

Decision No. 38956

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application)
of the LONG BEACH MOTOR BUS COMPANY,)
a California corporation, for the)
vacation of Decision No. 36224 which) Application No. 25549
authorized temporary discontinuance) 2nd Supplemental
of operations as an auto stage line)
for the transportation of passengers)
between Long Beach and Terminal)
Island, and intermediate points.)

Berol & Handler by Edwin M. Berol, and Orville A. Schulenberg for applicant; W. N. Deatherage for Terminal Island Transit Company; Joseph B. Lamb and J. R. McHenry for City of Long Beach and Bureau of Franchises and Public Utilities of the City of Long Beach, protestants; Roger Arneberg, Deputy City Attorney, for the City of Los Angeles; and James Gunn for Board of Public Utilities and Transportation of the City of Los Angeles. interested parties.

O P I N I O N

By Decisions No. 35445, dated June 2, 1942, and No. 35653, dated August 4, 1942, applicant was authorized to establish and operate a passenger stage service between Long Beach and Terminal Island, and intermediate points, subject to a restriction not material to this application. Service regulations authorized applicant to conduct said service over a certain described route (via the bascule bridge) between its Long Beach terminus and the California Shipbuilding Corporation plant on Terminal Island.

The certificate of public convenience and necessity was granted upon applicant's showing that the service was required

to meet defense needs growing out of the national emergency, particularly a need for transportation of passengers between Long Beach and the California Shipbuilding Corporation plant located on Terminal Island.

Applicant rendered service until March, 1943, when, at the request of the Office of Defense Transportation, and pursuant to authority granted by this Commission (Decision No. 36224, dated March 16, 1943), it temporarily suspended operations.

By this second supplemental application, as amended, applicant requests authority to reestablish service between Long Beach and Terminal Island but instead of operating to the California Shipbuilding Corporation plant, since dismantled, it seeks to provide an emergency service between Long Beach and certain government installations situated on that portion of Terminal Island within the city limits of Long Beach, at times when the Lang Motor Bus Corporation (now operating between said installations and Long Beach) is unable to provide service due to the closing of the pontoon bridge.

This matter was heard before Examiner Chiesa at Long Beach on February 13, March 27, and April 4, 1946, and having been submitted is ready for decision.

Applicant and Lang Motor Bus Corporation are affiliated companies and competitors of Terminal Island Transit Co. For brevity the companies will hereinafter be referred to as "Beach Bus", "Lang Bus", and "Island Transit".

There are two motor routes between the island and Long Beach, a direct route via the pontoon bridge and the alternate route by way of the bascule bridge which traverses county territory. Island Transit now operates along both routes although it is restricted in the use of the alternate route (via bascule bridge) to times when passage over the pontoon bridge is not possible. Lang Bus, an intracity operator, cannot operate via the bascule bridge.

Installations on the island served by both Lang Bus and Island Transit are the Naval Drydocks and the Naval Operating Base. At times when the pontoon bridge is closed to bus travel Island Transit operates by way of its alternate route. As applicant could also operate by way of the bascule bridge, it seeks authority to establish an emergency service when Lang Bus is unable to operate to and from the island.

The record does not evidence a need for the establishment of an additional bus service as herein proposed by applicant. Between July 1 and December 31, 1945, the pontoon bridge was closed to vehicular traffic eight times; twice in July, once in August, once in October, and four times in December. Closings averaged six hours and 48 minutes. Two police traffic officers who had knowledge of the traffic conditions and problems at the drydocks and operating base during said periods testified that when the pontoon bridge was closed Island Transit transported all persons desiring transportation and that there was no delay or congestion. No public witnesses testified in support of the application. The Bureau of Franchises and Public Utilities of the City of Long Beach opposed the application.

Upon the record in this proceeding we find the present public transportation facilities between Terminal Island and the City of Long Beach are adequate and, therefore, the application will be denied.

O R D E R

A public hearing having been held in the above-entitled proceeding, the matter having been submitted, and the Commission being fully advised,

IT IS ORDERED as follows:

That Application No. 25549, Second Supplemental, of Long Beach Motor Bus Company, be, and it hereby is, denied.

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

Dated at San Francisco, California, this 14th day of May, 1946.

Edward Rudner
James F. Craven
James F. Craven
Harold P. Hule
COMMISSIONERS