

Decision No. 34097

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
LONG BEACH MOTOR BUS COMPANY, a)
California corporation, for an)
experimental certificate of public)
convenience and necessity, author-)
izing the applicant to institute an)
experimental passenger service by)
motor coach between Ocean and Pine)
Streets, Long Beach, California, and)
Bellflower, California.)

Second Supplemental
Application No. 23322

WALLACE L. WARE, AL SPAETH and DON GALYEAN by
Wallace L. Ware, for Applicant.

STEPHEN FORD, S. E. VICKERS, by S. E. Vickers,
for the Bureau of Franchises and Public
Utilities of the City of Long Beach,
Interested Party.

CARL R. ERICKSON, WM. J. BRUNTON and E. CURTIS
CLARK, for the City of Long Beach, Inter-
ested Party.

BY THE COMMISSION:

O P I N I O N

By this second supplemental application, as amended,
Long Beach Motor Bus Company, a corporation, seeks authority to
establish and operate a daily common carrier automotive passenger
stage service between the intersection of Ocean and Pine Streets
in the city of Long Beach and the intersection of Center Street
and Bellflower Boulevard in the city of Bellflower.

A public hearing in this proceeding was had before
Examiner McGettigan in Long Beach on Thursday, April 3, 1941,
where testimony being taken and exhibits filed, the matter was
duly submitted and it is now ready for decision.

The granting of this application was not opposed and the city of Long Beach, represented as an interested party, endorsed the application upon being assured the scheduled operations under the proposed service would adequately provide for the transportation of Long Beach Junior College students residing in the area to be served.

Applicant now operates a passenger stage service in and about Long Beach and environs and by virtue of the instant application desires to extend and enlarge its services, as described, to provide similar service to Signal Hill, Long Beach Municipal Airport, Douglas Aircraft, Lakewood Village, Clearwater and Bellflower. No direct common carrier transportation service is now available between the points named above and Long Beach, although Pacific Electric Railway does operate in the general territory.

Witnesses testifying in support of applicant included representatives of the Long Beach Junior College, the Long Beach Retailers Associated, the Douglas Aircraft Corporation, the city of Long Beach, the city of Bellflower, the South East Chamber of Commerce, an intercommunity chamber representing generally the southeastern portion of Los Angeles County, the Bellflower Chamber of Commerce, the city of Signal Hill and the Clearwater Chamber of Commerce.

These witnesses unqualifiedly endorsed applicant's proposal as being in the public interest and of immediate need to their respective communities and enterprises.

In so far as the Long Beach Junior College is concerned, the record shows that many prospective students living in and adjacent to the Bellflower area are eligible, desire to and would

attend the college but because of lack of adequate transportation have been obliged to attend other similar institutions of learning which do have the transportation facilities allegedly lacking herein. It is contended that the establishment of the proposed service will result in a considerable influx of students to Long Beach Junior College and full co-operation has been promised by the institution in this development.

The interests of the Long Beach Retailers Associated are reflected in the results of a survey conducted in Long Beach stores in April of 1940 wherein some 9,000 people were contacted, of whom only 141 were from the Bellflower area with a population of about 15,000 people. This organization believes that the establishment of the service proposed will not only serve to bring more residents of the Bellflower area to the Long Beach trading area, but will further result in the general development of the territory as a whole through aiding and expediting the movement of people between the communities involved.

The Douglas Aircraft Company is now engaged in the construction of an airplane factory about midway between the termini here proposed to be served. It appears from this record that upon the completion of this plant in the near future, with its substantial employee roster, common carrier transportation facilities will be required. Past experiences of the Douglas Company at its other plants, it was stated, indicated a need of and preference for a common carrier service in the interest of public safety and elimination of traffic congestion which have become important factors to be considered wherever rapid industrial expansion has taken place. The record further shows that the establishment of plants such as Douglas results in approximately fifty per cent of the

employees seeking living quarters in the vicinity of their work. It also was shown that at the present time there exists some demand for a transportation service on the part of the workemen now engaged in the construction of the Douglas plant.

The city of Long Beach's Municipal Airport is rapidly being developed and expanded. It is located in the same general territory as the Douglas plant and at the present time is the site of a naval air training base where there are approximately one hundred naval aviation cadets under instruction and present plans call for an expansion of this activity. The officer and enlisted personnel now required to handle this training numbers forty officers and two hundred and twenty-five men. In addition, three flying schools, with a complement of approximately two hundred people, and a radio manufacturing company, employing some seven hundred and fifty people, are also located at this airport. Many requests for transportation services have been forthcoming from these groups.

In addition to the foregoing, some one thousand residents of south Signal Hill will be directly benefited by the establishment of the proposed service. Lakewood Village, a rapidly growing community surrounding Long Beach Junior College, as well as Bellflower's 14,000 to 16,000 people not now provided with common carrier service, afford an additional reservoir of traffic for this new service. In connection with these various communities it was revealed that the application here pending was filed at the direct suggestion and request of the South East Chamber of Commerce, a body devoted to the interests of the various communities located in this southeastern section of Los Angeles County, and the Long Beach Retailers Associated, among others. The chamber, together with the Long Beach Retailers Associated, have, for some time, been endeavoring to obtain adequate

transportation services for this territory and it was revealed that over 3,100 residents of Bellflower and vicinity voluntarily by mail and through petitions addressed to the South East Chamber of Commerce requested the establishment of and indicated their support of a common carrier automotive service between their communities and Long Beach.

In proposing and seeking to establish this service applicant is mindful of and the record tends to substantiate the fact that considerable conjecture must be indulged in as to whether or not this service will be compensatory. It is on this basis that applicant prays that any service to be inaugurated hereunder be considered as experimental and that a definite period of ninety days be set aside in which to determine the feasibility of permanently continuing the operation.

A full consideration of this record reveals a sufficient public need existing to warrant the establishment of this service on a daily basis of approximately eleven round trips as a minimum arranged and operated to best suit the needs of the public and, at the same time, afford the carrier the greatest opportunity, consistent with the public interest, to successfully maintain this operation. In view of the promised support of the communities and others involved on whom, in the final analysis, the success or failure of this enterprise depends, and in consideration of the evidence of existing and future public need revealed by this record, the Commission will authorize the inauguration of the service herein sought to be established.

While recognizing applicant's request for a ninety-day period of experimental operation, the Commission believes that, without prejudice to applicant's position thereon, a certificate

may issue without specific reference to said period. Applicant may, subsequent to the expiration of a ninety-day period commencing with the date of establishment of the service and in accordance with procedural practice of the Commission covering such matters, file an application seeking authority to discontinue said service if conditions so warrant and said application will thereafter be considered by the Commission upon its merits.

O R D E R

Public hearing having been had in the above-entitled proceeding, evidence having been received, the matter having been duly submitted, and it having been found as a fact that public convenience and necessity so require:

IT IS ORDERED that a certificate of public convenience and necessity be and it is hereby granted to Long Beach Motor Bus Company for the establishment and operation of an automotive service for the common carrier transportation of passengers as a passenger stage corporation, as such is defined in section 2 $\frac{1}{2}$ of the Public Utilities Act, between the intersection of Ocean and Pine Streets in the city of Long Beach and the intersection of Center Street and Bellflower Boulevard in the city of Bellflower, including the right to perform service to all points intermediate between said termini, as an extension and enlargement of applicant's existing service and consolidated therewith.

IT IS FURTHER ORDERED that in the operation of said

passenger stage corporation service, Long Beach Motor Bus Company shall comply with and observe the following service regulations:

1. File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the date hereof.
2. Subject to the authority of this Commission to change or modify such at any time, conduct said passenger stage operation over and along the following routes:

Ocean and Pine, Long Beach; thence north on Pine Avenue to East Broadway; thence east on East Broadway to American Avenue; thence south on American Avenue to East Ocean Boulevard; thence east on East Ocean Boulevard to Cherry Avenue; thence north on Cherry Avenue to Spring Street; thence east on Spring Street to Lakewood Boulevard; thence north on Lakewood Boulevard to Harvey Way, Lakewood Village; thence east on Harvey Way to Bellflower Boulevard; thence north on Bellflower Boulevard to Oak Avenue, Bellflower; thence west on Oak Avenue to Orchard Avenue; thence north on Orchard Avenue to Mayne Street; thence east on Mayne Street to Bellflower Boulevard; thence north on Bellflower Boulevard to Center Street. End of Line. Returning south on Bellflower Boulevard to Harvey Way; thence west on Harvey Way to Lakewood Boulevard; thence south on Lakewood Boulevard to Spring Street; thence west on Spring Street to Cherry Avenue; thence south on Cherry Avenue to East Ocean Boulevard; thence west on East Ocean Boulevard to Pine Avenue, and point of beginning.

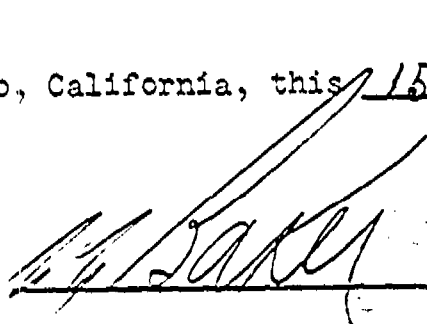
3. File, in triplicate, and concurrently make effective within a period of not to exceed sixty (60) days from the effective date of this order, on not less than five (5) days' notice to the Commission and the public, a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates, rules and regulations which in volume and effect shall be identical with the proposed rates, rules and regulations shown in the exhibits attached to the applications herein, in so far as they conform to the certificate herein granted, or rates, rules and regulations satisfactory to the Railroad Commission.

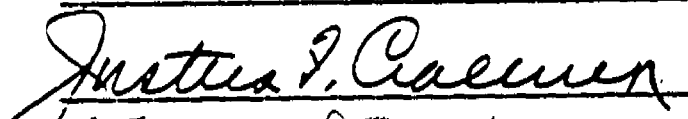

4. File, in triplicate, and make effective within a period of not to exceed sixty (60) days from the effective date of this order

on not less than five (5) days' notice to the Commission and the public, time schedules covering the service herein authorized in a form satisfactory to this Commission.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 15th day of April, 1941.





COMMISSIONERS