

ORIGINAL

Decision No. 36728

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
R. URICE, for a certificate of public)	
convenience and necessity to operate)	Application No. 24968
stage service as a common carrier)	1st Supplemental
between Whittier, Montebello and)	
Terminal Island.)	

BY THE COMMISSION:

FIRST SUPPLEMENTAL OPINION

By Decision No. 35796, dated September 22, 1942, R. Urich was granted a certificate, authorizing the transportation of passengers between Whittier, Montebello, Belvedere Gardens and intermediate points and California Shipbuilding Corporation, Terminal Island, subject to certain restrictions. The primary purpose of this operation is to transport workers between the California Shipbuilding plant and their homes. This service is provided over two main routes each of which begins at the intersection of Whittier Boulevard and Greenleaf Avenue. One of the routes is along Whittier Boulevard, Rosemead Boulevard, Lakewood Boulevard, thence via other streets including Willow Avenue to Terminal Island. The other route is along Whittier Boulevard, Atlantic Boulevard, Willow Avenue and continuing along the first described route to Terminal Island.

By supplemental application Urich requests a modification of this certificate which involves a partial rerouting of each of these routes and the establishment of an additional restriction on one of the routes. In support of this request it is alleged substantially as follows:

That by rerouting service from Lakewood Boulevard to Downey Avenue applicant will be able to better serve the area and more particularly the residential portion of the community of Downey. The chief population is within the general vicinity of Downey and these persons using applicant's service are now required to walk a considerable distance to Lakewood Boulevard. Applicant is presently prohibited from serving that portion of Lakewood Boulevard south of its intersection with Imperial Highway. That portion of this boulevard north of its intersection with Imperial Highway is heavily congested with traffic to and from the aircraft industries which impedes operation along this route which could be avoided by operation over Downey Avenue.

That abandonment of the use of Atlantic Boulevard between its intersections with Whittier Boulevard and Olympic Boulevard and the imposition of a restriction prohibiting service along Atlantic Boulevard south of its intersection with Olympic Boulevard will eliminate a present duplication of service provided by Landier Transit Co., Inc.

Other carriers serving in this area have signified in writing that they are not opposed to the modifications sought. It appears such authority is in the public interest as it would afford applicant an opportunity to better serve the public using his service and it will be granted. This will be accomplished by the substitution of a new order for that now in effect in said Decision No. 35796. No public hearing is necessary.

FIRST SUPPLEMENTAL ORDER

Supplemental application therefor having been filed and it being hereby found that public convenience and necessity so require, and good cause appearing,

IT IS ORDERED that the ORDER of Decision No. 35796, dated September 22, 1942, is hereby deleted therefrom, and the following order is substituted in the place and stead thereof:

"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 24 of the Public Utilities Act, for the transportation of passengers between Whittier, Montebello and Belvedere Gardens and the California Shipbuilding Corporation plant, Terminal Island, and intermediate points, 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 the intersections of Imperial Highway and Paramount Boulevard and California Shipbuilding Corporation plant, Terminal Island, and intermediate points; nor between the intersection of Olympic Boulevard and Atlantic Boulevard and California Shipbuilding Corporation plant, Terminal Island, and intermediate points.
- "2. The authority herein granted is subject to the provisions of Section 52(b) of the Public Utilities Act and further to the condition that R. Urich, his successors or assigns, shall never claim before this Commission, or any court or other public body, a value for said operative rights or claim as the cost thereof, an amount in excess of that paid to the State as the consideration for such rights.

"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 NO. 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 Boulevard; south on Norwalk Boulevard to Whittier Boulevard; west on Whittier Boulevard to Rosemead Boulevard; southwest on Rosemead Boulevard to Lexington and Gallatin Road; southwest on Lexington and Gallatin Road to Downey Avenue; south on Downey Avenue to Imperial Highway; west on Imperial Highway to Paramount Boulevard; south on Paramount Boulevard to Center Street; west on Center Street to Atlantic Boulevard; south on Atlantic Boulevard to San Antonio; southwest on San Antonio to American; south on American to Willow; west on Willow 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.

"ROUTE NO. 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 No. 1.

"ROUTE NO. 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 Bradshaw Street; north on Bradshaw Street to Sixth Street; west on Sixth Street to Eastmont Avenue; north on Eastmont Avenue to Eagle Street; west on Eagle Street to Kern Avenue; south on Kern Avenue to Olympic Boulevard; east on Olympic Boulevard to Atlantic Boulevard; south on Atlantic Boulevard to Olive Street; west on Olive Street to Alameda Street; south on Alameda to Ford Boulevard; there connecting with Route No. 1."

In all other respects said Decision No. 35796 shall remain in full force and effect.

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

Dated at San Francisco, California, this 23^d day of November, 1943.

Francis L. Havens
A. J. Park
Justin J. Casner
Walter R. Kachre
Wm. M. Clorn
COMMISSIONERS