

ORIGINAL

Decision No. 35449

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
LANDIER TRANSIT CO. INC., a corpora-)
tion, for a certificate of public)
convenience and necessity to operate)
an automotive passenger service be-)
tween the first terminal of Atlantic)
and Whittier Boulevards, Los Angeles,)
and the second terminal of Mormon and)
Dock Streets, Terminal Island, and)
intermediate points.)

Application No. 24301
(First Supplemental)

B. RUSSELL PRIESS, for applicant.

JONATHAN C. GIBSON and WM. F. BROOKS, by WM. F. BROOKS, for Santa Fe Transportation Company, protestant.

WM. N. DEATHERAGE, for Terminal Island Transit Company, protestant.

MAX EDDY UTT, of GIBSON, DUNN & CRUTCHER, for Los Angeles Railway Corporation, interested party.

F. E. BILLHARDT, for Pacific Electric Railway Company, interested party.

BY THE COMMISSION:

O P I N I O N

In this proceeding applicant requests a certificate of public convenience and necessity to operate an automotive passenger service between its terminal at Atlantic and Whittier Boulevards, Los Angeles, and the intersection of Mormon and Dock Streets, Terminal Island, serving intermediate points, as an extension and enlargement of its present operative rights. (1)

(1) Decision No. 34663, dated October 14, 1941.

Public hearing was held in Los Angeles on April 7, 1942, before Examiner Cameron, at which time evidence was received, the matter was duly submitted and the same is now ready for decision.

The Santa Fe Transportation Company and Terminal Island Transit Company protested the granting of this application. The Santa Fe Transportation Company entered into a stipulation with applicant that, upon the filing of an amended application restricting the availability of the proposed service in certain respects, its protest would be withdrawn. The amended application was filed in accordance with said stipulation and said protest was accordingly withdrawn. The protest of Terminal Island Transit Company was not withdrawn; however, the proposed service does not appear to conflict with the service performed by Terminal Island Transit Company.

The material facts relied upon for the granting of this application are without conflict and show, substantially, as follows:

That at the present time shipyards on Terminal Island employ a great many workers. A survey conducted by this latter company shows that forty-two per cent of its employees live in an area between Olive Street and Whittier Boulevard. There is no transportation service in this area directly to and from Terminal Island in the area to be served. At the present time the employees living in this area go to and from work in their own automobiles, creating tremendous highway congestion during change of shifts and a tremendous parking problem. In the last few weeks many of the shipbuilding officials and hundreds of employees have requested applicant to establish

this service, and the requests have increased lately due to the scarcity of tires. Applicant's financial statement and a list of equipment have heretofore been filed with the Commission.

After a careful consideration of the entire record, we find as a fact that public convenience and necessity require the establishment and operation of an automotive passenger stage corporation, as that term is defined in Section 24 of the Public Utilities Act, by Landier Transit Co. Inc. between the intersection of Atlantic and Whittier Boulevards, Los Angeles, and Mormon and Dock Streets, Terminal Island, and intermediate points.

O R D E R

IT IS ORDERED that a certificate of public convenience and necessity be and it is hereby granted to Landier Transit Co., Inc., a corporation, authorizing it to operate a passenger stage corporation, as that term is defined in Section 24 of the Public Utilities Act, for the transportation of passengers and their baggage between the intersection of Atlantic and Whittier Boulevards, Los Angeles, and Mormon and Dock Streets, Terminal Island, Los Angeles County, California, serving intermediate points, as an extension and enlargement of its present operative rights, subject to the following conditions:

- (a) No passengers may be carried locally in the area between the point in Maywood where Atlantic Boulevard crosses the Los Angeles River and the intersection of Atlantic Boulevard and Century Boulevard, both points inclusive. Passengers may be carried from points outside of the above described area to points therein and from points in said area to points outside thereof.

- (b) No passengers may be carried locally in the area between the intersection of Olive Street and Long Beach Boulevard, and the intersection of Mormon and Dock Streets, Terminal Island. Passengers may be carried from points outside of the above described area to points therein and from points in said area to points outside thereof.
- (c) Landier Transit Co. Inc., a corporation, its successors or assigns, may never claim before this Commission, or any court or public body, a value for the authority hereby granted in excess of the actual cost thereof.

IT IS FURTHER ORDERED that in the operation of said passenger stage service pursuant to the foregoing certificate, Landier Transit Co. Inc., a corporation, shall comply with and observe the following service regulations:

- (1) File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the date hereof.
- (2) Comply with the rules of the Commission's General Order No. 79 and Part IV of General Order No. 93-A, by filing in triplicate and concurrently making effective, tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than one (1) day's notice to the Railroad Commission and the public.
- (3) Subject to the authority of this Commission to change or modify them at any time by further order, conduct said service hereby authorized over and along the following routes:

Commencing at a point on Atlantic Boulevard 200 feet south of Whittier Boulevard in Los Angeles, California; thence north on Atlantic Boulevard to Whittier Boulevard; east on Whittier Boulevard to Amelia Street; south on Amelia Street to Goodrich Street; west on Goodrich Street to Anaheim-Telegraph Road; southeast on Anaheim-Telegraph Road to Atlantic Boulevard; south on Atlantic Boulevard to Olive Street in Compton; west on Olive Street to Alameda Avenue; south on Alameda Avenue to Henry Ford Avenue; south on Henry Ford Avenue to Dock Street; west on Dock Street to Mormon Street, the terminus; returning

east on Dock Street to Henry Ford Avenue; north on Henry Ford Avenue to Alameda Avenue; north on Alameda Avenue to Olive Street; east on Olive Street to Atlantic Boulevard; north on Atlantic Boulevard to Anaheim-Telegraph Road; northwest on Anaheim-Telegraph Road to Atlantic Boulevard; north on Atlantic Boulevard to point of beginning.

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

Dated at San Francisco, California, this 2nd day of June, 1942.

Justice J. Cassen
Ray L. Riley

Richard H. Hulse
COMMISSIONERS