

ORIGINAL

Decision No. 51937

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH LINES,
a corporation, for authority to operate)
an alternate service by motor coach)
between the Sixth & Main Streets Station)
in Los Angeles and the Catalina Island)
Steamship Company Dock in Wilmington)

Application No. 37100

Waldo K. Greiner and James H. Lyons, by
James H. Lyons, for applicant.
Herbert B. Atkinson, for South Los Angeles
Transportation Company; H. A. Shelley,
for Wilmington Bus Company; Don H.
Sheets, for the Brotherhood of Railroad
Trainmen; Harold L. Hayward, for the
Department of Public Utilities and
Transportation of the City of Los Angeles,
interested parties.

O P I N I O N

Applicant is engaged in the business of transporting passengers by rail and motor coach between Los Angeles and neighboring communities pursuant to authority from this Commission. Included is authority to render service by rail between applicant's rail terminal at 6th and Main Streets in Los Angeles and the Catalina Island Steamship docks at the Los Angeles Harbor. By the application herein, filed on July 1, 1955, applicant requests authority to substitute passenger stage service for rail service between Los Angeles and the docks, a distance of approximately 18 miles, during certain periods when there is little traffic to or from Catalina Island. The passenger stage route would be approximately the same length as the rail route or slightly shorter (Exhibit A in the application).

Applicant proposes to use oversize buses not to exceed 40 feet in length and 102 inches in width on this service.

A public hearing was held in Los Angeles on August 11, 1955, before Examiner Kent C. Rogers. At the hearing evidence was presented and the matter was submitted. It is ready for decision. Prior to the hearing, notice thereof was posted as required by this Commission. Protests were entered by two carriers serving points intermediate between Los Angeles and the Harbor. They withdrew their protests when applicant stipulated that the service could be restricted so that there would be no service intermediate between either terminus.

Applicant's superintendent of traffic testified that for many years applicant, or its predecessor in interest, has been rendering a rail service once a day in each direction between the Los Angeles terminus at 6th and Main Streets, Los Angeles, and the Catalina Island steamship wharves in Wilmington, at which point connections are made with the Catalina boat schedules, and that it desires to substitute 45 or 48 passenger stages for its rail cars in this service during the winter months. The witness defined the winter months, for the purposes of this application, as the period starting the Monday following Labor Day (the first Monday in September) and terminating the following May 31. He said that during the remainder of the year applicant uses from one to six 80-passenger rail cars to handle the traffic. During the winter months, he said, the number of passengers varies from 30 to 11 each day. If the number drops below 11, as it occasionally does, they are taken to San Pedro on the San Pedro rail car, and then taken by

applicant's San Pedro bus to the Wilmington terminal of the steamship line. If the application is granted and at any time there is more than one busload of passengers during the winter months, applicant will use the rail cars rather than two buses. The number of passengers carried during March, 1955, an average winter month, is shown in Exhibit No. 2. Twenty-nine passengers were the most carried one way on any trip during that month. Assuming that these 29 passengers purchased round-trip tickets, the records of this Commission shows that the revenue would have been approximately \$32.90. Exhibit No. 3 shows that the rail service costs the applicant \$50.14 per day per rail car and that passenger stage service, as proposed, with one bus would cost the applicant \$21.97 per day.

Upon the evidence of record herein it appears, and we find, that the proposed substitution of passenger stages for rail cars during the period between the first Monday following Labor Day and the following May 31, both inclusive, is not adverse to the public interest and applicant will be given authority to make such substitution.

O R D E R

A public hearing having been held, and the Commission having made the finding set forth above, and based upon such finding,

IT IS ORDERED:

(1) That Metropolitan Coach Lines may render service by motor coach between its 6th and Main Street station on the one hand, and the Catalina Island Steamship Company docks in

Wilmington, on the other hand, as an alternate service to its existing Los Angeles to Catalina Steamship dock service, subject to the following restrictions and conditions:

- (a) Such service shall be provided only during the period between the first Monday after Labor Day and the following May 31, both days inclusive.
- (b) No passenger shall be transported whose origin or destination is a point between the Los Angeles terminus of the line and the Catalina Terminal.

(2) That the service herein authorized shall be via the following route:

Los Angeles - Catalina Dock Line 53 ✓

From Main Street Station at 6th and Main Streets (Los Angeles) via Main Street, or, as an alternate, from Los Angeles Street Terminal, via Los Angeles Street, Sixth Street, San Pedro Street, Avalon Boulevard, "B" Street, Fries Avenue, and Water Street to Catalina Terminal.

Return via Water Street, Avalon Boulevard, San Pedro Street (Los Angeles), and Seventh Street to Los Angeles Terminal, or, as an alternate, via Seventh Street and Maple Avenue to the Los Angeles Terminal.

Applicant is authorized to turn its motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, or in accordance with local traffic rules.

IT IS FURTHER ORDERED that Metropolitan Coach Lines is authorized to operate passenger stages not to exceed 40 feet in length and 102 inches in width over the route and between the points specified in the order herein.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 6th day of September, 1955.

John E. V. Mitchell
President
Matthew J. Dooley
Ray E. Untereiner

Commissioners

Ray E. Untereiner
Commissioner Matthew J. Dooley, being necessarily absent, did not participate in the disposition of this proceeding.