

ORIGINAL

Decision No. 37920

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 ) 2ND SUPPLEMENTAL  
between Whittier, Montebello and )  
Terminal Island. )

BY THE COMMISSION:

O P I N I O N

By Decision No. 35796, dated September 22, 1942, as amended by Decision No. 36728, dated November 23, 1943, R. Urich was granted a certificate of public convenience and necessity authorizing him to establish and operate service as a passenger stage corporation between Whittier, Montebello, and Belvedere Gardens and the California Shipbuilding Corporation yards on Terminal Island, and intermediate points, subject to certain restrictions and conditions.

Said certificate is restricted to the transportation of persons to and from the Calship yards on Terminal Island. Service Regulation No. 3 of Decision No. 36728 specified three routes over and along which service was authorized. Route No. 3 provides service between Whittier and Calship yards by way of Montebello, Belvedere Gardens, thence southerly via Atlantic Boulevard and Alameda Street to a point in Wilmington where it connects with Route No. 1. Route No. 2 is practically the same as Route No. 1 except that in the city of Whittier and vicinity it traverses different streets, Route No. 2 connecting with

Route No. 1 at the intersection of Norwalk and Whittier Boulevards. Route No. 1 and Route No. 3 generally parallel each other between Whittier Boulevard and Calship, the latter being several miles to the west.

Applicant states that he has been rendering service continuously in accordance with said certificate and with his tariff and time schedule on file with this Commission.

This application is for authority to abandon Route No. 3.

Termination of this service would affect patrons living in the Montebello and Belvedere Gardens areas. Applicant states that a recent survey of the regular passengers transported along this route shows that only six persons would not have complete service available by other carriers. Said persons have informed applicant that they can arrange for private transportation. Landier Transit Company also operates between Belvedere Gardens and Calship yards, and Montebello Municipal Bus Line operates between Belvedere Gardens and Montebello and they have expressed their willingness and ability to carry applicant's passengers who live between Montebello and Calship.

The manager of employce facilities of the California Shipbuilding Corporation has notified applicant that Calship will not object to the abandonment of this service because alternate means of transportation are available.

Applicant states that because many of his passengers have moved to areas nearer the shipyards and some have been laid off, the volume of traffic on Route No. 3 has decreased to such an extent that operations over this route are not profitable.

In support of this application R. Urich has submitted data showing that over Route No. 3, in the month of February, 1945, he operated three round trips daily for 24 days, carrying a total of 816 passengers, or an average of 34 passengers each day. This is an average of about 11 per round trip. As a result, his revenue was \$480.70 and operating expenses \$699.30, or an operating loss for the month of \$218.60.

Under the circumstances, it appears that applicant's request is justified and, therefore, his application for abandonment will be granted. A public hearing is not necessary.

O R D E R

A supplemental application having been filed and it being hereby found that the public interest so requires, and good cause appearing,

IT IS ORDERED that R. Urich be, and he is hereby, authorized to discontinue and abandon service as a passenger stage corporation over and along Route No. 3 as described in Service Regulation 3 of the order in Decision No. 36728, provided that he shall, within thirty (30) days file, in triplicate, and upon not less than ten (10) days' notice to the Commission and the public, a supplement to his tariff and time schedule showing the abandonment of service as herein authorized, and provided further that he shall, at least ten (10) days prior to discontinuance of service, post notice of such discontinuance in his busses.

In all other respects said Decision No. 36728 shall remain in full force and effect.

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

(88) Dated at Los Angeles, California, this 22<sup>nd</sup> day of May, 1945.

Harold Rudman  
Justin D. Quamer  
Richard Kachis  
William Clark  
Leo H. Powell  
COMMISSIONERS