

Decision No. 22533.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
MOTOR TRANSIT COMPANY, a corpora-  
tion, for permission to establish an  
alternate route for a portion of the  
distance between El Monte and Los  
Angeles on new Ramona Boulevard and  
to reroute operation in El Monte.

Application No. 29623.

BY THE COMMISSION:

O R D E R

Motor Transit Company has requested authority to establish an alternate route for a portion of the distance on its motor coach route between El Monte and Los Angeles and to reroute a portion of its service in the City of El Monte.

Applicant now operates motor coach service for the transportation of passengers, baggage and express, between Los Angeles and El Monte under a certificate of public convenience and necessity granted by this Commission's Decisions No. 21854, dated December 2nd, 1929, and No. 22916, dated August 28th, 1930, over and along the following route:

Commencing at the Union Stage terminal at Fifth and Los Angeles Streets, Los Angeles; thence via Los Angeles Street to its intersection with Alameda Street; thence north on Alameda Street to Macy Street; thence east on Macy Street crossing Mission Road; thence via Macy Street, Brooklyn Avenue, Madnick, Coyote Pass and Carvey Road to Granada; thence via Granada and El Monte Road to applicant's existing depot in the City of El Monte. Returning via the reverse of the foregoing route; and for consolidation of the rights herein granted with the rights of applicant for the operation of its Eastern Division as such rights are specifically set forth in this Commission's Decision No. 13454 or Application No. 8454, as decided April 22nd, 1924.

Said certificate contains a restrictive provision which reads as follows:

"1. The authority hereby conferred does not authorize the carriage of passengers, baggage and express locally in the City of Los Angeles between the stage depot of the applicant at Fifth and Los Angeles Streets, City of Los Angeles, and Brooklyn and Roman Streets in the County of Los Angeles."

Applicant proposes to operate certain through trips on said line over an alternate route for a portion of the distance on new Ramona Boulevard, the alternate route extending from Mission Road in Los Angeles to a point west of Monterey Park, for the purpose of substantially reducing the running time between El Monte and Los Angeles. Applicant also proposes, as a result of requests from the El Monte Chamber of Commerce and others, to reverse a portion of its operations in the City of El Monte by extending many of the schedules now terminating at Potrero Avenue and Garvey Avenue, which is west of El Monte, to the end of the line in El Monte via Tyler Street.

The alternate route proposed by applicant is as follows:

From depot at Fifth and Los Angeles Streets outbound via Los Angeles Street north to Aliso Street, right (east) on Aliso Street to beginning of Ramona Boulevard at Mission Road and continuing in an easterly direction via Ramona Boulevard and Garvey Avenue to Tyler Street, north on Tyler Street to Main Street, El Monte, west on Main Street to Union Market Station. Inbound route to be the reverse of the above routing.

Applicant alleges that the alternate route between Los Angeles and El Monte will be approximately one mile shorter than the present route; that a saving of approximately eleven minutes in running time will be effected; that the local patronage on the present route via Brooklyn Avenue is very light between the junction of Ramona Boulevard and Garvey Avenue and the Los Angeles Station; that the public will be adequately served by the schedules

which will remain on Brooklyn Avenue; and that the schedules proposed to be operated via the alternate route are those in which the motor coaches are filled with through passengers.

Applicant further proposes to operate the service between Los Angeles and El Monte outbound from Los Angeles via Los Angeles Street, Aliso Street, Mission Road, Macy Street, etc., and to reroute inbound service on said line from Macy Street via Lyon Street, Aliso Street, Los Angeles Street, thence via Fifth Street and Maple Street to rear entrance of depot.

The operative rights of applicant between Los Angeles and Riverside, San Bernardino and Redlands, via Valley Boulevard, were declared by this Commission's Decision No. 13454, dated April 22nd, 1924, on Application No. 8454. Applicant proposes to reroute outbound service on said line in Los Angeles from the depot at Fifth and Los Angeles Streets, via Los Angeles Street, Aliso Street and Mission Road to Valley Boulevard, thence east on Valley Boulevard as before; and to reroute inbound service via Mission Road, Macy Street, Lyon Street, Aliso Street and Los Angeles Street; thence via Fifth Street and Maple Street to rear entrance of depot.

Applicant also proposes to operate certain of its motor coaches from Riverside, San Bernardino and Redlands via Hoyt Avenue in El Monte and Garvey Avenue and the new Ramona Boulevard alternate route. This rerouting will not result in a reduction of schedules on Valley Boulevard between El Monte and Los Angeles, inasmuch as applicant proposes to maintain a service between El Monte and Los Angeles via Valley Boulevard with present frequency to accommodate local traffic.

It appearing that this is not a matter in which a public hearing is necessary and the application should be granted, therefore

IT IS HEREBY ORDERED -

I. That the certificate of public convenience and necessity for the operation of motor coach service for the transportation of passengers, baggage and express, granted by this Commission's Decision No. 21854, dated December 2nd, 1929, and Decision No. 22818, dated August 28th, 1930, to Motor Transit Company, be and the same is hereby amended to read as follows:

Commencing at the Union Stage terminal at Fifth and Los Angeles Streets, Los Angeles; thence via Los Angeles Street to Aliso Street; thence via Aliso Street and Mission Road to Macy Street; thence via Macy Street, Brooklyn Avenue, Mednick, Coyote Pass and Garvey Road to Tyler Street; thence via Tyler Street and Main Street to applicant's existing depot in the City of El Monte; returning via the same route to Macy Street, thence via Macy Street, Lyon Street, Aliso Street and Los Angeles Street to Fifth Street; thence via Fifth Street to Maple Street; thence via Maple Street to rear entrance of depot in Los Angeles.

Alternate Route -

From depot at Fifth and Los Angeles Streets outbound via Los Angeles Street to Aliso Street; east on Aliso Street to beginning of Ramona Boulevard at Mission Road; easterly along Ramona Boulevard and Garvey Avenue to Tyler Street; north on Tyler Street to Main Street, El Monte; west on Main Street to Motor Transit Station. Inbound route to be reverse of above route.

II. That the certificate of public convenience and necessity granted to Motor Transit Company for motor coach operation between Los Angeles and San Bernardino via Redlands, by this Commission's Decision No. 13454, dated April 22nd, 1924, be and the same is hereby amended so as to provide outbound service from Los Angeles via Los Angeles Street, Aliso Street and Mission Road to Valley Boulevard; thence east on Valley Boulevard as before; and to route inbound service via Mission Road, Macy Street, Lyon Street, Aliso Street and Los Angeles Street; thence via Fifth Street and Maple Street to rear

entrance of depot in Los Angeles; and further amended to provide an alternate route as follows:

From depot at Fifth and Los Angeles Streets out-bound via Los Angeles Street, north to Aliso Street, east on Aliso Street to beginning of Ramona Boulevard at Mission Road and continuing in an easterly direction via Ramona Boulevard and Garvey Avenue to Hoyt Avenue, north on Hoyt Avenue to Main Street (Valley Boulevard), El Monte, east on Main Street to Motor Transit Station, thence east on Valley Boulevard as before. Inbound route is the reverse of the above routing to Los Angeles Street, Los Angeles, thence via Los Angeles Street, Fifth Street and Maple Street to rear entrance of depot;

subject to the following conditions:

- (1) Applicant shall, within fifteen (15) days from the date hereof, advise the Commission, in writing, of its acceptance of the reroutings herein authorized.
- (2) Applicant shall afford the public at least ten (10) days' notice of the reroutings authorized herein, by the posting of notices of such reroutings in all motor coaches operating on said lines and at stations affected.
- (3) Applicant shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days from the date hereof, on not less than five (5) days' notice to the Commission and the public, time schedules according to form provided in General Order No. 83, covering the service herein authorized, in a form satisfactory to the Railroad Commission.
- (4) The authority herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order herein.

For all other purposes this Commission's Decisions Nos. 13454, 21354 and 22318 shall remain in full force and effect.

For all other purposes the effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 26 day of November, 1934.

Leon A. White

W. H. Cunn

W. B. Gump

Arthur J. ...  
Stewart ...

Commissioners.