

RLH :

Decision No. 35845

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of PETE DRAKE, conducting as sole owner certain automobile passenger stage lines under the name of TERMINAL ISLAND TRANSIT CO., for certificate of public convenience and necessity to extend the operation of passenger service as common carrier between the United States Naval Receiving Ship on Terminal Island (formerly the Federal Penitentiary), thence northerly along South Seaside Avenue to Terminal Way, thence easterly on Terminal Way to Ferry Street, thence northerly on Ferry Street to North Seaside Avenue, thence easterly on North Seaside Avenue to Henry Ford Avenue, thence northerly on Henry Ford Avenue to the emergency cut-off road paralleling Henry Ford Avenue, thence northerly on said cut-off Road to Anaheim Street, thence easterly on Anaheim Street to Santa Fe Avenue, thence south and southeasterly on Santa Fe Avenue and Ninth Street (Wilmington Boulevard) in Long Beach to Pico Avenue, thence south on Pico Avenue to West Broadway, thence easterly on West Broadway to Pacific Avenue, thence south on Pacific Avenue to Ocean Boulevard, being the eastern terminus. Returning over the same route except going west on Ocean Boulevard to Chestnut Avenue, thence north to West Broadway, thence turning northwest on Siggsbee Avenue at Anaheim Street and following the emergency cut-off road northwest and southwest to Henry Ford Avenue on Terminal Island. Also when requested by the United States Navy or Navy personnel to continue south on Pico Avenue to Leigh Navy Landing in Long Beach, returning over the same route to West Broadway.

ORIGINAL

Application
No. 25239

BY THE COMMISSION:

O P I N I O N

In the above entitled application Pete Drake, doing business as Terminal Island Transit Co., requests a certificate of public convenience and necessity to establish and operate a service as a passenger stage corporation to transport passengers and their baggage chiefly from Terminal Island to Long Beach, as hereinafter more specifically set out, as an extension and enlargement of ap-

plicant's present operative rights.

The application alleges in effect that Pete Drake, doing business as Terminal Island Transit Co., operates a passenger stage corporation as a common carrier of passengers and their baggage chiefly on streets and highways on Terminal Island from the Terminal Island Ferry to the intersection of Avalon Boulevard and Anaheim Street in Wilmington, California. The general effect of the authority herein requested will extend applicant's present service from Terminal Way to the Naval Receiving Ship, formerly the Federal Penitentiary, via South Seaside Avenue and from the intersection of the emergency cut-off on Henry Ford Boulevard northerly via said emergency cut-off to Anaheim Street, thence proceeding to Long Beach via Santa Fe Avenue, Wilmington Boulevard, Pico Avenue and West Broadway. The proposed service is primarily to afford a through transportation service for the transportation of officers and personnel of the United States Navy, who are employed at the United States Naval Receiving Ship, Reeves Field, Roosevelt Naval Operating Base, and other places including defense industries located on Terminal Island to Long Beach.

Schedules will be operated to meet the requirements of the Navy personnel and those employed in the defense industries, and in addition thereto, if necessary and required, an on-call service will be provided. This service will be limited chiefly to a through service between the Ford Plant and the east terminus in Long Beach. Between these latter points, there will be no intermediate service for local passengers.

It is further alleged in the application that the United States Navy Commandant in charge of Terminal Island requested applicant to do all things necessary to provide this service. Application states further in effect that a large Navy personnel is stationed at Reeves Field, many of whom reside in Long Beach.

This same situation exists at the Roosevelt Naval Operating Base. There are also many civilian workers at Bethlehem Shipbuilding Plant and other defense plants on Terminal Island, who find it necessary to travel from Long Beach to these latter plants on Terminal Island. At the present time there is no transportation facilities that will afford this class of passengers a direct service between the Terminal Island points and Long Beach. The continued increase in Naval personnel and workers on Terminal Island, who reside in Long Beach, and the diminishing use of the private automobile has created a demand for the proposed service.

The United States Navy has agreed to procure and lease to applicant ten 44-passenger Diesel-powered busses to enable applicant to perform the service requested.

It is clearly established in our opinion that public need and necessity require the service applied for herein, to-wit: a passenger stage service for the transportation of passengers and their baggage between Terminal Island points and Long Beach, as will be more particularly set out in the order. This does not appear to be a matter in which a public hearing is necessary.

O R D E R

It being found that public convenience and necessity so require,

IT IS ORDERED that a certificate of public convenience and necessity is hereby granted to Pate Drake, doing business as Terminal Island Transit Co., authorizing the establishment and operation of a service as a passenger stage corporation as defined in Section 2½ of the Public Utilities Act for the transportation of passengers and their baggage between various points on Terminal Island and Long Beach, and Leigh Navy Landing near Pier A, Long

Beach, as an extension and enlargement of applicant's present operative rights, subject to the following restrictions and conditions:

1. No passengers shall be transported having either their point of origin or their point of destination along Dock Street east of Norman Avenue on the one hand and the Long Beach Terminal of the line on the other hand.
2. Pete Drake, doing business as Terminal Island Transit Co., 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 them in securing said operative authority.

IT IS FURTHER ORDERED that in the operation of said passenger stage service, applicant shall comply with and observe the following service restrictions:

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 passenger stage operations over and along the following routes:

Commencing at the United States Naval Receiving Ship, thence northerly via South Seaside Avenue to Terminal Way, easterly via Terminal Way to Ferry Street, northerly via Ferry Street to North Seaside Avenue, easterly via North Seaside Avenue to Henry Ford Boulevard, northerly via Henry Ford Boulevard to the emergency cut-off, thence via emergency cut-off to Anaheim Street, east via Anaheim Street to Santa Fe Avenue, south via Santa Fe Avenue and Ninth Street (Wilmington Boulevard in Long Beach) to Pico Avenue, south via Pico Avenue to West Broadway, east via West Broadway to Pacific Avenue, south via Pacific Avenue to Ocean Boulevard, the terminus; thence west via Ocean Boulevard to Chestnut Avenue, north on Chestnut Avenue to West Broadway and returning the reverse of said route, except at intersection of Siggsbee Avenue and Anaheim Street, via Siggsbee Avenue to emergency cut-off. Also south of Broadway via Pico Avenue to Leigh Navy Landing near Pier A, Long Beach, and return.

4. The authority herein granted shall expire 180 days after the cessation of hostilities of 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, this 8th day of October, 1942.

Justus J. Casman

[Signature]

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COMMISSIONERS