

ORIGINALDecision No. 47593

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 EASTERN CITIES TRANSIT, INC., for)
 authority to operate over and along)
 certain streets as extensions of)
 existing routes and for authority)
 to abandon certain portions of)
 existing routes.)

Application No. 33533

Charles Boehm for applicant. John Chapman for
Benton Bus Lines, interested party.

O P I N I O N

Applicant, Eastern Cities Transit, Inc., is a passenger stage corporation operating in and around the City of Whittier pursuant to certificates of public convenience and necessity issued by this Commission. By the application herein it seeks authority to reroute its Whittier Lines Numbers 1, 2 and 5, and to add a new line to be known as Whittier Route No. 6.

A public hearing was held in Whittier on July 29, 1952. Prior thereto, applicant posted and published notice thereof. There were no protests. Pacific Electric Railway Company operates a local passenger stage service in the City of Whittier. It waived any protest to the proposed changes. There are no other competing carriers. The City of Whittier has no objection to the proposed changes. At the hearing applicant amended its application by striking therefrom its request for authority to

abandon service on Painter Avenue between Oval Drive and Mulberry Drive, and along Mulberry Drive between Painter Avenue and Greening Avenue.

Applicant's existing fares will remain in effect and the service will be rendered with at least the same frequency as at present. No new equipment will be required.

Whittier Route No. 1.

As set forth in Decision No. 46975, dated April 8, 1952, on Application No. 33130, the route is via the following streets, commencing in the southeast portion of Whittier:

Beginning at the intersection of Laurel Avenue and Whittier Boulevard, thence along Laurel Avenue, Carnell Street, Walnut Way, Chestnut Street, Jacmar Avenue, Oak Street, Barton Road, Whittier Boulevard, Painter Avenue, Philadelphia Street, Milton Avenue, Hadley Street, Pickering Avenue, Broadway, Hadley Street, Townley Drive, Norwalk Boulevard, Reichling Lane, Danby Avenue, Havenwood Place, Redman Avenue, Loch Avon Drive, Glengarry Avenue, Rincon Drive, to its intersection with Broadway.

1. Applicant requests authority to change the routing on the west end via "Danby Avenue, Bexley Drive, Redman Avenue, Loch Avon Drive," rather than "Danby Avenue, Havenwood Place, Redman Avenue, Loch Avon Drive" for the reason that Havenwood Place does not extend between Danby Avenue and Redman Avenue. Applicant now uses Bexley Drive between the two named streets.

2. Applicant desires to abandon service on Carnell Street between Jacmar Avenue and Walnut Way, and between the intersection of Jacmar Avenue and Chestnut Street and the intersection of Laurel Avenue and Whittier Boulevard via Jacmar Street, Oak Street, Barton Road and Whittier Boulevard. It seeks, in lieu

thereof, to extend its services between the intersection of Carnell Street and Laurel Avenue and the intersection of Walnut Way and Carnell Street via Laurel Avenue, Danbrook Avenue and Walnut Way, and along Jacmar Avenue between Chestnut Street and Carnell Street. These changes will enable applicant to serve a new subdivision along Danbrook Avenue south of the Union Pacific Railroad Tracks. All presently used portions of this line will be less than one-fourth mile from the line routed as requested by applicant.

Whittier Route No. 2.

An extension is requested along this line ⁽¹⁾ between the intersection of Painter Avenue and Oval Drive and the intersection of Greenleaf Avenue and Lambert Road via Painter Avenue and Lambert Road. At present one-half-hourly service is maintained between the terminus of this line at Mulberry Drive and Gunn Avenue and the intersection of Monte Vista and Palm Avenue. At that point the line splits and alternate buses have different destinations, one proceeding to a cemetery and the other to a loop ending on Pioneer Boulevard. Applicant proposes that the bus which services the cemetery will depart from the present route at Oval Drive and Painter Avenue and then proceed via Painter Avenue and Lambert Road and north on Greenleaf Avenue over the reverse of the route to the cemetery. The other bus originating at Pioneer Boulevard will proceed past the intersection of Oval Drive and Painter Avenue, along Painter Avenue to Mulberry Drive, thence

(1) See route description set forth in Decision No. 46975, dated April 8, 1952, on Application No. 33130.

to Greening Avenue. The proposed extension along Painter Avenue and Lambert Road will enable applicant to serve a thickly populated area along Painter Avenue and Lambert Road.

Whittier Route No. 5.

The easterly end of this route is via Whittier Boulevard, Colima Road, Luitwieler Avenue, Dunton Drive, Dalmatian Avenue and Danbrook Drive to its intersection with Luitwieler Avenue. (2)

Applicant proposes to abandon service along Colima Road between its intersections with Whittier Boulevard and Cullen Street and to serve via Whittier Boulevard, Cole Road, Cullen Street, Colima Road, Luitwieler Avenue, Dunton Drive, Dalmatian Avenue and Danbrook Drive to its intersection with Luitwieler Avenue. This rerouting will enable applicant to serve a new subdivision of 500 homes east of Cole Road between Whittier Boulevard and the Union Pacific tracks, about one mile below Whittier Boulevard. All stops on Colima Road between Whittier Boulevard and Cullen Road will be within one-fourth of a mile of the rerouted service on Whittier Boulevard, Cullen Road or Cole Road.

Whittier Route No. 6.

This is an entirely new route. Hourly service will be given on this line between the intersection of Gunn Avenue and Carnell Street, a point on applicant's No. 5 Line, and Greening Avenue and Mulberry Drive, a point on applicant's No. 2 Line. This line will serve a new subdivision south of Mulberry Drive and east of Gunn Avenue. It will also provide service to a

(2) Decision No. 46414, dated November 13, 1951, on Application No. 32742.

residential area south of Mulberry Drive.

Upon the evidence of record herein the Commission is of the opinion and finds that the proposed reroutings are in the public interest and that public convenience and necessity require that applicant provide service as a passenger stage corporation between the intersection of Gunn Avenue and Carnell Street and the intersection of Greening Avenue and Mulberry Drive over the route hereinafter set forth.

O R D E R

A public hearing having been held and the Commission having found that the proposed reroutings are in the public interest and that public convenience and necessity require that applicant provide a service as a passenger stage corporation over the routes and between the points hereinafter set forth,

IT IS ORDERED:

1. That the route description of applicant's Whittier Routes Numbers 1, 2 and 5, as set forth in Decision No. 45840, dated June 19, 1951, on Application No. 32402, as amended by Decision No. 45897, dated June 29, 1951, on Application No. 32402, as amended by Decision No. 46414, dated November 13, 1951, on Application No. 32742, as amended by Decision No. 46975, dated April 8, 1952, on Application No. 33130, are amended, respectively, to read as follows:

Whittier Route No. 1.

Beginning at the intersection of Laurel Avenue and Carnell Street, thence along Laurel Avenue, Danbrook Drive, Walnut Way, Chestnut Street, Jacmar Avenue,

Carnell Street, Laurel Avenue, Whittier Boulevard, Painter Avenue, Philadelphia Street, Milton Avenue, Hadley Street, Pickering Avenue, Broadway, Hadley Street, Townley Drive, Norwalk Boulevard, Reichling Lane, Danby Avenue, Bexley Drive, Redman Avenue, Loch Avon Drive, Glengarry Avenue, Rincon Drive, to its intersection with Broadway.

Whittier Route No. 2.

Beginning on Workman Mill Road at the Rose Hills Memorial Park, thence along Workman Mill Road, Lemon Street, Palm Avenue, Monte Vista Drive, Magnolia Avenue, Floral Drive, Pickering Avenue, Beverly Boulevard, Greenleaf Avenue, Shreve Road, Shoemaker Avenue, Oval Drive, Painter Avenue, Lambert Road, to its intersection with Greenleaf Avenue. Also, beginning at the intersection of Hadley Street and Greenleaf Avenue, thence along Hadley Street, Painter Avenue, Broadway, to its intersection with Greenleaf Avenue. Also, beginning at the intersection of Palm Avenue and Monte Vista Drive, thence along Monte Vista Drive, Norwalk Boulevard, Orange Grove Avenue, Pioneer Boulevard, Floral Drive, Norwalk Boulevard, to its intersection with Monte Vista Drive. Also, along Painter Avenue between Oval Drive and Mulberry Drive, and Mulberry Drive to Greening Avenue.

Whittier Route No. 5.

Beginning at the intersection of Comstock Avenue and Philadelphia Street, thence along Philadelphia Street, Washington Avenue, Penn Street, Painter Avenue, Ocean View Lane, College Avenue, 4th Street, California Avenue, 2nd Street, Ocean View Avenue, Chestnut Street, Gunn Avenue, Carnell Street, Mills Avenue, Whittier Boulevard, Cole Road, Cullen Street, Colima Road, Luitwieler Avenue, Dunton Drive, Dalmatian Avenue, Danbrook Drive, to its intersection with Luitwieler Avenue.

2. That applicant be and it hereby is authorized to discontinue and abandon its passenger stage service on all streets on its present Whittier Lines Numbers 1, 2 and 5 which are not part of the said routes hereinabove described, and the authority to operate over and along said streets heretofore granted by Decisions Nos. 45840, 45897, 46414, and 46975, is hereby revoked.

3. That, except as herein amended, said Decisions Nos. 45840, 45897, 46414, and 46975 shall remain in full force and effect.

4. That at least five (5) days prior to the establishment of the changes in service herein authorized, applicant shall post, at its terminals and in all of its buses, plainly visible notices of the route changes herein authorized.

IT IS FURTHER ORDERED:

1. That a certificate of public convenience and necessity be and it hereby is granted to Eastern Cities Transit, Inc., authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, for the transportation of persons between the intersection of Carnell Street and Gunn Avenue and the intersection of Mulberry Drive and Gunn Avenue, and intermediate points, as an extension and enlargement of, and to be consolidated with, applicant's present operating rights.

2. That, in providing service pursuant to the certificate herein granted, Eastern Cities Transit, Inc., shall comply with and observe 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 file in triplicate and concurrently make effective, tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such passenger stage

operation at any time, Eastern Cities Transit, Inc., shall conduct said operation over and along the following described route:

Whittier Route No. 6.

Beginning at the intersection of Carnell Street and Gunn Avenue, thence along Gunn Avenue, Lanning Drive, Armley Avenue, Oval Drive, Gunn Avenue, Mystic Street, Calmada Avenue, Greening Avenue and Mulberry Drive to its intersection with Gunn 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.

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

Dated at San Francisco, California, this 19th day of August, 1952.

A. J. [Signature]
 President

Justice J. [Signature]

Harold P. [Signature]

[Signature]

Commissioners

Commissioner Kenneth Potter, being necessarily absent, did not participate in the disposition of this proceeding.