applicants request authority to amend a portion of the route of said line so as to operate as follows:

"East on Anaheim Street to Pico Avenue, south on Pico Avenue to Navy Landing, north on Pico Avenue to Ocean Boulevard, east on Ocean Boulevard to

"alley located between Locust and American Avenues,
north along said alley to Motor Transit Company
Station on First Street, in the City of Long Beach."

Applicants allege that the proposed change in route is desired to serve the Navy Landing at Long Beach which was established in April, 1933, where approximately one-half of the shore boats plying from and to the ships of the United States Battle Fleet dock; that at present there is no direct transportation service available between said landing and Hollywood and that the proposed amended route of this motor coach line will provide a direct through service between the Navy Landing and Hollywood for the benefit of members of and visitors to the United States Battle Fleet, for which numerous requests have been received.

The application shows that on that portion of the present route proposed to be changed, less than one passenger per trip used the service during the period May 3rd to 9th, inclusive, 1933.

Applicants do not propose any change in rates of fare nor is any change in restrictions as to the carrying of local passengers proposed.

The Lang Transportation Company, Ltd., the Long Beach Chamber of Commerce and the Board of Harbor Commissioners of the City of Long Beach have signified (Exhibits "C," "D" and "E" attached to the application), that they have no objection to the granting of this application.

Applicants also request authority to make certain changes in the schedules governing operation over this line which will result in some curtailment in service. In accordance with the usual practice, applicants will be required to file new time schedules for the entire operation and subsequent changes can be made in accordance with the provisions of the Commission's General Order No. 83.

It appearing that a public hearing is not necessary herein and that applicants' request to make the desired changes in route is reasonable and should be granted,

IT IS HEREBY ORDERED that Pacific Electric Railway Company and Los Angeles Railway Corporation, operating under the name of Los Angeles Motor Coach Company, are hereby authorized to operate their Hollywood-Long Beach-San Pedro Motor Coach Line over the following route in lieu of the route set forth in the Commission's Decision No. 26079;

Hollywood-Long Beach-San Pedro Line

Commencing at the Hollywood Union Bus Terminal, 1629 Cahuenga Avenue, in the City of Los Angeles, 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, 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 Avenue to Fifth Street, east on Fifth Street to Front Street.

Also from the intersection of Santa Barbara Avenue and Western Avenue, south on Western Avenue to El Prado, westerly along El Prado to Cabrillo Street, southerly on Cabrillo Street to Carson Street, east on Carson Street to Alameda Street, south on Alameda Street to Willow Street, east on Willow Street to Santa Fe Avenue (formerly Perris Road), south on Santa Fe Avenue to Anaheim Street, east on Anaheim Street to Pico Avenue, south on Pico Avenue to Navy Landing, north on Pico Avenue to Ocean Boulevard, east on Ocean Boulevard to alley located between Locust and American Avenues, north along said alley to Motor Transit Company Station on First Street, in the City of Long Beach.

Also from the intersection of Wilmington Boulevard and Anaheim Street, east on Anaheim Street to Santa Fe Avenue.

Also from the intersection of Anaheim Street and Avalon Boulevard, south on Avalon Boulevard to Water Street, thence along Water Street and Pier "A" Street, thence northerly on Harbor Boulevard to "B" Street, west on "B" Street to Wilmington and San Pedro Road.

Also from the intersection of Water Street and Fries Avenue, north on Fries Avenue to "B" Street.

Also from the intersection of Avalon Boulevard and "B" Street, west on "B" Street to Harbor Boulevard (Neptune Street).

Restriction - No passengers shall be transported locally between the intersection of Manchester Avenue and Main Street and the intersection of 120th and Main Streets, or between the corner of Main Street and Lomita Boulevard (formerly Reyes ("S") Street), and Pacific Steamship docks, or Fifth and Front Streets, San Pedro, or Long Beach (Union Bus Terminal), or 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 Street and the intersection of 208th Street and Western Avenue.

The authority herein granted is subject to the following conditions:

- (1) Applicants shall afford the public at least ten days' notice of the change in route and schedule as authorized herein, by the placing of notices of such changes in all motor coaches operating on said line and at stations affected.
- (2) Applicants shall file, in triplicate, and make effective within a period or not to exceed thirty (30) days from the date hereof, on not less than ten (10) days' notice to the Commission and the public, time schedules covering the service herein authorized, in a form satisfactory to the Commission.
- (3) Applicants shall notify the Commission, in writing, within thirty (30) days after said changes in route have become effective.
- (4) If the changes in route herein authorized have not been effected within one (1) year from the date hereof, the authorization herein granted shall lapse and become void, unless further time is granted by subsequent order.
- (5) The Commission reserves the right to issue such other and further orders in this matter as to it may appear just and proper or as may be required by public convenience and necessity.

For all other purposes, the effective date of this order shall be the date hereof.

In all other respects, this Commission's Decision No. 26079, shall remain in full force and effect.

Dated at San Francisco, California, this 22nd day of August, 1933.

C. J. Seavey
Leon S. Whiteley
W. J. Quinn
W. B. Lewis
Commissioners.