



Pacific Greyhound Lines, Inc. has made application to reroute its stage lines for the transportation of passengers, baggage and express between the same points and elsewhere, in order to facilitate joint operation (Decisions Nos.25649 and 26809 on Application No.18591) with Motor Coach Company, should its application be granted. During June, 1935, over 1000 passengers were transferred between the two lines.

A public hearing was conducted by Examiner Williams at Long Beach on Motor Coach Company application, which was duly submitted for decision.

Motor Coach Company proposes to adopt as its main route between Santa Monica and Long Beach a route via Lincoln Boulevard, State Highway No.3 (also called Sepulveda Boulevard), as far as Pier Avenue in Hermosa Beach, there using its present route via Torrance and Lomita for local service, or continuing on State Highway No.3 to Redondo-Wilmington Road and thence via Anaheim Boulevard to Long Beach. This route will be alternate to the present route following Ocean Boulevard, Main Street, Speedway, Pershing Drive, Coast Boulevard, Highland Avenue and Manhattan and Hermosa Avenues following closely the ocean shore. Service will be maintained on both routes, but the new route will be used for five of the seven daily through schedules now operated.

The alternate route will follow the most populated line of traffic and will avoid several narrow, congested roadways, particularly Speedway. In addition, it will bring to large areas a new service, over continuous 100-foot wide roadways. The route along the ocean shore already has rail and stage carriers, for the most part. The change will shorten the mileage operated and affect economies, estimated by A. L. Owen, General Manager, at \$150 monthly. The operations of Motor Coach Company have not been profitable for a number of years.

Applicant also proposes amended fare limits (Exhibit No.7) modifying its Local Passenger Tariff C.R.C. No.36. Such changes appear necessary and equitable because of the change of route.

An operating route, limited to through schedules, also is asked between Anaheim Boulevard and Harbor Boulevard, via Mar Vista Avenue, B Street and San Pedro Boulevard.

The extension of the Orange Avenue line over Carson Street to the Junior College and Lakewood Village, Lakewood Country Club and other activities is urged by the Long Beach Board of Education. Protest was waived as to all the requests made in the application by Pacific Electric Railway, Sunset Stages, Inc. and Bay Cities Transit Company, subject to certain restrictions which applicant consents shall be a part of the order herein. Six daily schedules in each direction will be operated.

None of the changes in routing or service met any protest and all were supported by Long Beach Chamber of Commerce and Seymour Stone, Superintendent of Schools. Full consideration discloses that applicant has adjusted its service to meet more general needs and to pass through the population centers of Ocean Park, Venice, Santa Monica and other communities, and, in addition, adding desirable local service in Long Beach.

The application seeks consolidation and unification of all applicant's operating rights. This step will permit greater flexibility of operation for long or short distances. Applicant now operates a distance of 33 miles between Santa Monica. The new routing will reduce this distance to 31.6. From this main route other routes serve San Pedro, a distance of 4.2 miles, to Narbonne Avenue, 7.8 miles and other diversions. Applicant now seeks to combine all its routes and there appears no reason for not granting the request. We believe, however, that the best result will be brought about by granting an in lieu

certificate in which all the rights will be consolidated.

The application of Pacific Greyhound Lines, Inc. will also be granted by amending its authority to lease to Motor Coach Company, over either of the main routes.

Motor Coach Company is 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 the 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

Motor Coach Company, a corporation, having made application as above entitled, a public hearing having been held and the matter having been duly submitted,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public necessity and convenience require the establishment and operation of the automotive service for the transportation of persons between Santa Monica and Long Beach and San Pedro and other points and intermediates, as hereinafter set forth, and as shown on the map (Exhibit "A") attached to the application, as follows:

From a point at the rear of No. 1349 Fourth Street, Santa Monica, thence along said alley to Santa Monica Boulevard to Lincoln Boulevard, and intermediate points, thence via Lincoln Boulevard to a connection with Sepulveda Boulevard, thence via Sepulveda Boulevard, commonly known as State Highway No. 3, to Pier Avenue, thence via Pier Avenue to the City of Hermosa Beach, thence along Hermosa Beach to a junction with Pacific Avenue, thence along Pacific Avenue to its junction with Torrance Boulevard, thence along Torrance Boulevard to Border Avenue, thence along Border Avenue to Cabrillo Avenue, thence along Cabrillo Avenue to Carson Street, thence along Carson Street to Arlington Avenue, thence along Arlington Avenue to Narbonne Avenue, thence along Narbonne Avenue to the Junction of Narbonne Avenue and State Highway No. 3, also known as Redondo-Wilmington Road, thence along State Highway No. 3, 258th Street and 257th Street, to its intersection with Wilmington Boulevard,

in Wilmington; thence along Wilmington Boulevard to Anaheim Boulevard, thence along Anaheim Boulevard, and including a loop on Fries Avenue, Water Street, and Avalon Boulevard, to serve the Catalina Terminal, to American Avenue in Long Beach, thence along American Avenue to Ocean Boulevard, thence along Ocean Boulevard to the Long Beach depot, at the rear of No.226 East First Street.

From Channel Street, via San Pedro Road, "B" Street and Mar Vista Avenue to Anaheim Boulevard.

From Orange Avenue and Carson Street via Carson Street to the Long Beach Junior College as an extension of applicant's Orange Avenue local service in Long Beach.

From State Highway No.3 and Normandie Avenue, via Normandie Avenue to Anaheim Boulevard, via Anaheim Boulevard to Gaffey Street, thence along Gaffey Street, Channel Street, San Pedro Road, Pacific Avenue to Fifth and Beacon Streets, with a loop via Front, Fourth, Palos Verdes and Fifth Streets, and/or a loop via Front Street and Harbor Boulevard and Pacific Avenue.

And over all the routes heretofore granted applicant by prior decisions, as hereinafter set forth, or as amended by abandonment, modification or transfer with plenary use of each or all of said routes, in whole or in part, as a unified and consolidated system, together with the right to turn its vehicles at terminals, in either direction around any block contiguous to the intersection nearest its terminal point, as may be necessary in obedience to municipal traffic regulations; and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be and the same hereby is granted Motor Coach Company, a corporation, provided that such rights herein shall be consolidated with the rights heretofore granted said Motor Coach Company by

<u>Decision Nos.</u>	<u>Dates</u>	on	<u>Application Nos.</u>
14097	9/27/24		10007
14798	4/15/25		10620
17589	11/10/26		13205
19290	1/23/28		14220
20954	4/12/29		15413
21084	5/11/29		15421
24418	1/25/32		17861

and the rights herein consolidated and united shall become a

a new and complete operating right granted applicant, in lieu of all its rights as above set forth, and subject to the following conditions:

1. Applicant Motor Coach Company shall file its acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from the date hereof, stipulating therein that said certificate is accepted as a consolidation and unification of all rights herein granted and those heretofore granted, as set forth in the foregoing, and in lieu of them.

2. Applicant Motor Coach Company shall within fifteen (15) days after date hereof file with this Commission a map showing each and every route over which its operations will be conducted and restrictions thereon, which map, when approved by the Commission, shall be the complete consolidated and unified system.

3. The certificate herein granted is subject to all the restrictions and limitations heretofore provided, and, in addition thereto, the following:

1. No passengers will be handled locally between the intersection of Pier Avenue and Sepulveda Avenue, in the City of Hermosa Beach, and points within the City of Redondo Beach, or in the reverse direction between the same points.

2. No passengers will be handled locally between points in the City of Santa Monica and the intersection of Washington and Lincoln Boulevards, in the City of Los Angeles, or in the reverse direction between the same points.

3. That no passengers will be handled locally between points in the City of Santa Monica and the intersection of Washington and Lincoln Boulevards, in the City of Los Angeles, or in the reverse direction between the same points.

4. That no passengers will be handled locally between the intersection of Pier Avenue and Sepulveda Boulevard, in the City of Hermosa Beach, and points within the City of Redondo Beach, or in the reverse direction between the same points.

5. That no passengers will be handled locally between points south of Harbor Boulevard in San Pedro and points in the City of Long Beach on through schedules operated via Wilmington-San Pedro Road as shown by the dotted red line on Exhibit "A" attached to the application, or in the reverse direction between the same points.

6. Applicant shall file, in triplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, on not less than ten days' notice to the Commission and the public a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing fares and rules which, in volume and effect, shall be identical with the fares and rules shown in the exhibit attached to the application insofar as they conform to the certificate herein granted, or fares satisfactory to the Railroad Commission.

7. Applicant shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, on not less than five days' notice to the Commission and the public, time schedules covering the service herein authorized in a form satisfactory to the Railroad Commission.

8. 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.

9. 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.

IT IS HEREBY FURTHER ORDERED that Pacific Greyhound Lines, Inc. applicant in Application No.20041, be and it hereby is authorized to reroute its passenger, baggage and express service between Santa Monica and Long Beach, as granted heretofore by Decision No.23244, on Application No.16989; Decision No.26055, on Application No.18929, and Decision No.27311, on Application No.19570, as follows:

Between Oxnard and Santa Monica via the main state highway through Malibu Beach.

Between Santa Monica and Long Beach via either of the following routes:

1. From Santa Monica via Ocean Boulevard to Pico Boulevard to Main Street to Pier Avenue through Ocean Park thence via Speedway through Venice and Playa del Rey to Jefferson Boulevard to Pershing Drive to Coast Boulevard to Main Street through El Segundo to Grand Avenue and Coast Boulevard to Highland Avenue to Center Street through Manhattan Beach to Manhattan Avenue to Manhattan Court to Hermosa Avenue through Hermosa Beach and Redondo Beach to Torrance Boulevard to Border Avenue through Torrance to Carson Street to Arlington Avenue to Narbonne Avenue through Lomita and South Lomita, thence via 258th Street to West Avenue to 257th Street through Harbor City to Wilmington Boulevard, Anaheim Boulevard through Wilmington, with or without service to Wilmington docks, and thence to Long Beach, or the reverse thereof in the opposite direction.

2. From Santa Monica via Lincoln Boulevard through Ocean Park, Venice and Playa del Rey to Sepulveda Boulevard (otherwise known as State Highway No.3) through El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach to South Lomita and thence via Redondo-Wilmington Road to Anaheim Boulevard to Gaffey Street to Channel Street and Pacific Avenue to Fifth Street through San Pedro to Front Street to Harbor Boulevard to Beacon Street and Marvista Avenue (otherwise known as San Pedro Road) to Anaheim Boulevard through Wilmington, with or without service to Wilmington docks, and thence to Long Beach. The reverse thereof in the opposite direction.

3. Via Pier Avenue in Hermosa Beach between State Highway No.3 and Hermosa Avenue.

4. From the intersection of Normandie Avenue and 257th Street in Harbor City to the intersection of Anaheim Boulevard and San Pedro Road via Normandie Avenue and Anaheim Boulevard.

5. Or, according to traffic demands, such combinations of the above routes as may be necessary.

Between Long Beach and Doheny Park Wye (formerly known as Serra) via the main highway through Huntington Beach, Newport Beach Junction, serving Newport either direct or via Arches, thence via the main highway through Laguna Beach.

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 19th day of

August, 1935.

Leon Whitney

W. J. Lee

W. J. Lee

W. J. Lee

COMMISSIONERS.