

Decision No. 21699.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of Motor Transit Company for an order authorizing it (1) to re-route certain of its automobile stage line operations over various highways in Southern California, and (2) for authority to conduct said re-routed operations in conjunction with the automobile stage line operating rights and routes authorized to be merged and consolidated pursuant to C. R. C. Dec. No. 21300.

Application No. 15848.

F. D. Howell for Applicant
Kidd, Schell & Delamer, by W. O. Schell, for Applicant
H. O. Marler for Pacific Electric Company,
Interested Party
Thos. A. Berkhile for Monterey Park and Chamber of
Commerce of Monterey Park, Interested
Parties.

BY THE COMMISSION:

O P I N I O N

This is an application by Motor Transit Company, a corporation, engaged in the business of operating automotive passenger stages in territory contiguous to the City of Los Angeles, for an order of the Railroad Commission authorizing it to change its routes on the following lines:

1. Newport Beach (Balboa).
2. San Gabriel - El Monte.
3. Rosemead - Valley Boulevard.
4. Garden Grove - New Westminister.
5. El Monte - South El Monte.
6. Colorado Street - Foothill Boulevard.
7. March Field.
8. Atlantic Avenue or Atlantic Boulevard.

A public hearing was held by Examiner Cannon at Los Angeles, the matter was submitted and is now ready for decision.

The re-routings proposed, and which the Commission is asked to authorize, are more specifically described as follows:

1. Newport Beach (Balboa) - Abandon two blocks of its present route on Bay Avenue between Palm Street and Main Street, and in lieu thereof to conduct its operations easterly into Balboa along Bay Avenue to its intersection with Palm Street and thence southerly on said latter street to Central Avenue and thence on Central Avenue to Main Street and thence in a general southeasterly and easterly direction along Central Avenue to the extreme easterly end of the Balboa peninsula where Central Avenue runs into Channel Road and thence on Channel Road in a general southerly direction to Ocean Boulevard to where same intersects with Central Avenue and thence northwesterly along Central Avenue to its intersection with Palm Street and thence northerly to Bay Avenue and thence westerly over applicant's present authorized route to Santa Ana. (Exhibit No. 1).
2. San Gabriel - El Monte - Leaving applicant's authorized route at a point in San Gabriel on Mission Drive opposite the Mission Playhouse where said Mission Drive intersects with Broadway and traveling in a general easterly direction along Broadway to its intersection with San Gabriel Boulevard thence southerly along San Gabriel Boulevard to Mission Drive, at this point rejoining applicant's present route, and thence easterly along Mission Drive to El Monte, said proposed re-route being approximately one mile and a half in length. (Exhibit 2).
3. Rosemead - Valley Boulevard - Depart from applicant's authorized route at the intersection of Mission Road and Rosemead Avenue and operate southerly from said intersection over Rosemead Avenue, a distance of approximately two tenths of a mile to the intersection of Rosemead Avenue with Valley Boulevard and thence over applicant's present authorized route along Valley Boulevard to the east. (Exhibit 3).
4. Garden Grove - New Westminster - Commencing at the intersection of Ocean Avenue and Wright Road thence southerly a distance of approximately one

mile to the intersection of Wright Road with Seventeenth Street and thence westerly along Seventeenth Street a distance of approximately two miles to New Westminster at which point said re-route will join applicant's present authorized route, said proposed re-route being about three miles in length. (Exhibit 4).

5. El Monte - South El Monte - Leaving applicant's present route at the intersection of Columbia Street and Granada Avenue and operating in a general southerly direction over Granada Avenue to its intersection with Garvey Avenue and thence west on Garvey Avenue to Hoyt Street and thence south to Long Beach over applicant's existing routes. (Exhibit 5).
6. Colorado Street - Foothill Boulevard - Continuing easterly along Colorado Street from its intersection with Santa Anita Avenue to Rosemead Boulevard and thence northerly via Rosemead Boulevard to Foothill Boulevard (applicant's present route) and thence easterly to Arcadia and other points. (Exhibit 6).
7. March Field - Re-route over a certain new road which has no name but is a regularly and commonly used public highway commencing approximately at the northeast corner of the boundaries of March Field and extending in a general northerly direction, a distance of approximately one and one-eighth miles to Alessandro Avenue. (Exhibit 7).
8. Atlantic Avenue or Atlantic Boulevard - Abandon present operations over portion of route between Wilson Avenue and Garvey Avenue on the north and Whittier Boulevard and Atlantic Avenue on the south and to substitute therefor operation over the newly constructed Atlantic Avenue north from Whittier Boulevard to Garvey Road. (Exhibit 9).

The exhibits above referred to, Nos. 1 to 8 inclusive, are maps showing detail of changes proposed, and are attached to and made a part of the application.

In seeking authority for the several re-routings prayed for, applicant advances various reasons for the changes, all of them based on experience in operating in the communities affected over a period of many months. Briefly, the reasons

may be summarized as follows:

1. To avoid excessive traffic congestion.
2. To enable applicant to do away with lay-over at end of certain runs.
3. To avail itself of widened and paved streets, in place of narrow and unpaved thoroughfares, while continuing to serve the same patrons.
4. To avoid heavy grades on railroad crossings.
5. To enable applicant, by the proposed changes, to operate more efficiently in accordance with the Commission's recent decision (No. 21,300) which removed certain restrictions and altered certain division lines of the company, and permit it to serve territory developed since the original service was established.

It is declared that the re-routings proposed will not result in any lessening of the frequency of applicant's service, nor in any increase in its fares or charges, except the addition of a local 10 cent one-way fare for service over the loop created by the re-routing from present terminal in Balboa to the easterly end of Balboa Peninsula and return (No. 1).

All of the proposed changes were submitted by applicant to the Pacific Electric Railway Company, which carrier offered no objection, according to a copy of its letter of June 27, 1929 attached to the application. The Pasadena Chamber of Commerce wrote a letter to applicant approving of the Colorado Street-Foothill Boulevard re-routing (No.6) which letter was accepted as an exhibit in the proceeding.

All re-routings proposed are endorsed by various chambers of commerce and city councils in the territory affected. No protest was offered against any of the changes proposed.

We are convinced that the re-routings and changes herein proposed are all in the public interest and that the application should be granted, and the order will so direct.

ORDER

Motor Transit Company having made application to the Railroad Commission for authority to change certain of its routes as set forth in the opinion in this proceeding, a public hearing having been held, and the matter being duly submitted,

IT IS HEREBY ORDERED that the application be granted, subject to the following provisions:

1. That the order herein shall not be construed as authority to eliminate or change in any manner restrictions as to service imposed on operations of carrier by Decision No. 21,300.
2. That the re-routings herein authorized shall not be construed as separate operating rights, or as alternate routes, but solely as new routes to be followed in rendering service between points where service has been authorized, and to be operated in conjunction with and as part of the operations of applicant as same have been established by orders of this Commission.
3. That Motor Transit Company shall make such tariff filings and file such time schedules as are necessary to cover the changes herein authorized.
4. That applicant shall file an acceptance of the order herein, which acceptance shall

set forth that said order is accepted
with a full understanding of its provisions
and limitations.

Dated at San Francisco, California, this 27th
day of September, 1929.

Wm. S. Loring
A. S. Loring
Edward S. Loring
Leon White
M. A. Loring
Commissioners.