

ORIGINAL

Decision No. 24871.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of
MOTOR TRANSIT COMPANY, a corporation,
for permission to reroute a portion
of its motor coach line in San Gabriel

Application No. 17806.

In the Matter of the Application of
MOTOR TRANSIT COMPANY, a corporation,
for permission to abandon motor coach
service between Los Angeles and Downey
via Maywood and Bell.

Application No. 17807.

In the Matter of the Application of
MOTOR TRANSIT COMPANY, a corporation,
for permission to reroute its motor
coach service between Colton and
San Bernardino.

Application No. 17808.

In the Matter of the Application of
MOTOR TRANSIT COMPANY, a corporation,
for permission to suspend operations
over its route from Pasadena to Pomona
via Monrovia.

Application No. 17809.

In the Matter of the Application of
MOTOR TRANSIT COMPANY, a corporation,
for permission (1) to abandon opera-
tions over its route from Seal Beach
to Midway City via Huntington Beach,
and (2) to abandon service over that
portion of its route between Seal Beach
and Anaheim which lies between the
intersection of Los Alamitos Boulevard
and Westminster Avenue and Anaheim via
Los Alamitos and Cypress, and (3) to
abandon service over that portion of
its route between Laguna Beach and
Three Arches.

Application No. 17810.

In the Matter of the Application of
MOTOR TRANSIT COMPANY, a corporation,
for permission to abandon operations
over its route between Pasadena and
Long Beach via Belvedere Gardens and
Bell; and to reroute its Long Beach-
Pasadena via Whittier service over
Artesia Avenue between Atlantic Avenue
and Richfield Avenue.

Application No. 17811.

R. E. Wedekind, for the Applicant.

C. H. Casjens, City Attorney, for the City of
Bell, Protestant in Application No. 17807.

Harold P. Huls, City Attorney, by Leonard A.
Diether, for the City of Pasadena, Interested
Party in Application No. 17809.

T. E. Guerin, City Attorney, for the City of Pomona, Interested Party in Application No. 17809.

J. Jorgesen, for the Glendora Chamber of Commerce, Protestant in Application No. 17809.

George A. Raymer, for the Santa Ana Chamber of Commerce, Interested Party in Application No. 17810.

John Knox, Mayor of Santa Ana, for the City of Santa Ana, Protestant in Application No. 17810.

D. W. Huston, for Huntington Beach Chamber of Commerce, Protestant in Application No. 17810.

F. L. Wilson, Mayor, and J. C. Putnam, Councilman, for the City of Seal Beach, Protestant in Application No. 17810.

C. E. Casjens, City Attorney, for the City of Bell, Protestant in Application No. 17811.

Harold P. Euls, City Attorney, by Leonard A. Diether, for the City of Pasadena, Interested Party in Application No. 17811.

George R. Robins, for the Bell Chamber of Commerce, Protestant in Application No. 17811.

BY THE COMMISSION:

O P I N I O N

By the above-mentioned applications Motor Transit Company, a corporation, has petitioned the Railroad Commission for an order authorizing the rerouting, suspension or abandonment of service on certain of its motor coach lines now operated under certificates as issued by this Commission.

A public hearing on these applications was conducted by Examiner Handford at Los Angeles, the matters were duly consolidated for the receipt of evidence, were duly submitted and are now ready for decision.

We will consider each separate petition as follows:

TO REROUTE A PORTION OF ITS MOTOR COACH LINE
IN SAN GABRIEL.

Applicant alleges that by Decision No. 21622 of this Commission it was authorized to reroute a part of its line on Mission Drive to avoid traffic congestion in San Gabriel and thereby to better serve the Mission Play at San Gabriel. The new route has not been satisfactory to the patrons of the Mission Play and applicant now requests authority for a return to the old route over which it operated prior to Decision No. 21622.

Mr. F. D. Howell, vice-president and general manager of applicant company, testified that the old route, used for many years, was changed at the request of the management of the Mission Play to do away with the congestion existing at the front of the building. A walk of approximately 100 yards was necessitated by the revised routing to another entrance to the Mission Play building. It is now proposed to return to the old routing, at the request of the Mission Play authorities, and to take on and discharge patrons at the old location and at the main entrance to the building. No increase in fares will result from the change and no protest appears against the change hereby sought by applicant. It would appear that the rerouting sought is in the public interest and the rerouting as described in the following order will be granted.

ABANDONMENT OF MOTOR COACH SERVICE BETWEEN
LOS ANGELES AND DOWNEY, VIA MAYWOOD AND BELL.

Applicant is now operating motor coach service, as authorized by Decision No. 20913 of this Commission, over the following route:

"From the intersection of East Ninth Street and Downey Road, south on Downey Road to Slauson Avenue, east on Slauson Avenue to Maywood Avenue, south on Maywood Avenue to Baker Avenue, east on Baker Avenue to Atlantic Avenue, south on Atlantic Avenue to Clara Street, east on Clara Street to Mount Vernon Avenue."

Applicant alleges that public convenience and necessity no longer require the operation of this motor coach service; and that no inconvenience will result to the traveling public as a result of the abandonment of service as herein sought.

A check of passenger traffic for the week (October 17th to October 23, 1931, both dates inclusive) shows but three passengers handled to points proposed to be abandoned.

Mr. F. D. Howell, vice-president and general manager of applicant company, testified that the service on this route had been reduced to one round-trip per day and that passengers between terminals would not be deprived of service as they would be routed by another line of the applicant, said other line having a greater frequency of operation. The abandonment of service will result in a saving of approximately sixteen car miles per day, which now costs \$2.84, or an out-of-pocket cost of \$1.60. There are so many restrictions on the present operative right that the public have not patronized the line and the terminal service is the one preferred and patronized. This terminal service is still available by another route of the applicant.

No evidence was presented in protest to this portion of the application and we are of the opinion that the request of the applicant should be granted in accordance with the terms of the following order.

TO REROUTE MOTOR COACH SERVICE BETWEEN COLTON AND
SAN BERNARDINO.

Applicant alleges that the proposed rerouting will better serve the traveling public and will eliminate certain restrictions now imposed over the operative route now followed.

Mr. F. D. Howell, vice-president and general manager of applicant company, testified that his company had been requested to make this rerouting and thereby serve a Junior High School

as well as a number of local passengers. The proposed route, passing closely the Santa Fe Depot, gives the service to the Loma Linda Sanitarium without an excessive haul by present facilities. A present schedule of eight trips daily is operated and will be rerouted if the application is granted. The proposed rerouting will shorten the distance traversed by 1.2 miles. The proposed fares by the rerouting will be slightly reduced in some instances. The Pacific Electric Railway Company endorse this application as per a letter from their Passenger Traffic Manager. The granting of the application is also endorsed by a letter from the President of the San Bernardino Valley Union Junior College. (Exhibit No. 2).

There was no protest against the rerouting as here proposed and it appears in the interest of the public that the prayer of applicant be granted, lower rates and more expeditious service being offered by the proposed rerouting.

SUSPENSION OF SERVICE OVER THE ROUTE FROM PASADENA TO POMONA VIA MONROVIA.

This line is operated under and by virtue of Decisions Nos. 16257 and 20652 of the Railroad Commission. Applicant alleges that at present the number of passengers offering themselves for transportation over this route has rapidly decreased to the extent that the line is now operated at a substantial loss to the applicant. Applicant further alleges that it believes that the increase in the volume of general business throughout the country will again justify the continued operation of the line at which time it is proposed to again resume operation. The continued operation of the line at the present time, due to the greatly decreased patronage, is not justified and the suspension of service is requested until such time as normal general business conditions again prevail. Mr. F. D. Howell, vice-president and general manager of applicant company, testified that the business of the line had fallen off to such an extent between Pomona and Pasadena and

points beyond that the continued operation of the line had become a burden on the other lines of the system and the continued operation seemed to be of no service to the traveling public at the present time. This witness believes, however, that the line has a future and will meet a future need and that the return of normal business activity will again bring patronage which will justify the resumption of its operation and that the revenue will meet the operating expenses. The present operation on this line is one round-trip daily, service having been reduced from three round trips daily, due to the falling off in patronage and the lessened receipts per car mile. At one time, in an effort to stimulate patronage, a schedule of four round trips daily was operated but without results and the schedule of three round trips daily was resumed, later being reduced to the present service of one round trip daily. Passengers to or from Pasadena to Pomona will be served via other lines of the applicant if the suspension of operation is allowed and at the same rate of through fare which is now assessed, although the time consumed will be increased about 15 minutes. The suspension of service will result in a saving of 60 miles daily and a saving in out-of-pocket cost of \$6.00 daily.

There was no evidence in protest of the temporary suspension of service and no showing now made that the continuation of service would produce a revenue that would meet the cost of out-of-pocket operation. We are of the opinion, after fully reviewing the record that the suspension requested should be granted until the further order of the Commission, and the order herein will so provide.

TO ABANDON OPERATIONS OF MOTOR COACH SERVICE FROM
(1) SEAL BEACH TO MIDWAY CITY VIA HUNTINGTON BEACH
(2) BETWEEN SEAL BEACH AND ANAHEIM BETWEEN THE
INTERSECTION OF LOS ALAMITOS BOULEVARD AND WESTMINSTER
AVENUE AND ANAHEIM VIA LOS ALAMITOS AND CYPRESS, AND
(3) BETWEEN LAGUNA BEACH AND THREE ARCHES.

Applicant alleges that it has made a study of the above described routes and from such study has determined that public convenience and necessity will be best served if applicant's service is concentrated on one route between Long Beach, Santa Ana, Anaheim and other inland points and abandoned over the other routes. It is also alleged that it appears from such study that the service over the line via Westminster and Bolsa should be retained and service over the other above described routes be abandoned, also that due to lack of patronage the line between Laguna Beach and Three Arches should be abandoned.

Mr. F. D. Howell, vice-president and general manager for applicant company, testified that at present service between Santa Ana and Long Beach was available by three lines operated by applicant, that there was very little local or intermediate business handled by any of the three lines, that as a result of a study made of the service, it had been determined to abandon two of the routes and concentrate all service on one line using the shortest and most direct route between the terminals of Santa Ana and Long Beach and thereby give the public better service rather than continue splitting the service via three routes. Seal Beach will be served by the lines retained and Huntington Beach and intermediate points between Seal Beach and Huntington Beach are now served by the local line of the Pacific Electric Railway Company and also by the coast route of the Pacific Greyhound Stages on their San Diego line.

It appears from exhibits filed that the local travel is extremely light on the lines proposed to be discontinued and that by transfer passengers will still have available transportation if this portion of the application be granted and the through service be consolidated over one route instead of being continued over the three routes as at present operated. No evidence was offered in protest of this portion of the application. Although there will be no saving by the abandonment

of these two lines by reason of the transfer of the service to the more direct route, the public interest will be best served by the abandonment of the lines as sought and the consolidation of the service via the proposed route, and the order following will so provide.

Regarding the proposed abandonment between Laguna Beach and Three Arches. It appears that due to lack of patronage the service over this line has been "on-call", no regular operation being given. A check for the period October 17th to October 23, 1931, both dates inclusive, shows but two passengers carried during the weekly period, and all to Arch Beach, a station intermediate between Laguna Beach and Three Arches. There appears no patronage nor any prospect of traffic to be developed by the continuance of this service.

No protest was made against the proposed abandonment of this line which is apparently not patronized by the traveling public sufficiently to justify a regular service, "on call" service having been in operation for some time.

TO ABANDON OPERATIONS OVER THE ROUTE BETWEEN PASADENA AND LONG BEACH VIA BELVEDERE GARDENS; AND TO REROUTE ITS LONG BEACH - PASADENA VIA WHITTIER SERVICE OVER ARTESIA AVENUE BETWEEN ATLANTIC AVENUE AND RICEFIELD AVENUE.

Applicant now operates two routes between Pasadena and Long Beach; one via Belvedere Gardens and Bell, the other via Bellflower, Whittier and El Monte. Although the route via Atlantic Avenue is the shorter of the two routes, the larger number of applicant's patrons use the route via Whittier. Applicant alleges that public convenience and necessity does not now require the operation of both routes between Pasadena and Long Beach, and that the public will be better served by the consolidation of operation on the route via Whittier and El Monte and by the abandonment of operations over the route from Pasadena to Long Beach via Belvedere Gardens and Bell.

Mr. F. D. Howell, vice-president and general manager for

applicant testified as to the abandonment of service and rerouting necessary to transfer the service to one line instead of operating two as at present between Pasadena and Long Beach. At present the service has been reduced over the line proposed to be abandoned to one round trip per day. This service will be transferred by rerouting to the present existing route via Whittier and will furnish additional service between the termini and the rerouting will afford a better opportunity for the local travel at intermediate points the rerouting passing through a more thickly populated territory. Originally the service herein proposed to be discontinued had a schedule of 5 or 6 round trips daily but the business has fallen off and schedules have been reduced until at present but one round trip daily is being operated. An exhibit filed at the hearing (Exhibit No. 7) shows that for the period from October 17 to October 23, 1931, both dates inclusive, there were but 7 passengers on and 8 passengers off at stations which will no longer be served if this route is abandoned. Statements filed showing a comparison of total revenue for the period November 10th to November 19th, 1929, both dates inclusive, with a similar period in 1931 show for this line \$546.64 in the year 1929 and but \$83.42 for the same period of the year 1931. No direct saving in operating expenses will accrue to the applicant by reason of the proposed abandonment and rerouting of this service but it is anticipated that the public will receive a better service and one via a route that they prefer against the one at present operated. More frequent and better service will be available for local stations between terminals.

There was no evidence presented in protest of this portion of the application other than cross-examination of Vice-President and General Manager Howell. We have carefully considered this application, the evidence and exhibits presented, and are now of the opinion that the abandonment of service and rerouting as herein sought have been justified and that the

public interest will be best served by the abandonment of service and rerouting as proposed. The following order will so provide.

O R D E R

A public hearing having been held on the above-entitled applications, the matters having been consolidated for the receipt of evidence and for decision, the matter having been duly submitted and the Commission being now fully advised.

IT IS HEREBY ORDERED that Motor Transit Company, a corporation, be and the same hereby is authorized to reroute its service in the City of San Gabriel along and over the following described route:

"From the intersection of Mission Drive and San Gabriel Boulevard, northwesterly on Mission Drive to its intersection with Broadway."

The rerouting above described is in lieu of the routing specified in this Commission's Decision No. 21622, which routing is hereby cancelled and annulled.

IT IS HEREBY FURTHER ORDERED that Motor Transit Company, a corporation, be and the same is hereby authorized to abandon motor coach service as a common carrier of passengers, baggage and express over the following described route:

"From the intersection of East Ninth Street and Downey Road, south on Downey Road to Slauson Avenue, east on Slauson Avenue to Maywood Avenue, south on Maywood Avenue to Baker Avenue, east on Baker Avenue to Atlantic Avenue, south on Atlantic Avenue to Clara Street, east on Clara Street to Mount Vernon Avenue."

Applicant shall abandon the service above-mentioned after ten (10) days written notice shall have been given to this Commission and said notice be given the public by posting in its passenger cars now operated on the line herein authorized to be abandoned for a period of ten (10) days, said notice stating the proposed date of abandonment of service herein authorized.

The operative right for the service hereby authorized to

be abandoned was contained in this Commission's Decision No. 20913 and the portion of the route, hereby authorized to be abandoned, as appearing in such decision is hereby cancelled and annulled.

IT IS HEREBY FURTHER ORDERED that Motor Transit Company, a corporation, is hereby authorized to reroute its motor coach service over its line between Colton and San Bernardino over the following described route:

"Beginning at the intersection of Eighth and J Streets in Colton northerly on Eighth Street and La Cadena Drive to Mount Vernon Avenue, thence northerly on Mount Vernon Avenue to the east approach of the Santa Fe viaduct which is located at the extension of Osborne Street and Third Street in San Bernardino."

The rerouting hereby authorized is in lieu of the present route of applicant, which present route is hereby cancelled and annulled over the following streets and highways:

"From the intersection of Eighth and J Streets in Colton, thence easterly on J Street to Tenth Street, thence northerly on Tenth Street to Colton Avenue, thence northeasterly on Colton Avenue to Mill Street in San Bernardino."

IT IS HEREBY FURTHER ORDERED that Motor Transit Company, a corporation, be and the same hereby is authorized to suspend its service as a common carrier of passengers, baggage and express between Pasadena and Pomona via Monrovia said suspension of service to be effective until the further order of this Commission, provided that said Motor Transit Company, a corporation, shall advise this Commission as to the proposed date said suspension of service shall be made effective and shall notify the public of such suspension by posting notices of the effective date of said suspension at its terminals in Pasadena and Pomona, and in all passenger cars operated on the line to be suspended, such notices to be posted by applicant at least ten (10) days prior to the date that suspension of service is to be made effective.

IT IS HEREBY FURTHER ORDERED that Motor Transit Company, a corporation, be and the same hereby is authorized to discontinue

and abandon its service as a common carrier of passengers, baggage and express between

1. Seal Beach to Midway City, via Huntington Beach.
2. Over that portion of its route between Seal Beach and Anaheim which lies between the intersection of Los Alamitos Boulevard and Westminster Avenue and Anaheim, via Los Alamitos and Cypress.
3. Between Laguna Beach and Three Arches.

Applicant is hereby directed to advise the Commission of the proposed date said authorized abandonments will be effective and to advise the public by posting at all agency stations and notice to the public posted in all passenger cars operated on the lines hereby authorized to be abandoned, said posting to be made at least ten (10) days prior to the date of proposed abandonment.

All operative rights heretofore granted to Motor Transit Company, a corporation, for operation over the routes herein authorized to be abandoned by decisions of this Commission are hereby cancelled and annulled.

IT IS HEREBY FURTHER ORDERED that Motor Transit Company, a corporation, be and the same is hereby authorized to abandon service over its route between Long Beach and Pasadena via Belvedere Gardens and Bell, and to reroute its present service between Long Beach and Pasadena via Whittier from Richfield Avenue between the intersection of Richfield Avenue and Atlantic Avenue to the intersection of Richfield Avenue and Artesia Avenue to Atlantic Avenue and Artesia Avenue from the intersection of Richfield Avenue and Atlantic Avenue and Artesia Avenue and thence via Artesia Avenue to the intersection of Artesia Avenue and Richfield Avenue.

Applicant will advise this Commission of the abandonment of service and rerouting as herein authorized, and will advise the traveling public by posting notice in all passenger cars on the routes herein authorized to be abandoned or rerouted, said

notice to be posted at least ten (10) days prior to the date such abandonment of service or rerouting is to be made effective.

All operative rights heretofore granted by this Commission for operation by Motor Transit Company as a common carrier of passengers, baggage and express over the portions of line hereby authorized to be abandoned or rerouted are hereby cancelled and annulled.

Motor Transit Company, a corporation, will immediately file its acceptance of this order and the conditions appearing therein.

It is also directed to file, in accordance with the regulations of this Commission such tariffs and time schedules which may be necessary to comply with the authority contained in this order including tariffs and time schedules covering lines for which authority for abandonment is contained in this order.

For all purposes, other than specified above, the effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 17th day of April, 1932.

C. L. Seaver
Leon A. Whelan
W. J. Con
W. B. Hayes
Frederic G. Stewart
Commissioners.