

Decision No. 13368.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
the B. & H. Transportation Company
for certificate of public convenience
and necessity to operate passenger
service between Long Beach, California
and East San Pedro, California.

ORIGINAL

Application No. 9739

In the Matter of the Application of
The Terminal Island Transportation
Company for certificate of public con-
venience and necessity to operate pass-
enger automobile stage service between
Ferry Landing, (East San Pedro), and
Anaheim Street and Canal Street,
(Wilmington).

Application No. 9789

Herbert Haskell for B. & H. Transportation Company,
Applicant.

James Vinten for The Terminal Island Transportation
Company, Applicant.

Carl LaBoyteaux for Salt Lake Railway, Protestant.

O. A. Smith and R. E. Wedekind for Pacific Electric
Railway, Protestant.

R. H. Beaton, Secretary for San Pedro Chamber of
Commerce.

Lou Johnson, Secretary for Wilmington Chamber of
Commerce.

BY THE COMMISSION:

O P I N I O N

The B. & H. Transportation Company has applied to the
Railroad Commission for a certificate of public convenience and
necessity to operate automobile passenger service between Long
Beach, California and East San Pedro, California.

The Terminal Island Transportation Company has applied
to the Railroad Commission for a certificate of public convenience
and necessity to operate passenger automobile stage service between
Ferry Landing, (East San Pedro), and Anaheim Street, and Canal
Street (Wilmington).

A public hearing was conducted by Examiner Williams at Long Beach at which time the applications were consolidated for hearing and decision.

Applicant B. & E. Transportation Company proposes service between Long Beach and that portion of the City of Los Angeles known as East San Pedro over the route described in the application, involving the use of the Truck Boulevard south of Anaheim Road and Seaside Avenue in the City of Los Angeles. This applicant proposes one-half hourly service beginning at 6 A.M. from either terminus until 12 o'clock midnight using the standard auto stages now used in connection with this company's municipal bus service in the City of Long Beach. The Long Beach terminus is at Ocean and Pine Avenues and the East San Pedro terminus at the Ferry Landing on the east side of the channel in San Pedro Harbor. Applicant proposes, by amendment filed at the hearing, to charge a through fare of 15 cents one way with no round trip rate, the fare to be paid in cash to the driver of the vehicle between termini; also a rate of 10 cents between the Ferry Landing and the intersection of Truck Boulevard and Anaheim Road.

The Terminal Island Transportation Company which now operates between the Ferry Landing on East San Pedro along Seaside Avenue to Genoa Place, under permit of the Board of Public Utilities of the City of Los Angeles, asks in effect to extend this service along Seaside Avenue to the Truck Boulevard, thence north to Anaheim Road and east on Anaheim Road to that portion of the City of Los Angeles known as Wilmington. In traversing the route between the termini this operation passes out of the municipal boundaries of the City of Los Angeles for a distance of approximately 2000 feet. This applicant proposes to operate two 16-passenger vehicles, with one emergency vehicle in reserve.

hourly beginning at 6 A.M. and continuing until 6 P.M. The fares proposed are 5 cents between the Ferry Landing and the bascule bridge and 10 cents between the Ferry Landing and Canal and Anaheim Streets, Wilmington. Commutation rates of twenty tickets for 75 cents, in book form, each ticket to be accepted for 5 cents, are also offered.

These proposed services are now possible by reason of the construction and opening to use of a new bascule bridge over Long Beach channel and the completion of the Los Angeles County Truck Boulevard to San Pedro Harbor, shortening the direct distance between Long Beach and East San Pedro, and between the Ferry Landing and Wilmington.

Applicant B. & H. Transportation Company stipulated that it would do no intermediate business between its Long Beach terminus and Anaheim Road and Truck Boulevard, but expected to do a local business between Anaheim Road and Truck Boulevard and the Ferry Landing at East San Pedro. Upon this stipulation the Pacific Electric Railway withdrew its opposition. Between Anaheim Road and the Ferry Landing the proposed service of the applicant B. & H. Transportation Company would duplicate the service proposed by applicant The Terminal Island Transportation Company and particularly that portion operating between Ferry Landing and Genoa Place. The proposal to operate between Long Beach and East San Pedro was opposed by the San Pedro Chamber of Commerce which, through its secretary, R. H. Beaton, presented a resolution of the directors protesting against the service on the ground that present service and rates rendered by the Union Pacific Railway Company (Salt Lake line) are adequate and reasonable.

Applicant B. & H. Transportation Company produced William H. Cherry a real estate operator in East San Pedro, Rupert H. Christie hotel proprietor, Edward L. Benton contractor and builder who in substance testified that there is a population in East San Pedro, also known as Terminal Island, of between 5000 and 6000 and that the frequent service proposed by the applicant to Long Beach will give access to better markets, amusements and shopping and that the available markets, amusements and shopping districts of San Pedro are not of the grade desired. In addition they testified many who work in East San Pedro live in Long Beach and require better transportation than is now provided by the Salt Lake Road.

Protestant Salt Lake Railroad through the testimony of Carl La Boyteaux, its agent, showed that in 1923 it had hauled 16,410 one way passengers between East San Pedro and Long Beach and 124,252 commutation passengers. The single one way fare is 24 cents. The commutation fares are 54 rides at 8.5 cents per ride. The road operates three trains daily leaving Long Beach at 7:16, 11:33 and 3:58 daily and leaving East San Pedro at 8:35, 1:20 and 5 o'clock. The schedule allows 30 minutes between the points. There was some testimony that this service is irregular but this irregularity was not pictured by witnesses as important.

James Vinten, representing The Terminal Island Transportation Company protested the application of the B. & H. Transportation Company on the ground that the operation proposed would duplicate his service which has been maintained for over two years between Ferry Landing and Genoa Place. In addition he contended that an eighteen hour operation, as proposed by

applicant B. & E. Transportation Company, is impossible for the reason that the bascule bridge is not available for use after 6 P.M. No satisfactory testimony was introduced to show that this statement of Vinten's is untrue.

Applicant The Terminal Island Transportation Company supported its application by resolutions from the Wilmington Chamber of Commerce introduced through the testimony of Lou Johnson, Secretary, and from the San Pedro Chamber of Commerce through R. E. Beaton, its secretary. The Wilmington Chamber of Commerce give these reasons in support of applicant The Terminal Island Transportation Company-that it offers a direct connection between Wilmington and Terminal Island, that it offers service from Canal Avenue, Wilmington to East Wilmington and that no service of any character to these points now exists; in addition it will save 20 or 35 minutes between these points over any present means of transportation.

The application of The Terminal Island Transportation Company was not opposed by either the Salt Lake Railroad or the Pacific Electric Railway.

In view of the record in this proceeding we must find as a fact that necessity for the establishment of service between Long Beach and East San Pedro as proposed by applicant B. & E. Transportation Company has not been shown hence the application therefor should be denied.

The record we believe justifies the extension of the service of The Terminal Island Transportation Company over the route proposed by it between the Ferry Landing at East San Pedro and Wilmington and a certificate therefor should be granted, especially in view of the fact that for the entire distance of 5½ miles the operation is exclusively in the city limits of

Los Angeles except about 2000 feet and the fares proposed are to advantage of the public.

O R D E R.

B. & H. Transportation Company having made application to the Railroad Commission of the State of California for a certificate of public convenience and necessity to operate automobile passenger service between Long Beach and East San Pedro, a portion of the city of Los Angeles, a public hearing having been held, the matter having been duly submitted and now being ready for decision.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that public convenience and necessity do not require the service proposed by applicant and that the application herein be and the same hereby is denied.

James Vinten and Ruby Vinten operating under the fictitious name of The Terminal Island Transportation Company having made application to the Railroad Commission of the State of California for a certificate of public convenience and necessity to operate passenger automobile stage service between Ferry Landing at East San Pedro and Anaheim Street and Canal Street, Wilmington, a public hearing having been held, the matter being duly submitted and now being ready for decision.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that public convenience and necessity require the operation proposed by applicant herein over and along the following route.

Beginning at Ferry Landing (East San Pedro), northeast along Seaside Ave. to Harris Place, north on Harris Place to Ocean Ave., northeast on Ocean Ave. to Mormon St., northwest on Mormon St. to Dock St., northeast on Dock Street to bascule bridge in the city of Long Beach; north on Badger Ave. to Anaheim St.,

west on Anaheim Street to Canal Street, terminus of line. Returning north on Canal Street to "I" Street to Broad Street, south on Broad Street to Anaheim Street, east on Anaheim over same route to Merry Landing, point of beginning,

and that a certificate of public convenience and necessity therefor be granted subject to the following conditions:-

1. That applicant, James Vinten and Ruby Vinten, co-partners operating under the fictitious name of The Terminal Island Transportation Company, shall file within fifteen (15) days from date hereof, their written acceptance of the certificate herein granted, and shall file within thirty (30) days from the date hereof, duplicate tariff of rates and time schedules, in accordance with General Order No. 51 of the Railroad Commission, and shall begin service within sixty (60) days from date hereof.
2. That applicant, James Vinten and Ruby Vinten-co-partners operating under the fictitious name of The Terminal Island Transportation Company, shall not sell, lease, assign or discontinue the service herein authorized, unless such sale, lease, assignment, or discontinuance shall have been authorized by the Railroad Commission.
3. That no vehicle shall be operated by applicants unless such vehicles are owned by said applicants, or are leased under an agreement satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 7th
day of April, 1924.

C. Seavey

H. H. ...

Dwight Martin

Egan ...

J. M. ...

Commissioners