

Decision No. 36221

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of:

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, to re-establish rail passenger service between North Long Beach and Newport Beach.

) Amendment to
) Application No. 25490

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, for an In Lieu Certificate of Public Convenience and Necessity.

) Amendment to
) Fifty-Eighth Supplemental
) Application No. 17984.
) Suspend Motor Coach
) Operations on Los Angeles-
) Newport Beach-Balboa Motor
) Coach Line.

ORIGINAL

BY THE COMMISSION:

O P I N I O N

By the above numbered applications, as amended, Pacific Electric Railway Company seeks the Commission's authority to suspend motor coach operations on its Los Angeles-Newport Beach-Balboa Motor Coach Line, substituting in lieu thereof shuttle rail passenger service between Twenty-first Street, Newport Beach, and Willow Street, North Long Beach.

Temporarily, applicant proposes to operate shift-hour motor coach service between Seal Beach and the Douglas Aircraft Plant in Long Beach, and one round-trip daily, except Sundays, between Los Angeles and the Long Beach Douglas Aircraft Plant, for the purpose of handling workers to and from the day shift only.

Restoration of rail service as proposed herein is in direct consonance with the "War Operating Code" of the Office of Defense Transportation and, while it will necessitate passengers transferring to the Long Beach line at Willow Street, it will result in the saving of approximately 256,634 coach miles per year. Further than this, it will result in the release of five motor coaches for more essential operations during the afternoon peak period.

No provision is made in the application for service between Twenty-first Street, Newport Beach, and the present terminus of the

motor coach line at Balboa, a distance of some two miles, and while some possibility has been expressed that a local operator would furnish such service, no commitment to this effect has as yet been forthcoming. It appears reasonable to assume that if a local operator were to establish such a service, the combination of fares with those of Pacific Electric Railway Company between Balboa and Los Angeles would result in an increase in the through fare, and this would not appear to be equitable.

No other increases in fares are involved, and this does not appear to be a matter in which a public hearing is necessary, provided some way of continuing transportation service to residents of Balboa is determined upon.

This appears to us to be an obligation of Pacific Electric Railway Company.

O R D E R

Good Cause Appearing,

Pacific Electric Railway Company is hereby authorized to suspend service on its motor coach line between Balboa and Los Angeles, and substitute in lieu thereof shuttle rail passenger service between Twenty-first Street, Newport Beach, and Willow Street, North Long Beach, subject to the following conditions:

1. Reestablishment of the passenger rail service shall be concurrent with the suspension of the motor coach service authorized herein.
2. Applicant shall continue to provide one round-trip daily, except Sundays, between Los Angeles and the Long Beach Douglas Aircraft Plant to handle workers going to and from the day shift, only.
3. Pending the time local operators in the Long Beach area are in a position to operate necessary shift-hour service, applicant shall continue to operate such shift-hour service between Seal Beach and the Long Beach Douglas Aircraft Plant. Upon satisfactory proof to the Commission that substitute service will be established, applicant is authorized to suspend the operations last described.
4. This entire order is subject to the establishment and operation of a suitable transportation service between Newport Beach and Balboa, which service shall be furnished without any increase in fares for those persons desiring to travel between Balboa and points served by the rail line.

5. Suitable notice of the proposed substitution shall be provided to applicant's patrons by the posting of notices in all coaches operating on the line and at all stations affected at least five (5) days prior to the effective date of the change.
6. Applicant shall file in triplicate, within a period of not to exceed thirty (30) days after 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 and rules which, in volume and effect, shall be identical with the rates and rules shown in the exhibit attached to the application, or rates satisfactory to the 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 (5) 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 substitute service, as provided for herein, shall be continued until further order of the Commission.

The effective date of this order shall be the date hereof.

Dated, San Francisco, California, this th 16 day of March, 1943.

Frank D. Havens
H. P. A. M.
Justice F. C. ...
Arthur ...
John W. ...

COMMISSIONERS