

Decision No. 37620

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
W. B. McLERAN, doing business as)
McLeran Transit Company, for a)
certificate of public necessity)
and convenience to operate an)
on-call motor stage line, as a common)
carrier between Santa Monica,)
California, the various Beach Cities)
on or adjacent to State Highway 101a,)
and the Defense Plants in and adjacent)
to Wilmington, California.)

ORIGINAL

Application No. 25334
1st Supplemental

BY THE COMMISSION:

O P I N I O N

By Decision No. 36090, dated January 5, 1943, on Application No. 25334, applicant was granted a certificate of public convenience and necessity authorizing the establishment and operation of a passenger stage service between Santa Monica and Wilmington and intermediate points for passengers having point of origin or point of destination at defense plants situated at or near Wilmington.¹

Applicant now seeks authority to reroute a portion of Route A within the Wilmington area and also Route B within said area. That portion of Route A along Fries Avenue to the old ferry landing will be discontinued and supplanted by re-routing along Avalon, Anaheim, Henry Ford, and Seaside to

1. The plants which applicant will continue to serve are: Los Angeles Shipbuilding Corporation, Consolidated Shipbuilding Corporation, Western Pipe and Steel Corporation and California Shipbuilding Corporation.

Gate 3 of the California Shipbuilding Corporation yards on Terminal Island. This change is necessary as Calship has recently moved its ferry landing approximately one mile east of its previous location, placing it off the present route. Approximately 92 of applicant's patrons have requested service to Gate 3 rather than to the new ferry landing. Applicant also proposes to discontinue that portion of Route A between Channel Street and Knoll Drive because of congested conditions on Wilmington-San Pedro Road. Passengers to Los Angeles Shipbuilding Corporation are now being discharged at the intersection of Channel Street and Wilmington-San Pedro Road.

Applicant does not propose a local service between Wilmington and Terminal Island.

There are no protests to the proposed change in routes provided the present restrictions and conditions are maintained.

No changes are proposed in the existing schedules, nor in the fares to be charged.

This is not a matter requiring a public hearing and as the application is in the public interest it will be granted.

O R D E R

IT IS ORDERED that Route A and Route B set forth in Paragraph 3 of the service regulations in Decision No. 36090 be amended to read as follows:

Route A.

Beginning at the intersection of Lincoln Boulevard (Alt. U. S. Highway No. 101) and Santa Monica Boulevard, in Santa Monica; thence along said Alternate U. S. Highway No. 101, Anaheim Street, Gaffey Street, Channel Street, Wilmington-San Pedro Road,

B Street, Avalon Boulevard, Anaheim Street, Henry Ford Boulevard, Seaside Boulevard to its intersection with Samples Street on Terminal Island.

Route B.

Beginning at the intersection of Anaheim Street and Gaffey Street, thence along Anaheim Street to its intersection with Avalon Boulevard, Wilmington.

In all other respects Decision No. 36090 shall remain in full force and effect.

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

Dated at San Francisco, California, this 16th day of January, 1945.

Richard Sachs
Justin F. Quinn
Thomas W. Davis
Irving S. Powell
Harold Williams
COMMISSIONERS