

Decision No. 29486**ORIGINAL**

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 the relocation |) | |
| of its Los Angeles-Redlands Line, |) | Application No. 20952 |
| Los Angeles-El Monte Line, and |) | |
| Long Beach-Pasadena Line in the |) | |
| City of El Monte and vicinity. |) | |

BY THE COMMISSION:

O P I N I O N

By this application Motor Transit Company seeks authority from this Commission to reroute its existing motor coach service in the City of El Monte and vicinity.

The purpose of the proposed rerouting is to enable applicant to secure a more direct route for its operations in the City of El Monte and to move its depot facilities in said city from its own depot to the depot of the Pacific Electric Railway Company.

In order to effect the rerouting herein sought, it will be necessary for applicant to abandon its present route on Hoyt Street and Lexington and Gallatin Road between Valley Boulevard and Tyler Avenue and operate its motor coaches on Tyler Avenue from the intersection of Tyler Avenue and Lexington and Gallatin Road to the intersection of Tyler Avenue and Garvey Avenue; to abandon its depot located on the north side of Main Street between Hoyt Street and Tyler Avenue in the City of El Monte and transfer said depot facilities to the Pacific Electric Railway

Company Depot located at the northwest corner of Tyler Avenue and Columbia Street in the City of El Monte which necessitates operation by Motor Transit Company on Columbia Street between Tyler Street and Valley Boulevard (Main Street) into the Pacific Electric Depot and the abandonment of its operation on Main Street (Valley Boulevard) between its intersection with Tyler Street and its intersection with Columbia Street in El Monte.

Applicant alleges that the proposed operation on Tyler Street will give service to a more fully developed territory and serve a greater number of people and that the operations over and along Hoyt Street and Lexington and Gallatin Road between Main Street and Tyler Avenue did not serve a local need but were established in order to provide the most direct route to Motor Transit Company's depot in El Monte. Abandonment of said depot and the joint use of Pacific Electric Railway Company's depot will eliminate the necessity for continuing this operation and better serve the public need.

This appears to be a matter in which a public hearing is not necessary. The application will be granted.

O R D E R

IT IS HEREBY ORDERED that Motor Transit Company be and it is hereby authorized to reroute its motor coach service in the City of El Monte and vicinity abandoning routes as heretofore referred to and substituting therefor other routes specifically described and set forth as follows:

LOS ANGELES-REDLANDS LINE:

Via Riverside and San Bernardino

Commencing at Union Stage Depot at Fifth and Los Angeles Streets, Los Angeles, via Los Angeles Street, Aliso Street, and Mission Road to Valley Boulevard, thence east on Valley Boulevard through Alhambra, San Gabriel and Rosemead to Tyler Avenue, El Monte, South on Tyler Avenue to Pacific Electric-Motor Transit Depot at 215 South Tyler, thence south on Tyler and east on Columbia Street to Valley Boulevard and east on Valley Boulevard through Bassett, Puente, Otterbein, Walnut and Spadra to Pomona, entering Pomona on Second Street to Main Street, thence south one block on Main Street to Depot at 295 South Main Street, (corner Third & Main Streets), leaving Depot on Third Street west one block to Gordon Street, north one block on Gordon Street to Second Street, east on Second Street three blocks to Garey Avenue, north on Garey Avenue to Holt Avenue, east on Holt Avenue and Valley Boulevard to Ontario, entering Ontario on "A" Street to Laurel Avenue, south on Laurel Avenue one and one-half blocks to alley into Depot at 211 South Laurel Avenue; leaving Depot north one and one-half blocks on Laurel Avenue to "A" Street, east on "A" Street to Bon View Avenue, south on Bon View Avenue across Union Pacific Railroad tracks to Mission Boulevard (U.S. Highways Nos. 60 and 70), thence in a southeasterly direction on U.S. Highways Nos. 60 and 70 through Mira Loma, Glen Avon and West Riverside to Riverside, entering Riverside on Seventh Street to Alley in rear of Depot at 3731 Market Street; leaving Depot south one block on Market Street to Eighth Street, east one block on Eighth Street to Main Street, north on Main Street, to Russell Street, east on Russell Street to La Cadena Drive, north on La Cadena Drive along west side of Santa Fe Railway tracks to a point where new cut-off of La Cadena Drive begins, just south of the Colton City limits, and continuing in a northerly direction over a new cut-off of La Cadena Drive, passing under Santa Fe Railway overhead bridge to end of new cut-off at Eighth Street, Colton and Junction of old La Cadena Drive, thence north on Eighth Street to the intersection of Eighth and "I" Streets in Colton, east on "I" Street, crossing over the Pacific Electric Railway tracks to 10th Street, north on 10th Street to Colton Boulevard, northeasterly on Colton Boulevard to the intersection of Mill and "E" Streets in San Bernardino, north on "E" Street to Second Street, west on Second Street to alley and north into alley to rear of Southern Pacific-Pacific Electric Depot at 549 Third Street, San Bernardino. Leaving San Bernardino Depot north through alley to Third Street, east on

Third Street, east on Third Street to "E" Street, South on "E" Street through San Bernardino to U.S. Highway No. 99, easterly on U.S. Highway No. 99 to Anderson Street, south on Anderson Street through Loma Linda to Barton Avenue, thence easterly on Barton Avenue to Brookside Avenue, to Citrus Avenue, Redlands, east over Citrus Avenue to Orange Avenue, north on Orange Avenue to intersection of Orange Avenue and Colton Avenue and terminus.

Return route is reverse of above to the intersection of Mission Road and Macy Street, thence via Macy Street, Lyons Street, Aliso Street and Los Angeles Street, thence via Fifth Street and Maple Street to rear entrance of Depot in Los Angeles.

Alternate route via Bloomington

From the intersection of "A" Street and Bon View Avenue, near east City Limits of Ontario, via U.S. Highway No. 99 (Colton Boulevard), through Guasti and Bloomington, thence via "I" Street to Eighth Street, connecting with route from Riverside to San Bernardino at the intersection of Eighth and "I" Streets, Colton.

Via Foothill Boulevard

Suspended Route

From Ontario northerly along Euclid Avenue to the intersection of Euclid Avenue with Foothill Boulevard; thence via the Foothill Boulevard to San Bernardino.

(Authority to suspend granted in Decision No. 24256 dated November 23, 1931, in Application No. 17441.)

Via Arrow Highway

Suspended Route

Beginning at the intersection of Ninth Street and Euclid Avenue in the City of Upland, thence via Ninth and Tenth Streets to the Arrow Highway, thence via Arrow Highway through Cucamonga, Fontana and Rialto to San Bernardino.

(Authority to suspend granted in Decision No. 24256 dated November 23, 1931, in Application No. 17441.)

LOS ANGELES-EL MONTE LINE:

Via Garvey Road

Commencing at Union Stage Depot 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 Avenue, thence via Tyler Avenue to Pacific Electric-Motor Transit Depot in the City of El Monte at 215 South Tyler Avenue, returning via the same route to Macy Street, thence via Macy Street, Lyons 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 via Ramona Boulevard

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 Avenue, north on Tyler Avenue to Pacific Electric-Motor Transit Depot in the City of El Monte at 215 South Tyler Avenue. Inbound route to be reverse of above route.

LONG BEACH-PASADENA LINE:

Commencing at Stage Depot at 226 East First Street, Long Beach, east on First Street to American Avenue, north on American Avenue to San Antonio Drive, northeast on San Antonio Drive to Atlantic Avenue, north on Atlantic Avenue to Artesia Avenue (State Highway No. 14), east on Artesia Avenue to Somerset Avenue, north on Somerset Avenue through Bellflower to Center Street, east on Center Street to Pioneer Boulevard (State Highway No. 35), north on Pioneer Boulevard to Norwalk and continuing north on State Highway No. 35 by Norwalk State Hospital to Santa Fe Springs, east on Telegraph Road and Los Nietos Road to Painter Avenue, thence northeast on Painter Avenue into Whittier via Painter Avenue, Philadelphia Street to Pacific Electric Depot at Philadelphia and Comstock, leaving Whittier on Philadelphia Street to Whittier Boulevard (U.S. Highway No. 101), east on Whittier Boulevard to Durfee Avenue at Pico, thence north and northeast on Durfee Avenue, Lexington and Gallatin Road and Tyler Avenue, El Monte, to Pacific Electric-Motor Transit Depot at 215 South Tyler Avenue, thence north on Tyler Avenue, west on Valley Boulevard to Mission Drive, Rosemead, thence northwest on Mission drive to Main Street, Alhambra, west on Main Street, serving Pacific Electric Railway Depot, leaving Alhambra on Garfield Avenue to South Los Robles Avenue, north on Los Robles Avenue, Pasadena, to Green Street, west on Green Street to the bus depot of the Pasadena-Ocean Park Stage Lines at Green and Marengo Streets.

Returning, reverse of going route to Philadelphia and Comstock, Whittier, thence north on Comstock, east on Bailey, south on Bright, east on Philadelphia and thence to Long Beach via reverse of going route.

and to abandon its depot in the City of El Monte and transfer said depot facilities to the Pacific Electric Railway Company's depot in said city.

IT IS HEREBY FURTHER ORDERED that the authority herein granted does in no way enlarge or extend applicant's present operating rights and said operating rights are to remain subject to all conditions, limitations and restrictions heretofore imposed by previous decisions of the Commission involving Motor Transit Company which decisions are hereby declared to remain unchanged and in full force and effect aside from the rerouting feature herein authorized.

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

Dated at San Francisco, California, this 25th day of January, 1937.

William H. Moore
Leon Whidell
Bruce R. Allen
Karl W. H. H. H.
Ray L. H. H.
COMMISSIONERS.