

ORIGINAL

Decision No. 25434

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
C. J. LAMB as surviving partner of)
the firm of LAMB TRANSPORTATION CO.,)
a copartnership consisting of B. W.)
LAMB and C. J. LAMB for suspension)
of operation of automobile freight)
line between Long Beach, Los Angeles,)
Wilmington and San Pedro.)

Application No. 25434

BY THE COMMISSION:

O P I N I O N

In the above-entitled application, C. J. Lamb, doing business as Lamb Transportation Co., requests authority to temporarily suspend his highway common carrier operation between Long Beach, Los Angeles, Wilmington and San Pedro. The right involved was created by the Commission's Decision No. 17756, rendered December 13, 1926, in Application No. 12254, and acquired by applicant herein under the authority of the Commission's Decision in Application No. 25260.

As justification for the authority sought, applicant alleges, in general, as follows:

Said Decision No. 17756 authorized the transportation of flour, bakery supplies, kerosene in cases, glassware and bottles between the above-named points as more particularly defined in that decision. During the early part of the year 1941, intercoastal and coastwise steamship service between the Port of Los Angeles Harbor, San Diego and San Francisco became less frequent and subsequent to December 7, 1941, said service was entirely discontinued with the result that flour and bakery supplies, kerosene in cases, glassware and glass bottles entirely ceased moving through the Port of Los

Angeles Harbor with the result that, while applicant has at all times been ready, willing and able to transport such commodities between the points so authorized, there has been absolutely no movement of said commodities between said points, hence applicant, during such period, has received no such goods for transportation between those points.

Applicant states that prior to the discontinuance of coastwise steamship service between the Port of Los Angeles Harbor, on the one hand, and the ports of San Diego and San Francisco, on the other hand, his predecessors in interest (B. W. Lamb and C. J. Lamb, partners) were continuously engaged in the operation of a highway common carrier service as hereinabove described.

Applicant states that he has been informed and believes and therefore alleges that there will be neither intercoastal nor coastwise steamship service for the transportation of commodities through Los Angeles Harbor for the period of the present national emergency and for approximately six months thereafter and that he desires to retain his operative right therefor but to suspend all operations thereunder for the period of the present national emergency and for a period of six months thereafter.

This is not a matter requiring a public hearing. The request of applicant, appearing to be in the public interest, will be granted.

O R D E R

It being hereby found that public convenience and necessity so require:

IT IS ORDERED:

(1) That C. J. Lamb is hereby authorized to suspend until July 1, 1944, operation as a highway common carrier for the transportation of the commodities and between the points as described in Decision No. 17756, rendered December 13, 1926, in Application No. 12254.

(2) That C. J. Lamb shall file, in triplicate, within sixty (60) days after the effective date of this order and upon not less than one (1) day's notice to the Commission and the public, supplements to his tariffs and time tables indicating the suspension of service herein authorized.

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

Dated at ^{Los Angeles} ~~San Francisco~~, California, this 26th day of January, 1943.

Francis D. Anderson

M. A. Bakka

Charles Owen

COMMISSIONERS