

ORIGINAL

65740

Decision No. _____

BEFORE THE PUBLIC UTILITIES 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., requesting authority to extend his route.

Application No. 45261
(Filed March 20, 1963)

O P I N I O N

Applicant seeks authority to extend Routes Nos.

1, 2 and 3; modify Route No. 4; establish Route No. 7; and create a new zone fare rate for Routes Nos. 1, 2 and 3.

Routes Nos. 1, 2, 3 and 4 presently terminate at the East San Pedro Ferry Building to provide an interconnecting service with the San Pedro-Terminal Island Ferry. On or about September 1, 1963, or concurrently with the opening of the new Vincent Thomas Bridge located approximately one mile northerly, the ferry service will be discontinued. To continue providing service, applicant proposes to reroute and extend Routes Nos. 1, 2 and 3 over the bridge and terminate at 6th Street and Harbor Boulevard in San Pedro. Route No. 4 would be modified to terminate at the intersection of Seaside Avenue and Terminal Way instead of continuing to the East San Pedro Ferry site.

Applicant proposes to establish Route No. 7 to replace that portion of Route No. 1 which provided service between the East Ferry Building and the U. S. Federal Reservation on Reservation Point.

The basic fare rate will remain the same; however, on Routes Nos. 1, 2 and 3 proposed to terminate or originate in San Pedro (6th Street and Harbor Boulevard), the fare would be increased by 10 cents. This, incidentally, is the present fare charged on the ferry. Toll charges on the new bridge will be 40 cents per trip per bus for the type of equipment used by applicant. The Commission's Transportation Division has estimated that the increase in revenue is justified in view of extended service.

Applicant agrees to being restricted from picking up and discharging passengers between 6th Street and Harbor Boulevard and the bridge.

The Los Angeles Metropolitan Transit Authority and the Board of Public Utilities and Transportation of the City of Los Angeles although served with copies of this application, have indicated no objections to the proposed changes.

The Commission having considered the matter, finds that public convenience and necessity require that applicant establish the proposed passenger service as hereinabove set forth, and that the proposed increases in fares are justified.

In view of the change in service and fares, applicant will be required to file a statement of results of operation at the end of the first six months' period, showing the revenue and expenses on Routes Nos. 1, 2 and 3.

The application will be granted. A public hearing is not necessary.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is hereby granted to Pete Drake authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers between the points and over the routes set forth in First Revised Page 2, First Revised Page 4, First Revised Page 6, First Revised Page 7, First Revised Page 8, First Revised Page 9 and First Revised Page 11, attached hereto, as an extension and enlargement of, consolidation with, and subject to all the limitations and restrictions set forth in the certificate granted by Decision No. 63798, and Appendix A of said decision is hereby amended by incorporating therein said revised pages.

2. Applicant is authorized to establish the increased fares as proposed in Application No. 45261. Tariff publications authorized to be made as a result of the order herein may be made effective not earlier than ten days after the effective date hereof on not less than ten days' notice to the Commission and to the public.

3. In addition to the required posting and filing of tariffs, applicant shall give notice to the public by posting in its buses and terminals a printed explanation of its fares. Such notice shall be posted not less than five days before the effective date of the fare changes and shall remain posted for a period of not less than thirty days.

4. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
 - (b) Within one hundred twenty days after the effective date hereof, applicant shall file in the Commission's office, in triplicate, tariffs and timetables satisfactory to the Commission.
 - (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public.
 - (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98.
5. Applicant shall file a report showing the result of operations on each of Lines Nos. 1, 2 and 3 for the first six months of operation.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 23rd day of JULY, 1963.

William W. Bennett
President

George A. Hoover
Commissioners

Frederick B. Helms
Commissioners

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*Added by Decision No. 65740, Application No. 45261.

SECTION 1. GENERAL AUTHORIZATIONS (Continued)

(c) Restrictions (Continued)

- (3) When using Alternate Route No. 3, no passengers shall be carried locally between the intersection of Henry Ford Boulevard and Seaside Avenue on Terminal Island and applicant's terminus in the City of Long Beach, excepting passengers originating at or destined to the plants of the Ford Motor Company and General Petroleum Company on Henry Ford Boulevard.
- (4) When using the Freeway Route, no passengers shall be carried locally between the entrance and exit ramps to the Freeway on Terminal Island and applicant's terminal in Long Beach, both points inclusive.
- (5) Alternate Route No. 3 between East San Pedro and Long Beach via Anaheim Street may be used between the hours of approximately 6 a.m. and 7:30 a.m. and between the approximate hours of 4:45 p.m. and 6:30 p.m. daily, and at other times when passage over pontoon bridge spanning Cerritos Channel is not possible.
- (6) No stop shall be made to pick up or discharge passengers on any Freeway or Freeway on-ramp or off-ramp.
- * (7) No passengers shall be transported whose origin and destination are between the intersection of 6th Street and Harbor Boulevard and the west portal of the Vincent Thomas Bridge, both points inclusive.

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*Added by Decision No. 65740, Application No. 45261.

Appendix A

PETE DRAKE
doing business as
TERMINAL ISLAND TRANSIT CO.

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Cancels
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SECTION 2. ROUTE DESCRIPTIONS

* Route No. 1 - East San Pedro

Commencing at the intersection of 6th Street and Harbor Boulevard, thence along Harbor Boulevard, Vincent Thomas Bridge, Seaside Avenue, Tuna Street, Terminal Way, Barracuda Street, Cannery Street, and Seaside Avenue to Tuna Street, thence the reverse of the going route to point of beginning.

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*Changed by Decision No. 65740, Application No. 45261.

Appendix A

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SECTION 2. ROUTE DESCRIPTIONS (Continued)

* Route No. 2 - East San Pedro-Long Beach via Pontoon Bridge

Commencing at the intersection of 6th Street and Harbor Boulevard, thence along Harbor Boulevard, Vincent Thomas Bridge, North Seaside Avenue, West Seaside Avenue, Ocean Boulevard, Chestnut Avenue, Broadway, and Pacific Avenue to Ocean Boulevard, City of Long Beach.

Return via Ocean Boulevard and West Seaside Avenue to point of beginning.

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*Changed by Decision No. 65740, Application No. 45261.

Appendix A

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SECTION 2. ROUTE DESCRIPTIONS (Continued)

* Route No. 3 - East San Pedro-Long Beach
Via Alternate Routes

Commencing at the intersection of 6th Street and Harbor Boulevard, thence along Harbor Boulevard, Vincent Thomas Bridge, North Seaside Avenue, West Seaside Avenue, Terminal Island Freeway, West Anaheim Street, Santa Fe Avenue, 9th Street, Long Beach Freeway, Broadway, and Pacific Avenue to Ocean Boulevard, City of Long Beach.

Return via Ocean Boulevard, Long Beach Freeway connection, and Long Beach Freeway to point of beginning.

Also, from the intersection of Dock Street and Terminal Way, City of Los Angeles, via Dock Street, Ocean Avenue, Mormon Street, and New Dock Street to Henry Ford Boulevard.

Also, via the Terminal Island Freeway between the entrance and exit ramps on Terminal Island, on the one hand, and the exit and entrance ramps to and from Anaheim Street, on the other hand, including the entrance and exit ramps connecting the Terminal Island Freeway with Henry Ford Boulevard.

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Appendix A

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SECTION 2. ROUTE DESCRIPTIONS (Continued)

* Route No. 4 - East San Pedro-Wilmington

Commencing at the intersection of Seaside Avenue and Terminal Way, thence along Terminal Way, Tuna Street, South Seaside Avenue, West Seaside Avenue, Henry Ford Boulevard, and Anaheim Street to Avalon Boulevard, in the City of Los Angeles.

Return via reverse of above route to South Seaside Avenue and Tuna Street, thence via South Seaside Avenue to its intersection with Terminal Way.

Issued by California Public Utilities Commission.

*Changed by Decision No. 65740, Application No. 45261.

Appendix A

PETE DRAKE
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SECTION 2. ROUTE DESCRIPTIONS (Continued)

* Route No. 6 - Cabrillo/Savannah Navy Housing
Areas-Terminal Island

Service discontinued in September 1962 as per conditions in order of Decision No. 63798, dated June 12, 1962, on Application No. 44257.

* Route No. 7 - Terminal Island-U. S. Federal Reservation

Commencing at the U. S. Federal Reservation on Reservation Point, Terminal Island, thence along South Seaside Avenue to Terminal Way. Return via the reverse of above route to point of beginning.

End of Appendix A

Issued by California Public Utilities Commission.

*Changed by Decision No. 65740, Application No. 45261.