

Decision No. 35796

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

| | | |
|---------------------------------------|---|-----------------------|
| In the Matter of the Application of |) | |
| R. URICH, for a certificate of public |) | |
| convenience and necessity to operate |) | Application No. 24968 |
| stage service as a common carrier |) | |
| between Whittier, Montebello and |) | |
| Terminal Island, |) | |

ORIGINAL

G. R. MILLER, for Applicant.

E. L. H. BISSINGER, For Pacific Electric Railway Company, interested party.

ORVILLE A. SCHULENBERG and OWEN STEWART, for Long Beach Motor Bus Company and Lang Motor Bus Corporation, protestants.

W. N. DEATHERAGE and PETE DRAKE, for Terminal Island Transit Company, protestant.

CHAS. A. BLAND, for Board of Harbor Commissioners of Long Beach, interested party.

SAM E. VICKERS, for Bureau of Franchises and Utilities of the City of Long Beach, interested party.

BY THE COMMISSION:

O P I N I O N

Applicant requests authority to establish a common carrier service for the transportation of passengers between Whittier, Montebello, Belvedere Gardens and Terminal Island, California.

Public hearing was held in Los Angeles before Examiner Cameron on June 3, 1942, evidence was received, the matter submitted and the same is now ready for decision.

Pacific Electric Railway Company, Board of Harbor Commissioners of the City of Long Beach, Bureau of Franchises and Utilities of the City of Long Beach, Long Beach Motor Bus Company, Lang Motor Bus Corporation, and Terminal Island Transit Company entered appearances in this proceeding, the latter three as

protestants. At the commencement of the hearing all parties stipulated that upon the filing of an amended application changing certain routes and restricting the service in certain particulars all appearances would be withdrawn. Pursuant to said stipulation the amended application was filed and opposition accordingly withdrawn.

The testimony was uncontradicted and establishes the material facts substantially as follows.

Many people working in the shipyards at Terminal Island live in the vicinity of Whittier and Montebello and find it impossible to secure transportation to and from work. Employees who have heretofore used private automobiles for transportation now find this impossible due to the shortage of rubber. The demand for a public transportation service between these areas and the Terminal Island shipbuilding companies is rapidly increasing and will continue to increase as the tires on private automobiles wear out and cannot be replaced. The proposed service will give the employees in the Whittier and Montebello areas a direct service to the shipbuilding yards on Terminal Island and will eliminate the necessity on the part of employees of using private automobiles. This will relieve traffic congestion on the highways and parking facilities in the vicinity of the shipyards. The officials from the shipbuilding companies feel that the proposed service is necessary.

After a careful consideration of the 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 2 $\frac{1}{2}$ of the Public Utilities Act, by R. Urich, between Whittier, Montebello and Belvedere Gardens on the one hand, and Terminal Island, on the other.

O R D E R

IT IS ORDERED that a certificate of public convenience and necessity be and it is hereby granted to R. Urich authorizing him to establish and operate service as a passenger stage corporation, as that term is defined in section 2 $\frac{1}{4}$ of the Public Utilities Act, for the transportation of passengers between Whittier, Montebello and Belvedere Gardens and intermediate points, on the one hand, and the California Shipbuilding Corporation, Terminal Island, on the other hand, subject to the following restrictions and conditions:

1. (a) No passengers may be transported except those either originating at or destined to the plant of California Shipbuilding Corporation at Terminal Island.
- (b) No passengers shall be transported who have both origin and destination between Imperial Highway, on the one hand, and the plant of the California Shipbuilding Corporation at Terminal Island on the other hand.
2. The authority hereby granted shall expire six (6) months after the termination of the National Emergency unless otherwise extended by order of the Commission.
3. R. Urich, his successors or assigns, may never claim before this Commission, or any court or other 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 passenger stage 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 of 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 them at any time by further order, applicant shall conduct said service hereby authorized over and along the following routes:

ROUTE (1): Commencing at the intersection of Whittier Boulevard and Greenleaf Avenue; east on Whittier Boulevard to Painter Avenue; north on Painter Avenue to Beverly Boulevard; west on Beverly Boulevard to Norwalk Road; south on Norwalk Road to Whittier Boulevard; west on Whittier Boulevard to Rosemead Boulevard; southwest and south on Rosemead Boulevard to Lakewood and Carson Street; west on Carson Street to Atlantic Boulevard; south on Atlantic Boulevard to Willow Street; west on Willow Street to Santa Fe Avenue; south on Santa Fe Avenue to Anaheim Street; west on Anaheim Street to Ford Boulevard, and thence along the following alternate routes:

- (a) South on Ford Boulevard to Dock Street to California Shipbuilding Corporation's yards;
- (b) South on Ford Boulevard to North Seaside Avenue; west on North Seaside Avenue to Harris Place; North on Harris Place to Ocean Avenue to Morman Street to Dock Street; thence to California Shipbuilding Corporation's yards.

Returning via the reverse of said routes and alternate routes.

ROUTE (2): Commencing at the intersection of Whittier Boulevard and Greenleaf Avenue; north on Greenleaf Avenue to Hadley Street; west on Hadley Street to Whittier Boulevard; west on Whittier Boulevard to Rosemead Boulevard; there connecting with Route (1).

ROUTE (3): Commencing at the intersection of Whittier Boulevard and Greenleaf Avenue; west on Whittier Boulevard to Pickering Avenue; north on Pickering Avenue to Philadelphia Street; west on Philadelphia Street to Whittier Boulevard; west on Whittier Boulevard to Rosemead Boulevard; there connecting with Route (1).

ROUTE (4): Commencing at the intersection of Whittier Boulevard and Greenleaf Avenue; thence along Whittier Boulevard, Atlantic Boulevard, San Antonio Drive and American Avenue to Willow Street; there connecting with Route (1).

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

Dated at San Francisco, California, this 22nd day of September, 1942.

Justice J. Clauer
Francis J. [unclear]
Richard [unclear]
 COMMISSIONERS