

Decision No. 38232

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
HIGHLAND TRANSIT, INC., a California  
corporation, for a certificate of  
public convenience and necessity  
authorizing the conduct of a transpor-  
tation service as a passenger stage  
corporation for the transportation of  
passengers over and along certain public  
highways and streets in San Pedro, Los  
Angeles, California and between said  
points in San Pedro, Los Angeles,  
California and a United States Military  
Hospital Base in Los Angeles County.

**ORIGINAL**  
Application No. 26878

BY THE COMMISSION:

O P I N I O N

Highland Transit, Inc., now operates a passenger stage service wholly within the San Pedro area of the city of Los Angeles. In this application request is made for a certificate of public convenience and necessity to cover a revised operation which would include a rerouting of applicant's service to a hospital and a public school, both of which are situated in the unincorporated portion of Los Angeles County north of the city limits.

The routes over which applicant proposes to operate are described in the order following. The extension requested in this application commences at the intersection of 8th Street and Patton Avenue, thence north on Patton Avenue to 7th Street, in county territory, thence west on 7th Street to Weymouth Avenue, thence south on Weymouth Avenue to 8th Street. Service now being performed between Patton Avenue and Weymouth Avenue via 8th and 9th Streets will be discontinued.

The sole purpose of the proposed extension is to serve passengers who travel to and from 7th Street and northerly thereto, including a public school and a hospital located in county territory. An average of fourteen patients arrive at and are discharged from the hospital daily, besides an estimated 100 visitors and employees who travel to and from the hospital daily by applicant's buses.

At present, applicant's service is operated between Patton and Weymouth Avenues via 8th and 9th Streets. Nearly all schedules are operated via 8th Street. Applicant estimates that of all passengers who board and alight at these intersections, over 80 per cent are destined to and originate at points north thereof, most of whom are going to and from the hospital, and the remainder to residences north of 7th and 8th Streets. Checks at the intersections of 8th and 9th Streets and Weymouth Avenue show that the number who board and alight at these intersections are destined to and originate at a residential district north and west thereof, near the public school.

The discontinuance of service between Weymouth and Patton Avenues via 8th and 9th Streets would not appear to seriously inconvenience passengers in this district. In no event will any passengers be required to walk more than 700 feet as a result of the proposed rerouting.

The new routing as proposed is approved by the Board of Public Utilities and Transportation of the city of Los Angeles. There exists no other transportation service in this territory. No change in present schedules is contemplated.

It appears to us that the operative changes herein proposed are in the public interest and the application will be granted. A public hearing is not required.

Highland Transit, Inc., is hereby placed upon notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate-fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the State, which is not in any respect limited to the number of rights which may be given.

#### ORDER

Application having been made as above entitled, and the Commission having fully considered the matter,

#### IT IS ORDERED:

(1) That a certificate of public convenience and necessity be and it hereby is granted to Highland Transit, Inc., authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$  of the Public Utilities Act, over and along certain public highways and streets in San Pedro, and Los Angeles, and between certain points in the San Pedro area of Los Angeles and Los Angeles County, as set forth in Service Regulation 3.

(2) That in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

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 provisions of General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective, appropriate tariffs and time schedules within sixty (60) days from the effective date hereof and on not less than one (1) day's notice to the Commission and the public.
3. Subject to the authority of the Commission to change or modify them by further order, applicant shall conduct operations pursuant to the certificate herein granted, over and along the following routes:

OUTER HARBOR ROUTING: Beginning at the corner of Harbor Boulevard (Front Street) and 4th Street, thence west on 4th Street to Palos Verdes Street, thence south on Palos Verdes Street to 9th Street, thence east on 9th Street to Beacon Street, thence south on Beacon Street to Signal Street, thence southeasterly on Signal Street to 22nd Street, thence southwesterly on 22nd Street to the Navy Supply Depot. RETURN: Same route.

ALTERNATE ROUTING: Beginning at the corner of 4th Street and Harbor Boulevard (Front Street) thence south on Harbor Boulevard to Signal Street, thence southeasterly on Signal Street to 22nd Street, thence southwesterly on 22nd Street to the Navy Supply Depot. RETURN: Same route. NOTE: The alternate route is intended for use only for special trips at shift changes with extra equipment.

9TH STREET ROUTING: Commencing at the corner of 16th Street and Dodson Avenue, thence north on Dodson Avenue to Averill Park Drive, thence easterly on Averill Park Drive to Weymouth Avenue, thence north on Weymouth Avenue to 7th Street, thence east on 7th Street to Patton Avenue, thence south on Patton Avenue to 9th Street, thence east on 9th Street to Centre Street, thence north on Centre Street to 7th Street, thence east on 7th Street to Palos Verdes Street, thence north on Palos Verdes Street to

4th Street, thence east on 4th Street to Harbor Boulevard (Front Street), the end of the inbound trip. RETURN: Commencing at 4th Street and Harbor Boulevard (Front Street), thence south on Harbor Boulevard to 7th Street, thence west on 7th Street to Centre Street, thence south on Centre Street to 9th Street, thence west on 9th Street to Patton Avenue, thence north on Patton Avenue to 7th Street, thence west on 7th Street to Weymouth Avenue, thence south on Weymouth Avenue to Averill Park Drive, thence westerly on Averill Park Drive to Dodson Avenue, thence south on Dodson Avenue to 16th Street, the point of beginning.

13TH STREET ROUTING: Beginning at the intersection of 16th Street and Dodson Avenue, thence east on 16th Street to Sunnyside Terrace, thence northwest on Sunnyside Terrace to Weymouth Avenue, ~~thence north and northeast on Weymouth Avenue to~~ Le Grande, thence southeast on Le Grande to 16th Street, thence east on 16th Street to Patton Avenue, thence north on Patton Avenue to 13th Street, thence east on 13th Street to Centre Street, thence north on Centre Street to 7th Street, thence east on 7th Street to Palos Verdes Street, thence north on Palos Verdes Street to 4th Street, thence east on 4th Street to Harbor Boulevard (Front Street), the end of the inbound 13th Street route.

RETURN: Starting at 4th Street and Harbor Boulevard (Front Street), thence south on Harbor Boulevard to 7th Street, thence west on 7th Street to Centre Street, thence south on Centre Street to 13th Street, thence west on 13th Street to Patton Avenue, thence south on Patton Avenue to 16th Street, thence west and northwest on 16th Street and Le Grande Street to Weymouth Avenue, thence south on Weymouth Avenue to Sunnyside Terrace, thence southeast on Sunnyside Terrace to 16th Street, thence west on 16th Street to Dodson Avenue, the point of beginning.

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

Dated at San Francisco, California, this 18<sup>th</sup> day of September, 1945.

Harold Gudwin  
Justin D. Casper  
Richard Jackson  
W. M. O'Connell  
W. H. H. H. H.  
 COMMISSIONERS