

Decision No. 35842

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of)
FOSTER TRANSPORTATION COMPANY for)
certificate to operate bus transpor-)
tation service as a common carrier,)
between Pasadena and Long Beach, all)
streets being in the County of Los)
Angeles.)

Application No. 25194

In the Matter of the Application of)
PAUL H. GROSSMAN for certificate to)
operate bus service, as a common)
carrier between Pasadena and Long)
Beach, California.)

Application No. 25197

EMMETT A. TOMPKINS, for applicant
Foster Transportation Company.

PAUL H. GROSSMAN, applicant in propria
persona.

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

MAX EDDY UTT, for Los Angeles Railway
Corporation, interested party.

LEONARD A. DIETHER, for Pasadena City Lines
Inc. protestant as to both applications.

FRANK H. CLOUGH, City Manager, city of South
Pasadena, interested party.

BY THE COMMISSION:

O P I N I O N

The above-entitled applications were filed on the same date, and respectively request authority to establish and operate passenger stage service, as a common carrier, between Pasadena and Long Beach for the convenience of employees of the Vultee and Douglas Aircraft plants.

A public hearing was held before Examiner Gannon at

Los Angeles on September 16, 1942, at which time it was agreed between the parties that the applications be consolidated for the taking of evidence and decision.

Charles M. Foster, Charles H. Foster and George E. Foster, doing business as Foster Transportation Company, and hereinafter referred to as the Foster Company, amended its application at the hearing making slight changes in its proposed route, which will be more fully set out in the order herein.

This applicant justifies the need for the service which it proposes by alleging that a large number of employees of Vultee Aircraft at Downey, and Douglas Aircraft at Long Beach, who reside in Pasadena, are without adequate transportation to and from their work. The restrictions on rubber and consequent limitations on tires prevent the workers from using their own cars.

Applicant Foster Company is fully equipped to render the service required. Three schedules will be operated daily and are arranged to coordinate with shift changes at 7:30 a.m., 4:00 p.m. and 12:00 midnight. The fare proposed between Pasadena and Vultee is 35 cents one-way, 55 cents round-trip, with a 20-ride ticket for \$5.20. To the Douglas plant the single fare is 45 cents, round-trip 75 cents and \$7.10 for a 20-ride ticket.

The proposed route will serve the cities of Pasadena, Altadena, South Pasadena, Alhambra, San Gabriel, Monterey Park, Arcadia, Temple City, Rosemead, Garvey and El Monte.

The application of Paul H. Grossman proposes service over substantially the same route as Foster Company, except that Grossman would handle traffic originating at points north and east of Pasadena not served by Foster. The main objective of

both applications is to provide transportation for defense workers between Pasadena, on the one hand, and Vultee and Douglas plants, and intermediate points, on the other hand.

Applicant Grossman proposes a round-trip fare of 65 cents to Douglas with a six-day weekly rate of \$3.00. His schedules will coordinate with all three shifts.

Both applicants stipulated that passengers would not be handled locally within the city limits of Pasadena, and that service would in each case be limited to points between Beverly Boulevard and Pasadena, on the one hand, and Vultee and Douglas plants on the other hand.

A representative of Vultee Aircraft stated that present public transportation facilities are inadequate to meet the needs of their employees, 20 per cent of whom are women. The City Council of San Gabriel has endorsed both applications.

Pasadena City Lines appeared in protest against both applications, but during the course of the hearing clarified their position by stating that their objection went only to the matter of delivering passengers to rail head, and that both applicants should start their service from a central point, preferably Colorado Street, to which Pasadena City Lines would deliver them. Los Angeles Railway Corporation withdrew from the hearing upon being assured that no service was contemplated on Atlantic Boulevard by either applicant.

It does not appear to us that the objection raised by protestant Pasadena City Lines is sufficiently important to subject prospective patrons to the inconvenience and delay of transferring at a central point. The important consideration is to pickup and

deliver the defense workers at their places of employment as expeditiously as possible. All other considerations must reasonably give way to that requirement. The applications will be granted.

O R D E R

Applications having been made as above entitled, a public hearing having been had, the matter having been duly submitted, and the Commission being now fully advised:

IT IS ORDERED that a certificate of public convenience and necessity is hereby granted to Charles M. Foster, Charles H. Foster and George E. Foster, doing business as Foster Transportation Company, authorizing the establishment and operation of a passenger stage service, as defined in section 24 of the Public Utilities Act, for the transportation of passengers between Pasadena and Vultee and Douglas Aircraft plants and points intermediate, subject to the following restrictions and condition:

- (1) Applicant is to render no local service within the corporate limits of the city of Pasadena.
- (2) Passengers may be transported only between the intersection of Beverly and Rosemead Boulevards and points north thereof on the one hand, and Vultee Aircraft Plant, Downey, or Douglas Aircraft Plant, Long Beach, on the other hand.
- (3) Foster Transportation Company, its successors or assigns, may never claim before this Commission or any court or other public body, a value, for any purpose, for the certificate herein granted in excess of the actual cost incurred by it in securing said operative authority.

IT IS FURTHER ORDERED that in the operation of said passenger stage service, Foster Transportation Company 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 effective 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 five (5) days' notice to the Commission and the public.
3. Conduct said passenger stage service over and along the following route subject to the authority of the Railroad Commission to change or modify it at any time by further order:

Beginning at Lake and Colorado Street in Pasadena, north on Lake Street to Orange Grove Avenue, thence westerly on Orange Grove Avenue to Fair Oaks Avenue, thence southerly on Fair Oaks Avenue to Huntington Drive in South Pasadena, thence south-westerly along on Huntington Drive to Sierra Vista station and Main Street, Alhambra, thence easterly on Main Street and Las Tunas Boulevard to Rosemead Boulevard in Temple City, thence southerly on Rosemead Boulevard to the Douglas Plant.

IT IS FURTHER ORDERED that a certificate of public convenience and necessity is hereby granted to Paul H. Grossman authorizing the establishment and operation of a passenger stage service, as defined in section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers between Pasadena and Vultee and Douglas Aircraft plants and points intermediate, subject to the following restrictions and condition:

- (1) Applicant is to render no local service within the corporate limits of the city of Pasadena.

- (2) Passengers may be transported only between the intersection of Beverly and Rosemead Boulevards and points north thereof on the one hand, and Vultee Aircraft Plant, Downey, or Douglas Aircraft Plant, Long Beach, on the other hand.
- (3) Paul H. Grossman, his successors or assigns, may never claim before this Commission or any court or other public body, a value, for any purpose, for the certificate herein granted in excess of the actual cost incurred by it in securing said operative authority.

IT IS FURTHER ORDERED that in the operation of said passenger stage service, Paul H. Grossman 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 effective 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 five (5) days' notice to the Commission and the public.
3. Conduct said passenger stage service over and along the following route subject to the authority of the Railroad Commission to change or modify it at any time by further order:

Beginning at 844 Atlanta Street, Altadena east on Atlanta to Lincoln Avenue; north on Lincoln Avenue to Figueroa Drive; east on Figueroa Drive to Fair Oaks Avenue; south on Fair Oaks Avenue to Washington Street; east on Washington Street to Allen Avenue; south on Allen Avenue to Colorado Street; east on Colorado Street to Rosemead Boulevard; south on Rosemead Boulevard to the Douglas Plant in Long Beach, California, including intermediate points;

and as an alternate route, if and as needed to facilitate transportation of defense employees from South Pasadena, Alhambra and San Gabriel areas to Douglas Aircraft plant, over and along the following route:

Beginning at 844 Atlanta, east on Atlanta to Lincoln Avenue; north on Lincoln Avenue to Figueroa; east on Figueroa to Fair Oaks; south on Fair Oaks to Huntington Drive; west on Huntington Drive to Fremont; south on Fremont to Main Street, Alhambra; east on Main Street to Rosemead Boulevard; south on Rosemead Boulevard to Douglas plant, Long Beach, including intermediate points.

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

Dated at San Francisco, California, this 6th day of October, 1942.

Justus F. Casner

J. J. Baker

Francis D. Havenue

Richard J. Baker

COMMISSIONERS