

ORIGINAL

Decision No. 45916

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 VALLEY TRANSIT LINES, a California )  
 corporation, for a certificate of )  
 public convenience and necessity )  
 authorizing an extension of its )  
 passenger stage service between )  
 El Monte and Pellissier Village, )  
 and for authority to reroute and )  
 abandon certain portions of its )  
 presently authorized routes. )

Application No. 32323  
 As amended.

Theodore Russell for applicant.

O P I N I O N

Valley Transit Lines, a California corporation, operates as a passenger stage corporation in and between the Cities of El Monte, Monrovia, and Arcadia, and the unincorporated towns of Baldwin Park and Temple City, and other points in the County of Los Angeles, serving intermediate points, under authority of this Commission <sup>(1)</sup>. In order to better serve the traveling public, the application as amended seeks numerous minor alterations of route, which are referred to as abandonments and changes in route and short extensions. None of the so-called abandonments will require any passenger to walk in

(1) Decision No. 44687, dated October 10, 1950, on Application No. 31634, as amended, and Decision No. 45394, dated February 27, 1951, on Application No. 32016.

excess of two additional blocks. A member of the Commission's staff made an investigation of the proposed changes, and recommended granting the application.

Public hearing was held in Los Angeles on June 25, 1951, at which time oral and documentary evidence was adduced and the matter was duly submitted for decision.

Pacific Electric Railway Company, the only other passenger stage corporation operating in the general area, was notified of the application and the hearing, but did not appear. The president of applicant testified that the changes requested were in the public interest. At the hearing applicant amended its application in order to request an additional extension of its route along Arden Drive north to Lower Azusa Road. The purpose of this request was to facilitate turning its motor buses. The present turnaround area is over unpaved streets near a public dump. This modification should not adversely affect the applicant's only competitor or the public.

The proposed modifications appear to be required by public convenience and necessity and consequently will be granted by issuing a new certificate of public convenience and necessity authorizing service in this area over the streets as requested and as hereinafter described. At the hearing applicant requested such in lieu certificate. No changes in fares are involved and no additional equipment will be required.

The president of applicant further testified that the regular operation of its Baldwin Park-Temple City-West Arcadia route presently terminated at Baldwin Avenue and

Huntington Place. However, during the racing season at Santa Anita Park Race Track, and when other public events were held there, it was necessary to operate the company's buses along Huntington Drive approximately a quarter of a mile easterly and northeasterly to the gate required by the management of the race track for entrance by such buses. Authority for this operation along Huntington Drive was requested to be authorized only when necessary for entrance into the race track grounds.

O R D E R

Application, as amended, having been filed, public hearing having been held, and evidence having been produced and considered and the Commission being fully informed in the premises, and it being found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and the same hereby is, granted to Valley Transit Lines, authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$  of the Public Utilities Act, for the transportation of passengers in and between the Cities of El Monte, Arcadia and Monrovia and the unincorporated towns of Temple City and Baldwin Park and other termini in Los Angeles County, to-wit, between the intersection of Columbia Street and Tyler Avenue in El Monte on the one hand, and on the other hand the points designated

as (a) the intersection of La Madera Avenue and Rio Hondo Parkway in Los Angeles County; (b) the intersection of Myrtle Avenue and Lime Avenue in the City of Monrovia; (c) the intersection of Temple City Boulevard and Las Tunas Drive in Temple City; (d) the intersection of Burkette Road and Thienos Avenue in Los Angeles County; (e) the intersection of Fawcett Avenue and Loma Avenue in Los Angeles County; (f) the intersection of Tyler Avenue and Fawcett Avenue in Los Angeles County; (g) the intersection of Arden Drive and Lower Azusa Road in Los Angeles County; and (h) the intersection of Pellissier Road and Kaydel Avenue in Los Angeles County; and also between the intersection of Holt Avenue and Maine Avenue in Baldwin Park on the one hand, and on the other hand the Santa Anita Race Track in the City of Arcadia, serving all intermediate points, to be operated as a consolidated, merged and unified system.

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

- (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 on 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) For a period of five (5) days prior to the institution of the changes herein authorized, applicant shall post at its terminals and in each of its buses a notice of the changes herein authorized.
- (d) Subject to the authority of this Commission to change or modify them at any time by further order, applicant shall conduct operations pursuant to the certificate herein granted over and along the following routes:

Line No. 1: COGSWELL

From Tyler Avenue, along Columbia Street, Valley Boulevard, Cogswell Road, Rio Hondo Parkway, La Madera Avenue, The Wye Drive to Cogswell Road. Also, along Mt. View Road and Lansdale Street, between Valley Boulevard and Cogswell Road.

Line No. 2: EL MONTE-MONROVIA

From Columbia Street, along Tyler Avenue, Valley Boulevard, Peck Road, Live Oak Avenue, 10th Avenue, Jeffries Avenue, Mayflower Avenue, Camino Real, California Avenue, Evergreen Avenue, Myrtle Avenue, to Lime Avenue.

Line No. 3: EL MONTE-TEMPLE CITY

From Columbia Street, along Tyler Avenue, Live Oak Avenue, Double Drive, Freer Street, Halifax Road, Olive Street, Temple City Boulevard (formerly Sunset Boulevard), to the intersection of Las Tunas Drive. Also, along Freer Street between Tyler Avenue and Double Drive.

Line No. 4: SOUTH EL MONTE-FIVE POINTS

From Columbia Street, along Tyler Avenue, Garvey Avenue, Valley Boulevard, Durfee Road, Fineview Street (formerly Slaughter Road), Burkett Road, Thienes Avenue, Durfee Road, Peck Road, Mt. View Road, Garvey Avenue, Tyler Avenue to Columbia Street.

Line No. 5: BALDWIN PARK-TEMPLE CITY-WEST ARCADIA

From Holt Avenue in Baldwin Park, along Maine Avenue, Los Angeles Street, and its continuation, Lower Azusa Road, Temple City Boulevard (formerly Sunset Boulevard), Naomi Avenue, Baldwin Avenue to Huntington Place. Also, from Baldwin Avenue along and across Huntington Drive to Santa Anita Race Track on days when races or other public events are held at said race track.

Line No. 6: GARVEY ACRES

From Columbia Street, along Tyler Avenue, Valley Boulevard, Hoyt Avenue, Mildred Street, Rio Hondo Parkway, Sastre Avenue, Cortada Street, Lashbrook Avenue, Garvey Avenue, Rosemead Boulevard, Fawcett Avenue, Loma Avenue, Rush Street, Lee Avenue, Garvey Avenue to Lashbrook Avenue.

Line No. 7: HOYT-MERCED

From Columbia Street, along Tyler Avenue, Valley Boulevard, Hoyt Avenue, Weaver Avenue, Central Avenue, Tyler Avenue, Fawcett Avenue, Merced Avenue, Fern Street, to Hoyt Avenue. Also, along Columbia Street between Tyler Avenue and Hoyt Avenue.

Line No. 8: ARDEN DRIVE

From Columbia Street, along Tyler Avenue, Valley Boulevard, Arden Drive, to Lower Azusa Road.

Line No. 9: PELLISSIER

From Columbia Street, along Tyler Avenue, Thienes Avenue, Durfee Road, Pellissier Road to Kaydel Avenue.

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 the foregoing certificate is granted in place and stead of, and shall supersede, certificates of public convenience and necessity authorizing all passenger stage "common carrier" operative rights heretofore granted to Peter J. van Loben Sels and acquired by Valley Transit Lines

pursuant to Decisions Nos. 44887 and 45394, which certificates and operative rights are hereby annulled and revoked.

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

Dated at San Francisco, California, this 3rd day of July, 1951.

A. J. Ingram  
Justice J. Casper  
Harold H. Hill  
Thomas H. Patten  
John L. Marshall  
COMMISSIONERS