

Decision No. 45394

In the matter of the Application of PETER J. van LOBEN SELS, an individual doing business as VALLEY TRANSIT LINES, for a certificate of public convenience and necessity authorizing an extension of its passenger stage service between Arcadia and Santa Anita Race Track and for authority to reroute and abandon certain portions of its presently authorized routes.

Application No. 32016

Applicant herein, a passenger stage corporation, presently operating under authority from this Commission in the cities of El Monte, Monrovia, Baldwin Park, Arcadia, and surrounding county area, hereby requests permission to inaugurate certain reroutings and extensions of its present operating authority.

Under Proposal 1, set out in the application, applicant proposes to extend service from Baldwin Avenue and Huntington Place across Huntington Drive to the entrance of the Santa Anita Race Track. The proposal contemplates the setting up of an additional fare zone for the new part of the route, and a fare of 10¢ for this second zone. In this connection, the record discloses that the Los Angeles Turf Club, Inc., the operators of the Santa Anita Race Track, is desirous of having this service. There are no public carriers providing such a service.

Under Proposal 2 A, as set out in the application, applicant requests authority to extend its services from the intersection of Rush Street and Rosemead Boulevard, south via Rosemead Boulevard, thence via Fawcett Avenue, Loma Avenue, and Rush Street, to its present route on Lee Avenue. An additional 5-cent fare is proposed for this extension. Applicant proposes to discontinue its present operations along Rush Street between Lee Avenue and Rosemead Boulevard. This extension is requested in order to serve new residential developments in the area.

Proposal 2 B is one in which applicant proposes to abandon its present turnaround in Monrovia from Myrtle Avenue and Olive Avenue, via Olive Avenue, Ivy Avenue, and Lime Avenue, and, in lieu thereof, to effect a turnaround at the end of its present route at Myrtle Avenue and Lime Avenue. This change is requested in order to avoid passing in front of a funeral parlor and avoid an area where funeral processions are held.

Under Proposal 2 C, applicant proposes to abandon its present service from the intersection of Sunset Boulevard and Olive Street, via Olive Street, Encinita Avenue, Las Tunas Drive, Sunset Boulevard, Workman Avenue, and Encinita Drive and Olive Street to the point of beginning. This abandonment will be in connection with the Baldwin Park-Temple City service, and, in lieu thereof, applicant proposes to operate this service from Olive Street directly along Sunset Boulevard to the West Arcadia Shopping Center. Authority to make this proposed abandonment and rerouting is being requested inasmuch as there are less than six passengers per day boarding applicant's line on the portion

proposed to be abandoned. Likewise, the more direct route along Sunset Boulevard will fit in better with applicant's other schedules.

By Proposal 2 D, applicant requests authority to institute an extension of service from Double Drive and Freer Street, via Double Drive, Rancho Real, Lenore Avenue, Wildflower Road, Gary Park Avenue, and Freer Street, to Tyler Avenue, and thence on Tyler Avenue along its presently authorized route. In this connection, applicant intends to maintain, as an alternate route, its present operation along Freer Street between Double Drive and Tyler Avenue. It is alleged that a housing development of 525 homes is in the process of construction in this area, and the proposed rerouting and extension will enable applicant to provide service to this development.

By Proposal 2 E, applicant requests authority to inaugurate an extension from the intersection of Hoyt Avenue and Valley Boulevard, via Valley Boulevard, Arden Drive, Bisby Street, Esto Avenue, Hickson Street, and Arden Drive, to the point of beginning. This extension is requested in order to provide service to an area of residences of low-income people, and also an area of factory and commercial buildings.

Notifications as to these proposed abandonments and extensions have been sent to the cities and the county involved, and also to the only other public carrier in the area. No protest has been received. Accordingly, the application will be granted, with one modification. The original application requests authority to extend service along a proposed extension

of Baldwin Avenue north of Huntington Drive. However, inasmuch as this avenue has not been so extended, that portion of the application will be denied.

O R D E R

Application having been filed, the Commission being fully advised in the premises and finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Peter van Loben Sels, doing business as Valley Transit Lines, authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2-1/4 of the Public Utilities Act, for the transportation of passengers in the areas and along the routes hereinafter indicated, as an extension of, and to be consolidated with, applicant's present operating authority.

(2) That, in providing service pursuant to the certificate herein granted, there shall be compliance with the following service regulations:

- (a) Within thirty (30) days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty (60) days after the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Order No. 79, and Part 19 of General Order No. 98, by filing, in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission.

- (c) Subject to the authority of this Commission to change or modify such at any time, Peter van Loben Sels, doing business as Valley Transit Lines, shall conduct said passenger stage operations over and along the following described routes:

1. Temple City-El Monte:

From the intersection of Baldwin Avenue and Huntington Place, across Huntington Drive to the entrance of the Santa Anita Race Track. From the intersection of Double Drive and Freer Street, via Double Drive, Rancho Real, Lenore Avenue, Wildflower Road, Cary Park Avenue, and Freer Street, to Tyler Avenue. Also, from the intersection of Hoyt Avenue and Valley Boulevard, via Valley Boulevard, Arden Drive, Bisby Street, Esto Avenue, Hickson Street, Arden Drive, and Valley Boulevard, to point of beginning.

2. El Monte-Garvey Acres:

From the intersection of Rush Street and Rosemead Boulevard, via Rosemead Boulevard, Fawcett Avenue, Loma Avenue, and Rush Street, to its intersection with Lee Avenue, thence via established routes.

Applicant is authorized to turn its motor vehicles at Termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, or in accordance with local traffic rules.

- (3) That Peter J. van Loben Sels, doing business as Valley Transit Lines, be, and he hereby is, authorized to abandon and discontinue service over and along the following routes:

Monrovia-El Monte:

From the intersection of Myrtle Avenue and Olive Avenue, via Olive Avenue, Ivy Avenue, and Lime Avenue, to the intersection of Lime Avenue and Myrtle Avenue.

Baldwin Park-Temple City:

From the intersection of Sunset Boulevard and Olive Street, via Olive Street, Encinita Avenue, and Las Tunas Drive, to its intersection with Sunset Boulevard. Also, along Workman Avenue between Encinita Avenue and Sunset Boulevard.

El Monte-Garvey Acres:

Along Rush Street between Lee Avenue and Rosemead Boulevard.

(4) That Peter J. van Noben Sols, doing business as Valley Transit Lines, be, and he hereby is, authorized to establish, on one (1) day's notice to the Commission and to the public, the following fare structure in connection with the operating authority hereinabove granted:

(a) Temple City-El Monte Line

establish an additional fare zone on the Temple City-El Monte Line commencing at the intersection of Baldwin Avenue and Huntington Place, thence northerly across Huntington Drive to the entrance to the Santa Anita Race Track. The fare for this zone shall be ten (10) cents;

(b) El Monte-Garvey Acres Line

establish an additional fare zone on the El Monte-Garvey Acres Line for the extension hereinabove granted, and specifically from the intersection of Rush Street and Rosemead Boulevard via South Rosemead Boulevard, Fawcett Avenue, Loma Avenue, and Rush Street to its intersection with Lee Avenue. This extension shall comprise a new fare zone and the fare within the zone limits shall be five (5) cents.

(5) That applicant shall give not less than five (5) days' notice of the route changes and abandonments by posting plainly visible notices at terminals of said lines and on all buses used in the operation of said services.

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

Dated at Los Angeles, California, this 27th day of February, 1951.

Justus F. Casanova
Harold P. Hula
John E. Mitchell

COMMISSIONERS