

26930  
Decision No. 26930

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 ) Third Supplemental  
CORPORATION, a corporation, for an ) Application No. 18820  
in lieu certificate for their joint- )  
ly operated motor coach lines )

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 third 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, and the routes were later amended by this Commission's Decision No. 26295 on First Supplemental Application No. 18820. A part of this amended route operates as follows:

"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."

"South on Pico Avenue to Navy Landing, north on Pico Avenue to Ocean Boulevard."

Applicants request authority to discontinue operation over that portion of the route along Carson Street, Alameda Street, Willow Street and Santa Fe Avenue between the intersection of

Carson Street and Main Street and the intersection of Santa Fe Avenue and Anaheim Street. Applicants also request authority to change the route within the City of Long Beach and operate via Anaheim Street and Pine Avenue in lieu of present route via Pico Avenue and Ocean Boulevard.

The application shows that during the period November 1 to November 7, inclusive, 1935, only twenty-six passengers were handled in the territory where the route is proposed to be abandoned, and that eleven of these passengers transferred to or from Pacific Electric Railway Company's trains at Dolores Station (Alameda Street and Willow Street).

A similar traffic check shows that only six passengers were handled during the week in the territory between the intersection of Anaheim Street and Pico Avenue and the intersection of Ocean Boulevard and Pacific Avenue where the route is proposed to be changed, and that no passengers were handled to or from Navy Landing, which point this route was established to serve.

Applicants are restricted from transporting passengers locally in territory within the city limits of Long Beach, and the proposed change in route would, therefore, not affect the Long Transportation Company.

No changes in rates of fare are proposed by applicants.

The Chamber of Commerce of the City of Long Beach has signified (Exhibit "C" attached to the application) that it has no objection to the granting of this application.

It appearing that a public hearing is not necessary herein and that applicant's 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. 26295:

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 Main Street.

Also from the intersection of Wilmington Boulevard and Anaheim Street, east on Anaheim Street to Pine Avenue, south on Pine Avenue to Ocean Boulevard, east on Ocean Boulevard to alley located between Locust and American Avenues, north on said alley to Motor Transit Company station on First Street, in the City of Long Beach, thence east on First Street, south on American Avenue, west on Ocean Boulevard, north on Pacific Avenue and east on First Street to Pine 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 of 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. 26295 shall remain in full force and effect.

Dated at San Francisco, California, this 9th day of April, 1934.

CC Seaver  
Leon A. Whitehall  
W. J. C. C.  
W. B. Harman  
W. J. C. C.  
Commissioners.