

Decision No. 29660**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
MOTOR TRANSIT COMPANY, a corporation,
for an in lieu certificate of public
convenience and necessity. }

Application No. 20948

C. W. Cornell and E. L. H. Bissinger for Applicant.

Woodward M. Taylor, for Los Angeles Railway Corporation,
Interested Party.

E. T. Lucey, for Atchison, Topeka and Santa Fe Railway
Company, Interested Party.

BY THE COMMISSION:

O P I N I O N

By this application Motor Transit Company, a corporation, requests a certificate of public convenience and necessity in lieu of all its presently owned certificates of public convenience and necessity covering its common carrier automotive freight, passenger, baggage and express operations as now conducted in the counties of Los Angeles, Orange, San Bernardino and Riverside.

A public hearing in this proceeding was conducted by Examiner Gorman at Los Angeles on February 18, 1937, at which time the matter was duly submitted.

Applicant requested that such in lieu certificate authorize the transportation of passengers and baggage, and express of a weight not exceeding one hundred (100) pounds per piece on its passenger vehicles between all points served by routes shown in Exhibits A and B attached to and made a part of the application

herein and to transport freight without limitation as to weight between all termini and intermediate points over all routes set forth in Exhibit B, subject to specific restrictions to be hereinafter set forth, such transportation to be governed by the tariffs, rates, rules and regulations now in effect. Applicant further requested that it be authorized to conduct its operation as a single consolidated system.

Applicant does not propose to make any changes in its routes, schedules, tariffs, rules, regulations or restrictions applicable thereto nor to name specific fares between points on one certificated route to points on another certificated route, but all fares will remain as are now published and on file with the Commission.

Applicant also requested that it be authorized to turn its motor coaches around at the terminal or at stations on any or all of the routes described or at points where such schedules may terminate along said routes and a further request was made that authority be granted to deviate from its regular routes when transporting school children.

In justification of the authority herein sought, applicant alleges that public convenience would better be served if all of its operating certificates were to be set forth in one certificate and further that by the consolidation of applicant's various routes into a single system a more elastic operation will result and applicant will thereby be permitted to more economically meet changing conditions as such changes may be required. It also appears that Motor Transit Company is now subject to the jurisdiction of the Bureau of Motor Carriers of the Interstate Commerce Commission and under such jurisdiction they have been required to

file certified copies of all their intrastate operating rights and hence advances the necessity for the need of a simplified filing through the medium of an in lieu certificate covering the many certificates now held by them.

No protests to the granting of this application were made at the hearing. Los Angeles Railway Corporation and the Atchison, Topeka and Santa Fe Railway Company appeared, through counsel, as interested parties.

Los Angeles Railway Corporation, through its counsel Woodward M. Taylor, requested that the following restriction be incorporated in the in lieu certificate as an amendment to the present restriction now contained in Decision No. 20913 covering sale of transportation in the City of Los Angeles. The restriction was stipulated to by counsel for applicant and will read as follows:

"No passengers will be transported between Motor Transit Depot at 5th and Los Angeles Streets, Los Angeles and the intersection of E 9th St. and Ford Blvd."

No further opposition was revealed.

R. R. Wilson, Superintendent of Motor Transit Company, testified generally in regard to his Company's operations and more specifically in regard to its route from (1) Ontario northerly along Euclid Avenue to the intersection of Euclid Avenue with Foothill Boulevard thence via Foothill Boulevard to San Bernardino (under suspension by authority of Decision No. 24256, dated November 23, 1931, in Application No. 17441; (2) the 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 likewise under suspension by authority of Decision

No. 24256; (3) the route from the intersection of Telegraph Road and Garfield Avenue, southerly on Garfield Avenue to its intersection with Foster Bridge Boulevard, thence easterly on Foster Bridge Boulevard to the intersection of Foster Bridge Boulevard and Paramount Boulevard suspended under authority of Decision No. 25855, dated March 24, 1933, in Application No. 18788; (4) the route from the intersection of Whittier Boulevard (7th Street) and Boyle Avenue, Ninth Street, Mines Avenue and Montebello Boulevard to Whittier Boulevard suspended under authority of Decision No. 25855.

Further questioning developed the fact that the Foothill Boulevard Route (1) the Arrow Highway Route (2) and the Ninth Street Route (4) would be needed in the "reasonably" near future. Applicant was willing to eliminate and abandon the Garfield Avenue Foster Bridge Boulevard Route (3). Applicant considered two (2) years as in the reasonably near future.

Subsequent to the application herein Motor Transit Company applied for, and was granted, authority to reroute its existing motor coach service in the City of El Monte and vicinity (Decision No. 29486, dated January 25, 1937, on Application No. 20952) and request was made at the hearing, and so granted, that rerouting be substituted and included in the instant in lieu request. During the course of the hearing, counsel for applicant sought, and was granted, permission to furnish the Commission, within ten days, information regarding certain changes and modifications of present rules regarding the transportation of baggage which appeared to applicant to be necessary and pertinent in the instant matter. Applicant also agreed to advise the Commission relative to the removal of restrictions against through service between Los Angeles and Long Beach.

Under date of February 23, 1937, applicant, in writing, outlined to the Commission the desired rules they felt should be incorporated in their in lieu certificate in connection with the free transportation of baggage in connection with one way or round trip fares. These appear reasonable and will be incorporated in detail in the order herein. It also appears that by Decision No. 23070, dated November 13, 1930, on Application No. 16665, the restriction against the local transportation of passengers by Motor Transit Company was removed and therefore through service could be established.

To summarize: Applicant's request for a certificate of public convenience and necessity in lieu of all its existing rights met with no opposition. No change in rates, routes or schedules are proposed and the unification applicant avers will admit of many economies and this benefit will be conferred on the public in improved service especially in highly developed and densely populated areas. Applicant does not ask that any restriction heretofore imposed on individual grants be removed but only seeks modification of free baggage carrying obligations.

From the opinion preceding, the following findings appear pertinent in the premises:

1. Applicant Motor Transit Company should be granted a certificate of public convenience and necessity to transport passengers and baggage and express of a weight limited to one hundred (100) pounds per piece on its passenger stages only over the routes and between the termini described in Exhibits A and B of the application and as amended and between the termini and over the routes as described in Exhibit B of said application for the transportation of passengers and baggage and express (limited as

above) and freight without limit as to weight; subject to all restrictions hereinafter set forth and that each and every one of said routes be consolidated with each and every other route and that applicant be authorized to conduct its operations of said routes as one consolidated system.

2. That said certificate of public convenience and necessity be granted as a certificate de novo in the place and in lieu of each and every other certificate now held by applicant and shall include the right to turn its motor coaches at the termini of or at stations or at points where schedules may be terminated along any or all routes and to deviate from its regular routes for the sole transportation of school children.

3. Applicant shall be required to resume operations via Foothill Boulevard and Arrow Highway as hereinbefore described on or before March 1, 1939, or relinquish its operating right thereunder.

4. An order of revocation of its operating right between Garfield Avenue and Foster Bridge Boulevard shall be entered.

Motor Transit Company is hereby placed upon notice that "operative rights" do not constitute a class of property which should be capitalized or used as an element of value in determining reasonable rates. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the state which is not in any respect limited to the number of rights which may be given.

ORDER

Motor Transit Company having made application to unite and consolidate all of its operating rights into one system and for a certificate of public convenience and necessity therefor in lieu of all such operating rights, a public hearing having been held, the matter having been duly submitted and now being ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
HEREBY DECLARES that public convenience and necessity require the merging, consolidation and unification of all the operating rights heretofore granted over and along the following routes:

A. 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 213 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 to 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, 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.)

B. 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.

C. 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 at 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.

D. RIVERSIDE - BROCKTON AVENUE LINE:

Commencing at Pacific Electric-Motor Transit Station on Market Street, near Seventh Street, thence via Market Street, Sixth Street, Main Street, 14th Street, Brockton Avenue, Jurupa Avenue, Palm Avenue and Cover Street to Brockton Avenue. Return via Brockton Avenue to 14th Street, Main Street, Sixth Street and Market Street to Pacific Electric-Motor Transit Station.

E. SAN BERNARDINO-HIGHLAND PATTON LINE:

Commencing at Pacific Electric-Southern Pacific Station, San Bernardino, located at 3rd Street between "E" and "F" Streets, east on Third Street to "E" Street, north on "E" Street to 4th Street, east on 4th Street to Mountain View Avenue, north on Mountain View Avenue to Base Line Street, east on Base Line (service divides at this point) (1) to Waterman Avenue, north on Waterman Avenue to Gilbert Street to Hospital Street, south on Hospital Street to Base Line, east on Base Line to Palm Avenue (2) to Palm Avenue, north on Palm Avenue to Highland Avenue, west on Highland to State Hospital. Returning as follows: From State Hospital and Highland Avenue, east on Highland Avenue to Palm Avenue, south on Palm Avenue to Base Line Street, west on Base Line to Hospital Street (service divides at this point) (1) north on Hospital Street to Gilbert Street, west on Gilbert Street to Waterman Avenue, south on Waterman Avenue to Base Line Street, west on Base Line to Mountain View Avenue, (2) continuing on Base Line to Mountain View Avenue, south on Mountain View to 4th Street to "E" Street, south on "E" Street to Third Street, west on Third Street to Pacific Electric-Southern Pacific Station, point of beginning.

F. RIVERSIDE-HEMET LINE:

Via Gilman's Hot Springs and via Soboba Hot Springs

Commencing at Motor Transit Depot at 3731 Market Street, Riverside, south on Market Street one block to Eighth Street, continuing east and southeast on Eighth Streets and U. S. Highways 60, 70 and 395 through Box Springs to Junction of Moreno and Perris Roads at Rose Arbor, thence easterly and southerly on Moreno Road (U. S. Highways 60 & 70) through Moreno, Gilman's Hot Springs and San Jacinto to Hemet, entering Hemet on San Jacinto Avenue southbound to Florida Avenue to Buena Vista Avenue to Lethan Street to Harvard Street and terminus.

Return via the above route in the reverse direction.

Alternate route via Soboba Hot Springs

From Gilman's Hot Springs leaving U. S. Highways Nos. 60 and 70 over unnamed county road through Soboba Hot Springs lying east of the main highways, and continuing from Soboba Hot Springs over county road to San Jacinto and regular route.

Alternate route via March Field

Eastbound: Leaving Junction of U. S. Highways 60, 70 and 395 at Rose Arbor, south on U. S. Highway No. 395 (Perris Road) approximately one mile to Junction with March Field Road, west on March Field Road approximately one mile, serving the east and west gates of March Field along this road, thence north approximately one mile to U. S. Highways 60 & 70 and regular route. Westbound: the reverse of this route.

G. LOS ANGELES-SUNLAND LINE:

Commencing at Union Stage Depot at Fifth & Los Angeles Streets, Los Angeles, north on Los Angeles Street to Marchessault Street, west on Marchessault Street to Sunset Boulevard and continuing west on Sunset Boulevard to Broadway north on Broadway to Pasadena Avenue, west and north on Pasadena Avenue to Avenue No. 20, west on Avenue No. 20 to San Fernando Road to Glendale Avenue, east and north on Glendale Avenue, through Glendale to and continuing north on Canada Boulevard to the intersection of Honolulu Street, Verdugo Road and Montrose Avenue, in Montrose, north and west on Montrose Avenue to Pennsylvania Avenue north on Pennsylvania Avenue to Michigan Avenue (State Highway No. 118, called 'Foothill Boulevard'); as an alternate route, from the intersection of Honolulu Street, Verdugo Road and Montrose Avenue, in Montrose, west on Honolulu Street to La Crescenta Avenue, north on La Crescenta Avenue to Michigan Avenue through La Crescenta, thence west on Michigan Avenue (State Highway No. 118) through Highway Highlands and Tujunga to Russett Avenue in Sunland and terminus.

Leaving Sunland- the above route in the reverse direction.

H. GLENDALE-VERDUGO CITY LINE:

From the intersection of La Crescenta Avenue and Honolulu Street in Montrose, easterly on Honolulu Street to Canada Boulevard, southerly on Canada Boulevard to Glendale Avenue, southerly on Glendale Avenue to Broadway, westerly on Broadway to Brand Boulevard in the City of Glendale, using Brand Boulevard, Harvard Street, Maryland Avenue and Broadway in the City of Glendale as a loop for the return trip.

I. LOS ANGELES-SANTA ANA LINE:

Via Whittier

Commencing at Union Stage Depot at Fifth & Los Angeles Street, Los Angeles, north on Los Angeles Street to Fifth Street, east on Fifth Street to San Pedro Street, south on San Pedro Street to Sixth Street, east on Sixth Street and Whittier Boulevard (U. S. Highway No. 101) through Belvedere, Montebello, Rco, to Philadelphia Street, Whittier, east on Philadelphia Street to Comstock and Pacific Electric Depot at Philadelphia and Comstock Streets,

north on Comstock to Bailey, east on Bailey to Bright, south on Bright to Philadelphia, east on Philadelphia to Painter Avenue, south on Painter Avenue to Whittier Boulevard (U. S. Highway No. 101) thence east on Whittier Boulevard, south on La Mirada Avenue, east on Central Avenue through La Habra, thence south on Pomona Avenue through Brea to Fullerton, entering Fullerton on Spadra Avenue to Commonwealth Avenue, east on Commonwealth to Pacific Electric Depot at 130 East Commonwealth; leaving Fullerton west on Commonwealth Avenue to Spadra, south on Spadra (U. S. Highway No. 101) to Anaheim, entering Anaheim on Lemon Street south to Broadway, east on Broadway to alley, north into alley to rear of Depot at 217 South Los Angeles Street, thence continuing through alley to Chestnut Street, east on Chestnut Street to Los Angeles Street, south on Los Angeles Street, and U. S. Highway No. 101 to Chapman Avenue, thence east on Chapman Avenue in Orange to Cypress Street, north on Cypress to Maple, east on Maple to Lemon, south on Lemon to Depot of Pacific Electric Railway, thence south on Lemon to Chapman, west on Chapman to Main Street, Santa Ana, south on Main Street to Third Street, east on Third Street to Spurgeon Street into Depot at 3rd & Spurgeon Streets and terminus.

Return via the above route in the reverse direction to Chapman Avenue, Orange, thence east on Chapman, north on Cypress, east on Maple, south on Lemon, west on Chapman, north on U. S. Highway No. 101 and reverse of going route to Philadelphia and Painter, Whittier, thence west on Philadelphia, thence west on Whittier Boulevard (U. S. Highway No. 101) and Sixth Street to Los Angeles.

Alternate route via Santa Fe Springs and Norwalk

From the intersection of Whittier and Atlantic Boulevards, south on Atlantic Boulevard to Anaheim-Telegraph Road, east on Anaheim-Telegraph Road (State Highway No. 6) to Norwalk-Puente Mills Road, Santa Fe Springs, south on Norwalk-Puente Mills Road (State Highway No. 35) by Norwalk State Hospital to Firestone Boulevard (State Highway No. 10) in Norwalk, east on Firestone Boulevard to Grand Avenue in Buena Park, south on Grand Avenue to Whitaker Avenue, east on Whitaker Avenue to Magnolia Avenue, north on Magnolia Avenue to Commonwealth Avenue, east on Commonwealth Avenue to Pacific Electric Depot in Fullerton.

Alternate route via Downey

From the intersection of Anaheim-Telegraph Road and Paramount Boulevard, south on Paramount Boulevard, east on Clara Street, south on Downey Avenue to Firestone Boulevard (State Highway No. 10), thence east and southeast on Firestone Boulevard to Norwalk.

Via Ninth Street

Suspended Route:

From the intersection of Whittier Boulevard (Seventh Street) and Boyle Avenue, over Boyle Avenue, Ninth Street, Mines Avenue and Montebello Boulevard to Whittier Boulevard.

(Authority to suspend granted in Decision 25855, dated March 24, 1933, in Application No. 18788)

J. LONG BEACH-SAN BERNARDINO LINE:

Commencing at Bus Depot at 226 East First Street, Long Beach, east on First Street to American Avenue, south on American Avenue to Ocean Avenue, east on Ocean Avenue and Second Street, (State Highway No. 3) to Seal Beach, thence leaving Seal Beach via Westminster Avenue through Westminster to Huntington Beach Boulevard, south on Huntington Beach Boulevard to Bolsa Avenue, Midway City, east on Bolsa Avenue (State Highway No. 26) to and continuing east on Fifth Street entering Santa Ana to Artesia Avenue to Third Street to Depot at Third and Spurgeon Streets; leaving Santa Ana via Spurgeon Street to Fourth Street to Main Street to La Veta Street, east on La Veta Street to Olive Street, north on Olive to Maple, west on Maple to Lemon, south on Lemon to Pacific Electric Depot, Orange; leaving Orange south on Lemon to Chapman, east on Chapman to Glassell Street, north on Glassell to Taft Avenue, east on Taft Avenue to Orange-Olive Boulevard, thence north and northeast on Orange-Olive Boulevard and Canyon Road (State Highway No. 18) through Olive, Prado, Corona and Arlington to Riverside, entering Riverside on Magnolia Avenue to Market Street, north on Market Street to Motor Transit Depot at 3731 Market Street. (The route from Riverside to San Bernardino is the same as certificated route shown for Los Angeles-Redlands Line via Riverside and San Bernardino.)

Return via reverse of going route to Glassell Street and Maple Avenue, Orange, thence west on Maple, south on Lemon, east on Chapman, south on Olive, west on La Veta and thence to Long Beach via reverse of going route.

K. SAN BERNARDINO MOUNTAIN LINES:

Routes

Redlands to Big Bear Lake via Mill Creek Canyon, serving as intermediate points the resorts and camps at Mountain Home, Camp Angeles, Weeshaw Club, Seven Oaks, Clarks Ranch and I. S. Ranch.

San Bernardino to San Bernardino, via "Rim of the World Boulevard", serving as intermediate points the resorts and camps at Arrowhead Arch, Camp Waterman Junction, Crestline Store, Skyline Heights, Horseshoe Bend, Squirrel Inn, Allison's Ranch, Running Springs Park (Formerly Fredalba Junction), Green Valley Junction (formerly Green Valley Store), Fawnskin, Big Bear Lake, Northside Lake, Moon Camp Boat Landing, Southside Lake, Pine Knot, I. S. Ranch, Clark's Ranch, Seven Oaks Junction, Camp Angeles, Mountain Home, Igo's Store (formerly Lower Control) and Redlands.

San Bernardino to Big Bear Lake via City Creek Canyon, serving as intermediate points the camps and resorts at Dutch Johns, Fredalba, Running Springs Park (formerly Fredalba Junction), Green Valley Junction, Fawnskin and Moon Camp.

San Bernardino to Lake Arrowhead via Waterman Canyon and Rim of the World Boulevard, serving as intermediate points the camps and resorts at Arrowhead Arch, Camp Waterman Junction, Crestline, Skylands, Horseshoe Bend, Squirrel Inn, Pine Crest,

Strawberry Flats and Pacific Electric Camp.

Between Arrowhead Lake and Big Bear Lake, serving as intermediate points the camps and resorts at Skyforest, Allison's Ranch, Running Springs Park (formerly Fredalba Junction), Deep Creek, Green Valley Junction (formerly Green Valley Store), Gray's Camp, Fawnskin and Moon Camp.

From a point near the westerly line of Big Bear Lake extending easterly along the shores of Big Bear Lake to its intersection at North Bay Spawning Station with the Mill Creek Canyon Road.

Between Arrowhead Lake and Last Ranch, also around Arrowhead Lake.

San Bernardino to Big Bear Valley, via Victorville, serving as intermediate points Box "S" Ranch and Doble.

San Bernardino to Lake Arrowhead via Hesperia.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be, and it is hereby, granted to Motor Transit Company and said Motor Transit Company is hereby authorized to operate said service as a unified, consolidated system, the certificate herein granted to be in lieu of and not in addition to operating rights heretofore granted to said Motor Transit Company all of which operating rights are hereby revoked and annulled, and

IT IS HEREBY FURTHER ORDERED that the certificate herein granted is subject to the following conditions, restrictions and limitations:

1. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from date hereof.
2. Nothing herein shall be construed as prohibiting the operation of through vehicles and the transportation of through passengers between all termini and all intermediate points on the routes described herein, nor the establishment of through rates, rules or regulations for such service unless said through service or rate is specifically forbidden between termini or intermediate points in the order as herein granted.

3. Applicant is authorized to turn its motor coaches around at the termini of or at stations on any or all of the routes herein described, or at points where such schedules may terminate along said routes, by operating such motor coaches in either direction around the block at the termini of said routes, or at stations along said routes, or at points where schedules may be terminated along said routes and to carry passengers thereon and thereover, provided, however, that such turn around route shall not encompass more than one square city block or the equivalent of one square city block at any such point.
4. Authority is hereby granted applicant to divert from its regular established routes either on its regular schedules or on special schedules for the purpose of transporting bona fide pupils attending an institution of learning between their homes and such institution of learning provided that such divergence and the schedules therefor shall be filed as are other time schedules and whenever special rates are provided the schedule therefor shall also be filed.
5. Passengers, baggage and express shall not be carried locally in the City of Los Angeles between the stage depot of Motor Transit Company at 5th and Los Angeles Streets, City of Los Angeles and Brooklyn and Rowan Streets.
6. No transportation may be sold for through service between Los Angeles and Pasadena.
7. No local service shall be given between Rialto and Riverside Streets in Rialto, to or from San Bernardino.
8. Passengers will not be carried locally between Pasadena and Alhambra Road.
9. No passengers will be transported between Motor Transit Depot at 5th and Los Angeles Streets, Los Angeles, and the intersection of E. 9th Street and Ford Boulevard.
10. Passengers, baggage and express will not be handled locally between San Bernardino and Hesperia or Victorville.
11. Freight will not be handled locally between San Bernardino and Hesperia or Victorville.
12. Free transportation of baggage shall be permitted in connection with one way or round trip fares as follows:-

(1). Not exceeding 30 pounds in weight between all termini or intermediate points on its system excluding all stations on or along the routes of the San Bernardino mountain operations, as described in Exhibit "B" of the application.

(2) Not exceeding 50 pounds in weight in connection with the transportation of passengers to and from points on and along the routes of the San Bernardino mountain operations as described in Exhibit "B" of the application.

(3) Not exceeding 150 pounds in weight in connection with the transportation of passengers on interline tickets or fares.

IT IS HEREBY FURTHER ORDERED that Motor Transit Company shall resume service over and along the following routes on or before March 1, 1939 or relinquish the operating right therefor.

1. From Ontario northerly along Euclid Avenue to the intersection of Euclid Avenue with Foothill Blvd., thence via Foothill Blvd. to San Bernardino.

2. 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 the Arrow Highway through Cucamonga, Fontana and Rialto to San Bernardino.

3. From the intersection of Whittier Boulevard (7th Street) and Boyle Avenue, Ninth Street, Mines Avenue and Montebello Boulevard to Whittier Boulevard.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 5th day of April, 1937.

Arthur J. Brown
Leon J. Whittier
Arthur J. Brown
Raymond J. Brown
Arthur J. Brown
COMMISSIONERS.