

ORIGINAL

35504

Decision No. _____

In the Matter of the Application of
 L. C. Robertson, doing business under
 the fictitious firm name and style of
 Robertson's Transit Company, for
 Certificate of Public Convenience and
 Necessity to operate an automotive
 passenger service, as a common carrier
 between First Terminal of Western
 Avenue and Manchester Avenue, in the
 City of Los Angeles, and Second Terminal
 of Gate No. Four of California Shipbuild-
 ing Company on Dock Street, Terminal
 Island, California.

AMENDED
APPLICATION NO. 24987

BY THE COMMISSION:

OPINION

By the above entitled application L. C. Robertson, doing business under the fictitious firm name and style of Robertson's Transit Company, requests the Commission to issue a certificate of public convenience and necessity authorizing the establishment and operation of a service for the transportation of passengers between the City of Los Angeles and Gate No. Four of the California Shipbuilding Company on Terminal Island.

The proposed service is offered primarily for the purpose of meeting the need for transportation of those workers at the shipbuilding plant in the Harbor area residing in the cities of Los Angeles and Inglewood who are now using their private automobiles but, due to the critical rubber shortage, must find other means of transportation. Further than this, it is the expressed desire of the United States naval authorities on Terminal Island that private automobiles be eliminated from the Island area so far as is practicable.

Applicant proposes to institute the service on a basis of three round trip schedules daily, supplementing this as and when necessity demands. The proposed fares are 25 cents one way with a book of ten tickets to be sold for \$2.25.

Applicant proposes to use a type of equipment never before operated in the State of California in the passenger transportation business, it being converted truck and trailer units formerly used in the Drive and Truck-away Automobile Delivery Service.

Rule No. 2.09 of the Commission's General Order No. 93-A expressly prohibits the operation of this type of equipment in passenger stage service and under normal circumstances and for ordinary requirements there would be no thought of issuing authority for such operation. Here, however, we are confronted with the problem of transporting workers engaged in vital defense industries to and from their places of employment and eliminating the use of the private automobile, the supply of tires for which is fast disappearing. Further than this, the territory and route over which the service is proposed to be operated is comparatively flat, with few turns and it does not appear that any undue hazard will be created by the use of such equipment. Careful consideration of all of the factors involved leads us to the conclusion that there is a reasonable demand for the type of service proposed herein. It does not appear that this is a matter in which a public hearing is necessary and the application will be granted.

O R D E R

Based upon the conclusions expressed in the foregoing opinion,

It is hereby ordered that a certificate of public convenience and necessity is hereby granted to L. C. Robertson, doing business under the fictitious name of Robertson's Transit Company, authorizing the establishment and operation of service as a passenger stage corporation as defined in Section 2-1/4 of the Public Utilities Act for the transportation of passengers between a terminal at the intersection of Western Avenue and Manchester Avenue in the City of Los Angeles and Gate No. Four of California Shipbuilding Company on Terminal Island and intermediate points subject to the following restrictions and conditions:

(1) In traveling from the terminal at Manchester Avenue and Western Avenue to the terminal at the California Shipbuilding Company plant only passengers who originate on the route between the point of commencement on the one hand and the intersection of Wilmington Boulevard and State Street on the other hand and who are destined to Terminal Island shall be received. No local traffic will be carried and no passengers will be discharged at any point along the route traversed until arriving at Terminal Island.

(2) In traveling from Terminal Island to the terminal at the intersection of Manchester Avenue and Western Avenue only passengers who originate on Terminal Island and who are destined along the route between the intersection of Wilmington Boulevard and State Street on the one hand and the intersection of Manchester Avenue and Western Avenue on the other hand will be received. No local traffic will be carried along the route traversed.

(3) L. C. Robertson, doing business under the fictitious name and style of Robertson's Transit Company, his successors or assigns, may never claim before this Commission or any Court or other public body a value for the certificate herein granted in excess of the actual cost thereof.

IT IS FURTHER ORDERED that in the operation of the passenger service pursuant to the foregoing certificate the following service regulations shall be observed:

(1) Applicant shall file a written acceptance of the certificate herein granted within a period not to exceed thirty (30) days from the effective date hereof.

(2) Applicant shall 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 five (5) days' notice to the Commission and the public.

(3) Subject to the authority of this Commission to change or modify same at any time by further order applicant shall conduct passenger stage service pursuant to the certificate herein granted over and along the following route:

Commencing at the intersection of Western Avenue and Manchester Avenue; thence via Manchester Avenue, Broadway, Century Boulevard, Figueroa Street, Moneta, Main Street (Wilmington Boulevard), State Street, Alameda Street, Henry Ford Avenue, and Dock Street to Gate No. 4 California Shipbuilding Company, Terminal Island; returning via reverse of the going route to point of commencement.

Applicant is authorized to turn its motor vehicles at termini, either in the intersection of the street or by operating around blocks contiguous to such intersection in either direction and to carry passengers as traffic regulations of the municipality may require.

(4) The equipment proposed to be used in the service herein authorized shall conform to the provisions of Resolution No. EM-T-13 (dated July 7, 1942), and be inspected and approved by this Commission prior to being placed in regular operation.

(5) The authorization herein granted shall lapse and become void six months after the declaration of peace following the present war unless further time is granted by subsequent order.

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

Dated at San Francisco, California, July 7th, 1942.

Ray L. Riley

Frank L. Havens
Arthur L. Lash
Commissioners